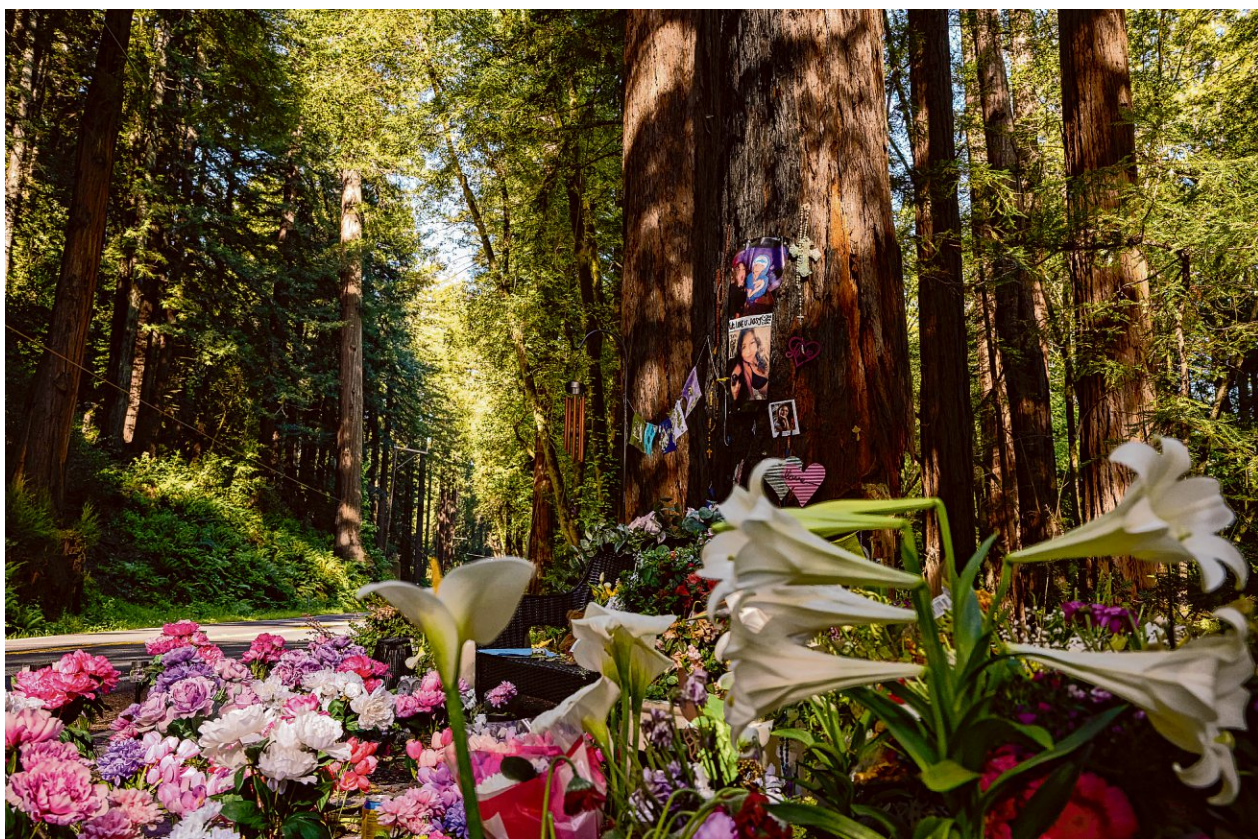


One year later, Marin County remains divided over justice for driver



Lauren Segal/For the S.F. Chronicle

Four teenage girls died in a crash at this site in the Marin County community of Woodacre.

Teen's fatal crash splits community

By Annie Vainshtein
STAFF WRITER

On that terrible evening one year ago, Christie Batanides of Fairfax dropped her 16-year-old daughter, Josalynn Osborn, outside a local pet shop called For Paws. While the girl everyone called "Josy" met up with friends who had planned a sleepover, Batanides and her older daughter, Dyllynn, retired to her sister's nearby home for a night of decorating cookies.

Less than 20 minutes later, Batanides was sitting on a couch when she felt the buzz of an automatic message. Josy's iPhone had triggered a "Crash Detection" alert. She made out the words "SOS" and "crash," her daughter's name and the coordinates of a location.

As she and her older daughter drove west through the woods, they could summon only Josy's voicemail. Then they saw smoke through the trees. They arrived



Jessica Christian/S.F. Chronicle

Christie Batanides holds a picture of her daughter, Josalynn Osborn, at her home in Fairfax.

at a scene of fire trucks and ambulances. A Volkswagen Tiguan had slammed into a hulking redwood just off the right edge of two-lane San Geronimo Valley Drive. The SUV was mangled and engulfed in flames.

"Josy's in the car!" the mother yelled to a firefighter friend she'd spotted. That was before Batanides — who like some of the other parents involved in the tragedy spoke about the events of last

Crash continues on A10

"I remember her saying to me, maybe two months before she died, 'I'm not afraid to die, I'm just afraid of what it would do to you.'"

Christie Batanides, mother of victim Josalynn Osborn

BART lot losing parking spaces

Affordable housing nudges out spots at West Oakland Station

By Rachel Swan
STAFF WRITER

At BART's West Oakland Station, a planned housing development comes with a polarizing trade-off: Nearly 400 parking spaces must go.

Signs posted around the station lot warn patrons of a transformation underfoot. The first phase comprises 240 affordable apartments, stacked over asphalt that currently bears white, rectangular markings for all the cars that swarm in daily from Alameda, Emeryville, the Oakland hills or the deep flatlands.

It's the urbanists' dream and the suburban motorists' nightmare, when housing for cars becomes housing for people.

"When I first heard about it, I thought, 'Oh, no way,'" said Michelle Fogner, who lives miles away from BART, in the Oakland hills, and drives to West Oakland for convenient transit.

She and other East Bay residents have relied on the same hack for decades. Park at West Oakland BART, catch a train to downtown San Francisco and skip the Bay Bridge traffic. If all goes well, a person can zoom through the Transbay Tube and arrive at the Financial District in less than 10 minutes.

But the new affordable housing project is about to upend that tried and true commuting

BART continues on A12

Sea change to protect whales starts this week

By Brooke Park
STAFF WRITER

Starting this week, ships traveling along the California coast may be going more slowly.

The main reason is whales: California is significantly expanding a program that asks ships to slow down in order to kill fewer of them.

The change, which takes effect Wednesday, increases the slowdown area from a patchwork of zones around marine sanctuaries into a more continuous stretch covering most of the California coast.

Ship strikes are a leading cause of death for several whale species off California, where some of the world's largest cargo ships pass through key feeding and migration routes. Even in and around San Francisco Bay, at least 27 whale deaths were caused by boat collisions in recent years. Going slower also often reduces the amount of pollution ships emit.

Nearly 60% of vessel traffic in last year's zones participated in the speed limit program, which asks ships to slow to 10 knots or less. Large cargo ships typically travel between 12 to 20 knots.

Whales continues on A9

Planned hotels could reshape Napa

Rooms downtown could be doubled in coming years

By Julie Johnson
STAFF WRITER

The city of Napa was once like a Wine Country flyover state: a blue-collar town plagued by floods and passed over by tourists zooming north into valley resorts and tasting rooms among the vineyards. But the city has grown into a global draw of its own.

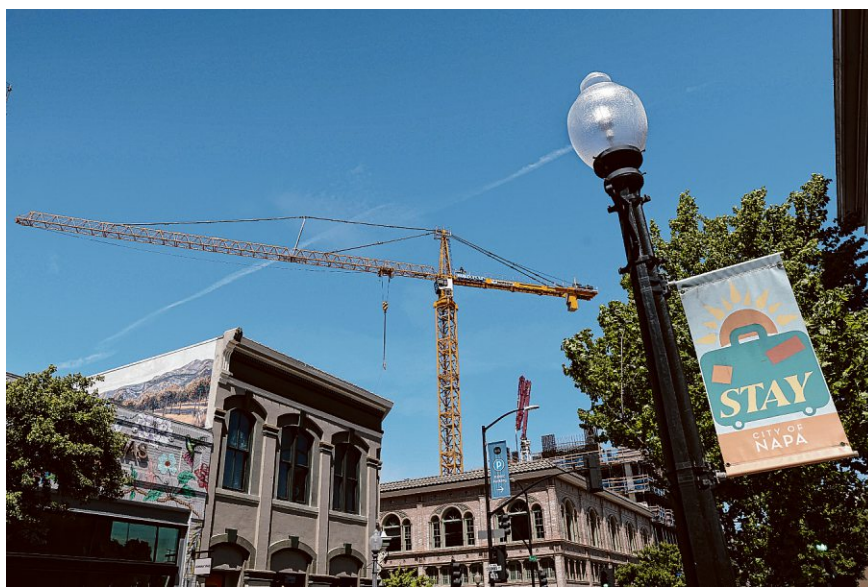
Today, after a pioneering flood control project, Napa city is host to top-notch restaurants, tasting rooms and shops, the Ox-

bow Public Market and the annual BottleRock music festival.

Downtown, a towering yellow construction crane soars over the steel skeleton of a new 116-room hotel complex with storefronts, restaurants and an outdoor promenade that promises to bring more travelers, new jobs and an infusion of economic activity into Wine Country's namesake town.

It likely won't be the last one on the city's horizon as the number of hotel rooms in downtown Napa alone could nearly double in the coming years — at least on paper. City officials have given develop-

Napa continues on A12



Brontë Wittppenn/S.F. Chronicle

A construction crane works on a new 116-room hotel complex with storefronts, restaurants and an outdoor promenade in the city of Napa.

