

BAY POINT | CONTEXT

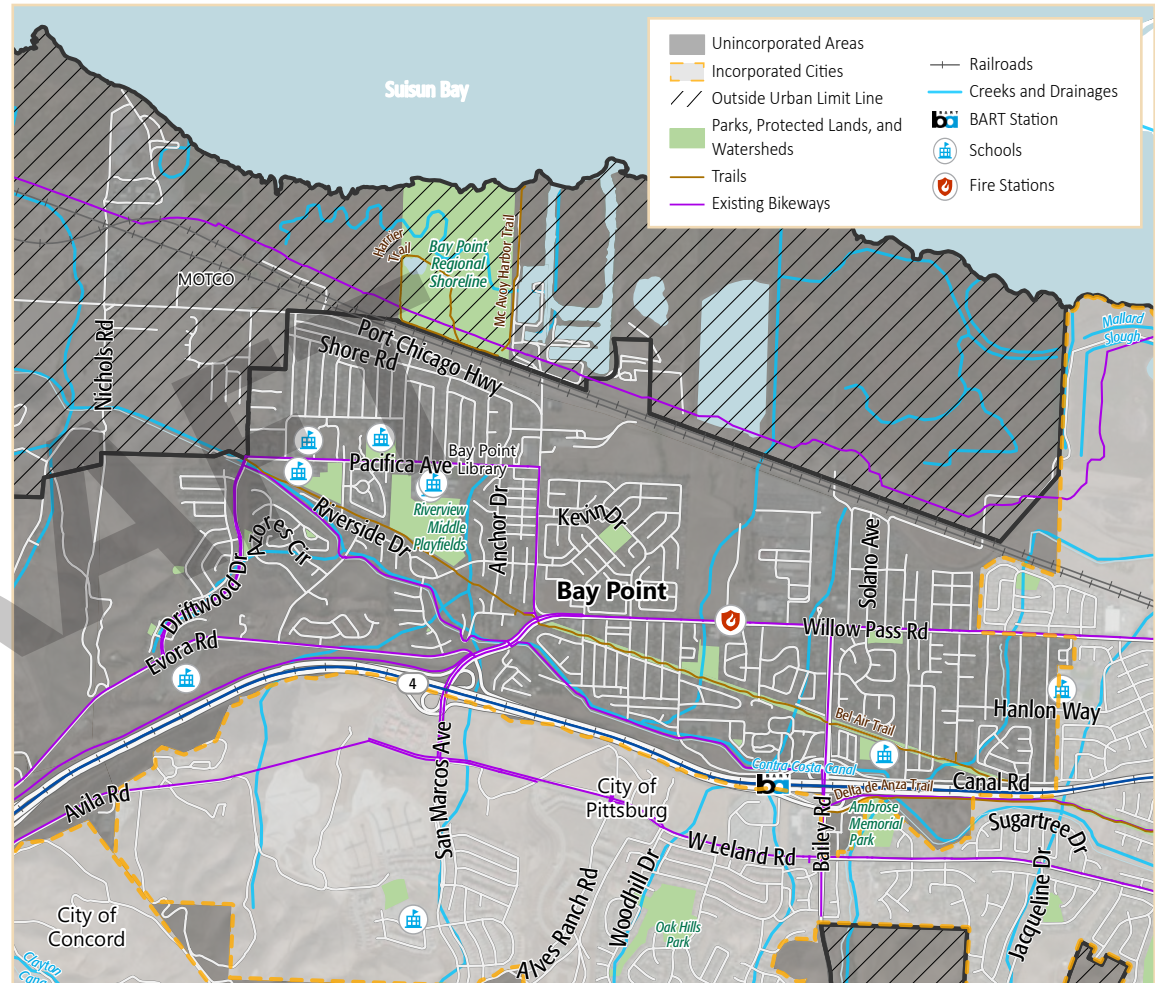
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Bay Point, a tule marshland originally settled for ranching land in the 1800s, was established as a lumber manufacturing and distribution port in the early 1900s. The area's prime location along the Southern Pacific Company's transcontinental tracks and the deep water of Suisun Bay facilitated shipment of raw materials and products by both land and water, spurring quick economic growth in the community.

Over time, Bay Point's waterfront has maintained an industrial character. Most of the community consists of single- and multi-family residential uses. While there are some commercial uses in Bay Point, primarily situated along the major thoroughfares of Willow Pass Road and Bailey Road, local neighborhood-serving amenities are relatively limited.

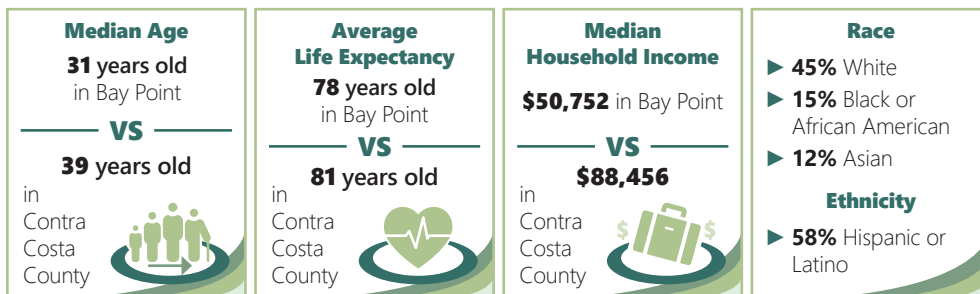
In 1993, the community voted to be renamed from "West Pittsburg" to "Bay Point" to solidify its identity as separate from Pittsburg to the east. Residents take pride in their independence from nearby cities, but they cite concerns about the need for increased services and coordination among service providers. The waterfront, along with other parks in the community, is reportedly unsafe and rife with homeless encampments, and major thoroughfares lack continuous street lighting and pedestrian infrastructure. Community-led organizations advocate for these local issues.

The nearby BART station is an important node for the community, sitting on the southeast edge of the unincorporated area. BART provides many residents with an essential regional transportation link to jobs in Walnut Creek and beyond. However, many in the community would like improved Tri Delta Transit bus services and improved transit stop amenities.












Source: Contra Costa County, 2018; PlaceWorks, 2020.

WHO LIVES IN BAY POINT?



Hazards

-  Air quality from increased ozone and diesel particulate matter
-  Coastal flooding
-  Extreme heat
-  Flooding
-  Human health hazards
-  Landslides and debris flows
-  Sea level rise
-  Seismic hazards
-  Wildfire

Major Vulnerabilities

Cost-burdened households, households in poverty, low-income households, persons experiencing homelessness, and persons with chronic illnesses are vulnerable to coastal flooding.

Cost-burdened households, households in poverty, and low-income households are highly vulnerable to having their homes damaged by landslides, seismic hazards, and sea level rise.

Cost-burdened households, households in poverty, low-income households, persons experiencing homelessness, and persons with chronic illnesses are vulnerable to wildfire.

The Amtrak line, neighborhoods connected by single access roads, the library, and the fire station are vulnerable to coastal flooding.

The Amtrak line, neighborhoods connected by single access roads, the library, Bay Point BART stop, and commercial buildings are vulnerable to sea level rise.

Public transit access, water and wastewater services, energy delivery services, and solid waste removal services are vulnerable to multiple hazards.

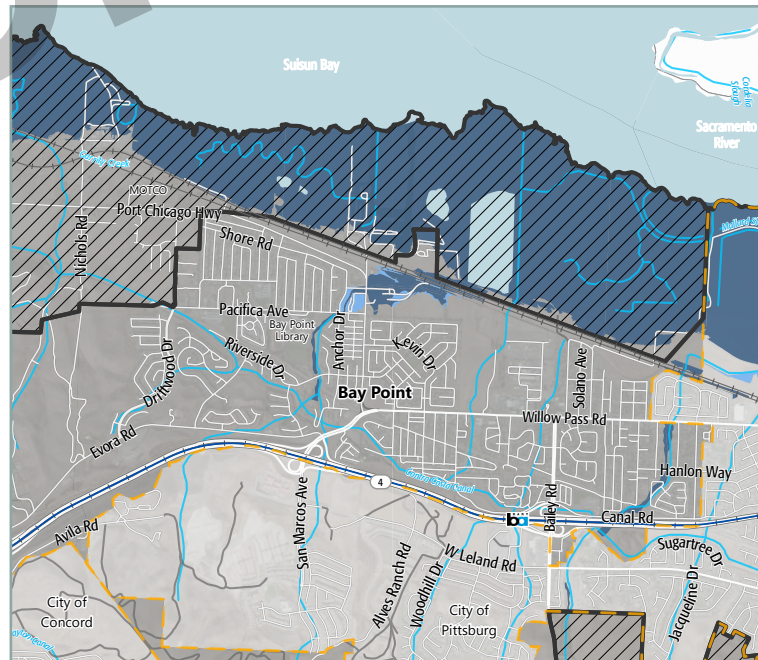
The information on this page presents a summary of hazards and vulnerabilities in Bay Point based on the Contra Costa County Vulnerability Assessment; please see the [online Vulnerability Assessment](#) for a full description of these hazards and vulnerabilities.



Traffic on Highway 4 poses air quality hazards to Bay Point residents. Photo by Trish Dominguez.




These images represent hazards to which Bay Point is vulnerable, including wildfire hazards, industrial accidents, earthquakes, and flooding.



FLOOD ZONES

Flood Hazard Areas

-  100-Year Flood Zone
-  500-Year Flood Zone
-  Areas of Undetermined but Possible Flood Hazard
-  Water
-  Unincorporated Areas
-  Incorporated Cities
-  Urban Limit Line
-  Outside Urban Limit Line
-  Railroads
-  Creeks and Drainages
-  BART Station



A 100-year flood zone represents a 1% chance of flooding in any given year.
A 500-year flood zone represents a 0.2% chance of flooding in any given year.

Source: FEMA, 2019; Contra Costa County, 2018; PlaceWorks, 2020.

DISADVANTAGED COMMUNITY

The County has identified Bay Point as a disadvantaged community under Senate Bill (SB) 1000, which requires the County to integrate environmental justice into the General Plan. This law is based on the understanding that some communities have experienced a combination of historic discrimination, negligence, and political and economic disempowerment. Often, this has resulted in a disproportionate burden of pollution and health impacts and disproportionate social and economic disadvantages in these communities.

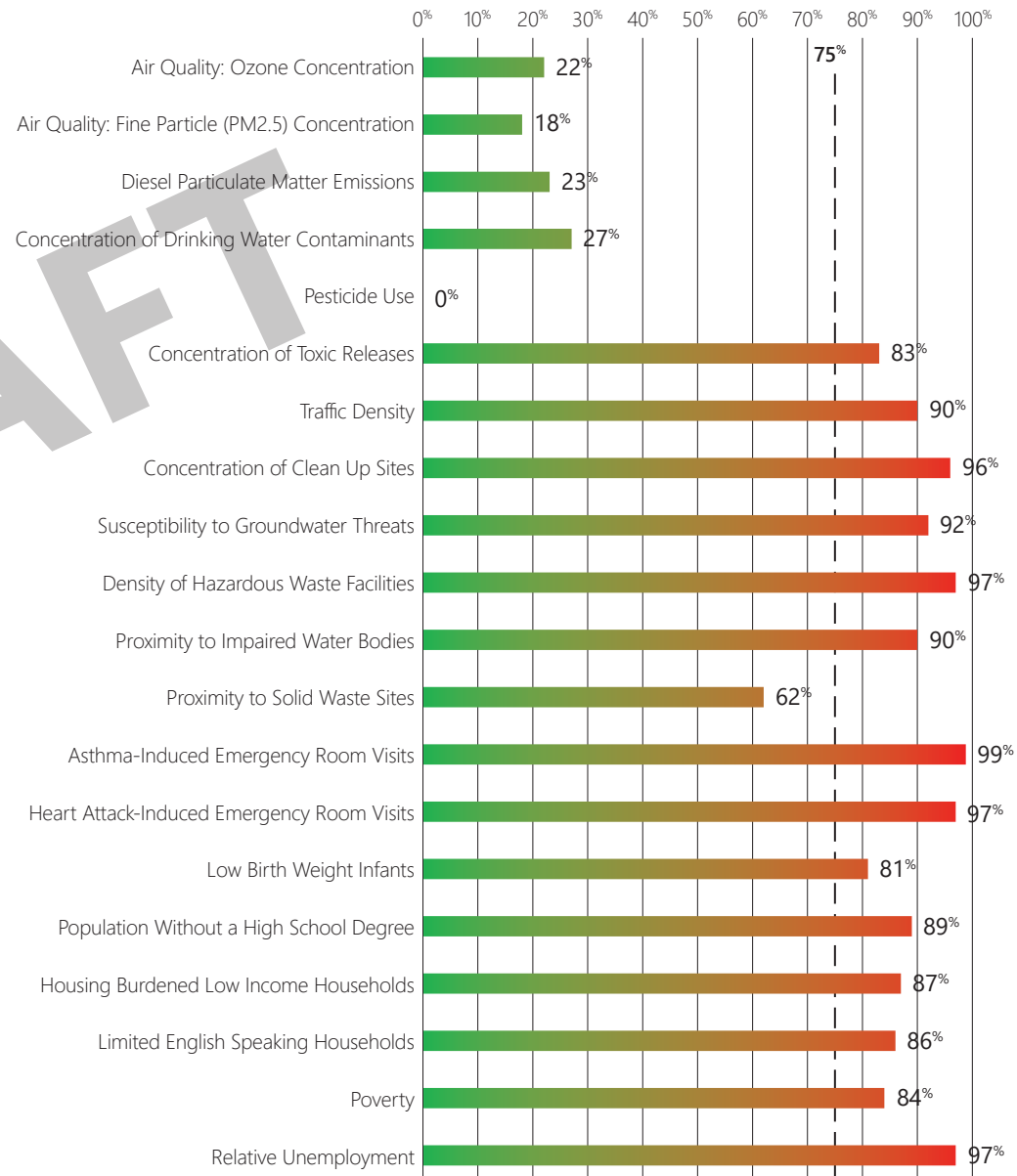
The 20 indicators that contribute to Bay Point's identification as a disadvantaged community are highlighted in the chart to the right, with additional details provided in the maps that follow, based on State data from [CalEnviroScreen](#). The chart shows how Bay Point ranks for each indicator compared to the rest of the state. The State identifies disadvantaged communities as those where the combined ranking for all factors is 75 percent or higher. While there are multiple Census tracts that make up Bay Point, this chart presents only the most-impacted Census tract for each indicator.

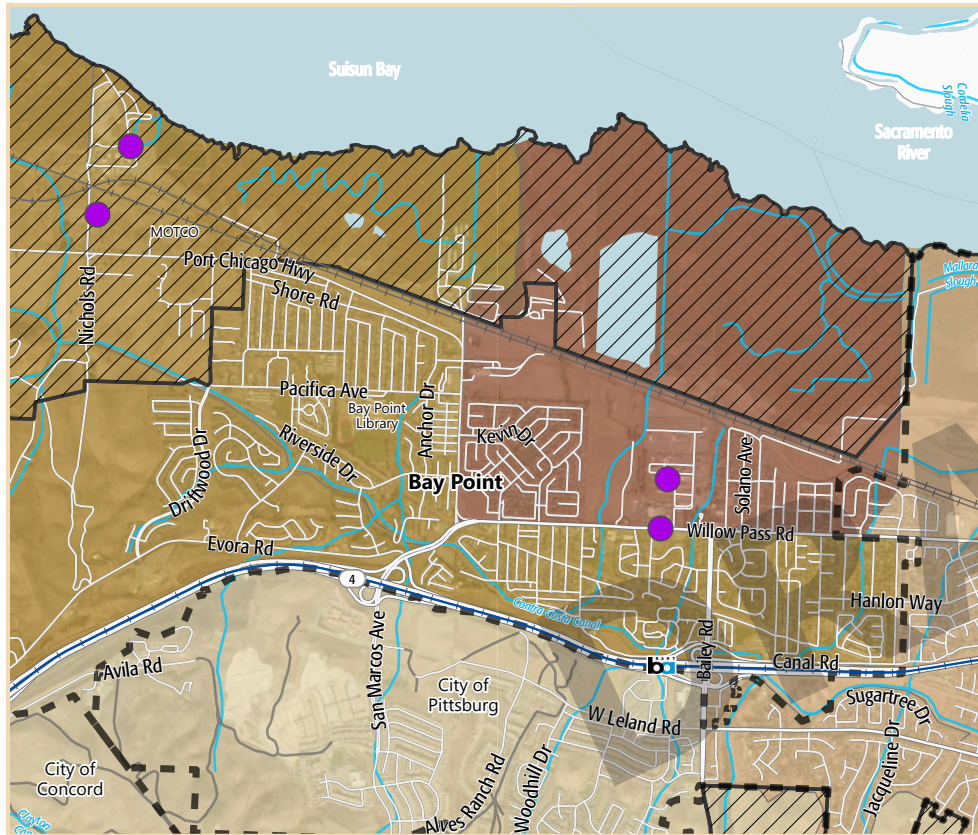
Chemical pollution from heavy industrial and manufacturing uses has severely impacted Bay Point. While remediation efforts are underway, their continued presence risks community exposure to associated hazards. Meanwhile, despite their large presence, these businesses often do not hire from the local population due to mismatched skill sets and language barriers. Therefore, many residents endure longer commutes to often low-paying jobs in central Contra Costa County where higher housing costs price them out of residency. This migration is mirrored by a larger trend in eastern Contra Costa County to drive into the Bay Area's employment centers, causing roadway congestion, increasing driving times, and polluting the air.

Water quality has long been a concern among Bay Point residents. In the last decade, the level of disinfection byproducts in the drinking water was found to be scarcely within compliance. After strong community advocacy, the local private water company began purchasing treated water, and today the water company is compliant with all water quality standards. However, residents still cite concerns about bad tastes and odors in the water, which may be a result of an aging housing stock with degraded pipes and water fixtures.

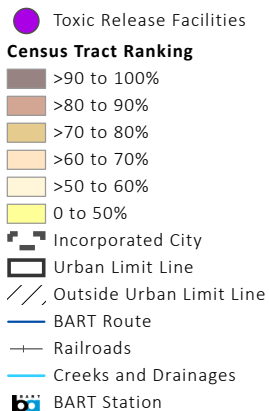
DISADVANTAGED COMMUNITY INDICATORS (2017)

Ranking of Most Impacted Census Tract in Bay Point Relative to the State



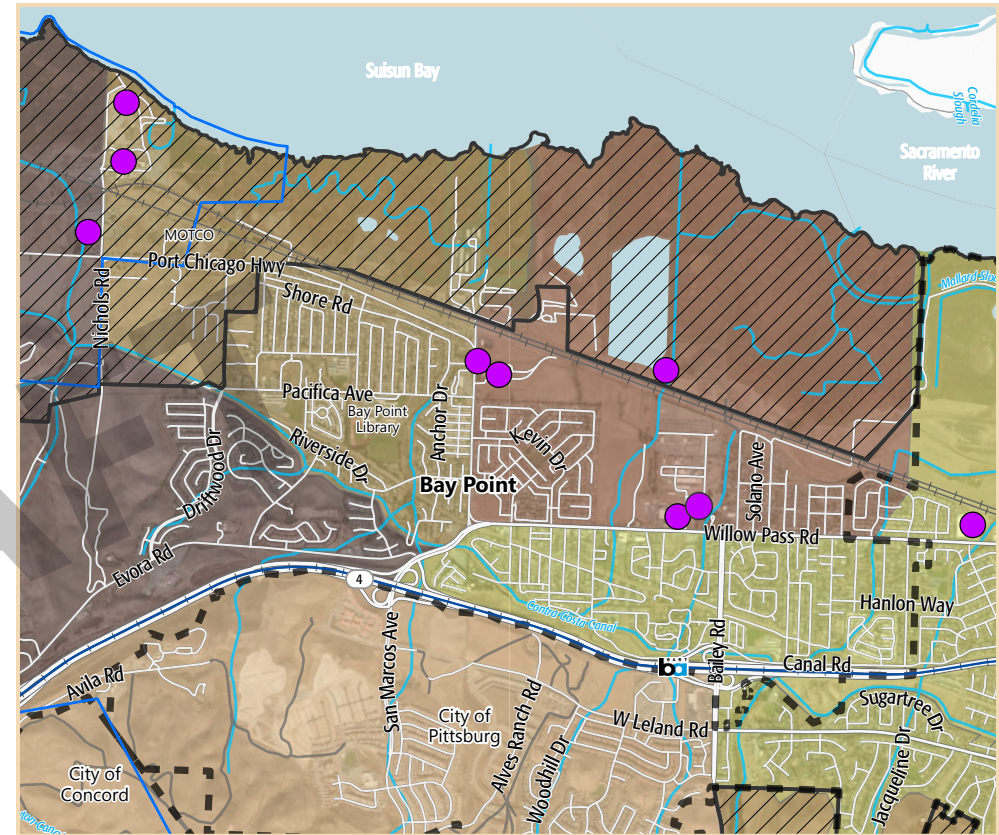


TOXIC RELEASES

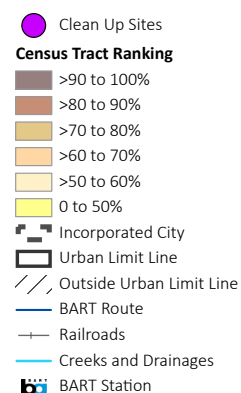


This map ranks Census tracts based on the concentration of toxic chemical releases from industrial facilities. Parts of Bay Point are ranked at 83 percent, meaning that the area has a concentration of toxic releases that is worse than 83 percent of the state.

Source: California Office of Environmental Health Hazard Assessment, 2018; Contra Costa County, 2018; PlaceWorks, 2020.



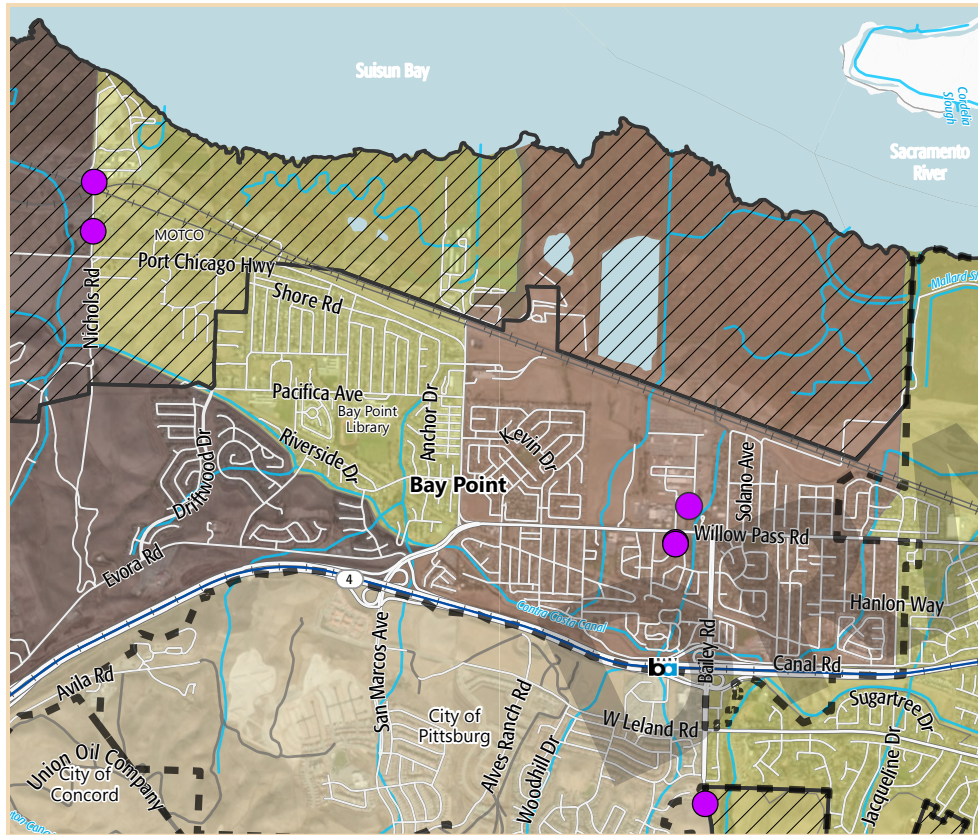
CLEAN UP SITES



This map ranks Census tracts based on the concentration of clean up sites, which are sites undergoing clean up actions by governmental authorities or property owners due to environmental degradation from hazardous substances. The ranking also considers the nature and magnitude of the threat and the site type and status. Parts of Bay Point are ranked at 96 percent, meaning that the area has a concentration of clean up sites that is higher than 96 percent of the state.



Source: CalEnviroScreen, 2018; Contra Costa County, 2018; PlaceWorks, 2020.



HAZARDOUS WASTE

● Generators of Hazardous Waste

Census Tract Ranking

- >90 to 100%
- >80 to 90%
- >70 to 80%
- >60 to 70%
- >50 to 60%
- 0 to 50%
- Incorporated City
- Urban Limit Line
- /// Outside Urban Limit Line
- BART Route
- Railroads
- Creeks and Drainages
- BART Station

This map ranks Census tracts based on the density of hazardous waste facilities and generators, considering each facility's type and permit status and generator activities. Bay Point is ranked high, reaching up to 97 percent, indicating that the area has a density of hazardous waste facilities and generators that is higher than 97 percent of the state.



Source: CalEnviroScreen, 2018; Contra Costa County, 2018; PlaceWorks, 2020.



PLANNED LAND USE

Land use designations for Bay Point are shown on the land use map and defined in the land use designations section of the Land Use Element.

The majority of the community is planned for continued residential uses at a variety of densities, surrounded primarily by open space, public, and industrial uses. Hillside areas will be preserved through open space and agriculture designations. At the major interchanges of Highway 4, commercial uses are planned to continue, providing services like gas stations and restaurants.

Generally, the land use map envisions that Bay Point will transition to a denser and more bustling community around the Pittsburg/Bay Point BART Station. Portions of Willow Pass Road are designated Mixed Corridor, envisioning a range of neighborhood shopping, residential, and office uses that will stimulate improvements and reinvestment along the corridor. Southeast of the Highway 4/Bailey Road intersection, within the Pittsburg/Bay Point BART Station Area, the Mixed Corridor designation will encourage dense residential development that takes advantage of the area's close proximity to both the BART Station and Ambrose Park. Limited commercial uses are intended as secondary to the residential development and oriented to providing goods and services to neighborhood residents and visitors to Ambrose Park.

Along the south side of Willow Pass Road within the Pittsburg/Bay Point BART Station Area, the Urban Center designation is intended to create a neighborhood commercial district as a focal point of the Bay Point community. The area should be developed as a pedestrian-oriented district serving residents who live nearby. Parking should be adequate but located behind commercial uses along Willow Pass Road.

The Pittsburg/Bay Point BART Station Area Specific Plan (2002) remains in effect and provides more detailed guidance for this area.



Multi-family housing in Bay Point.



Single-family housing in Bay Point.



Mixed-use development in Bay Point.



Commercial use in Bay Point.

GUIDING PRINCIPLES

The following guiding principles articulate the values, priorities, and aspirations for the future shared by Bay Point community members:

1. Bay Point is a great place to raise a family. Its small-town community-mindedness and relative affordability should be preserved and supported for future generations.
2. The entire Bay Point community should enjoy streetscapes and open spaces that are free from abandoned cars, debris, and litter, and street lighting should be improved to make people feel safer walking at night.
3. Bay Point residents need more local, high-quality jobs from a diverse business base. Businesses should be encouraged to hire locally and provide living wage jobs.
4. Additional retail development should be encouraged along Willow Pass Road.
5. Bay Point residents enjoy a central location in the Bay Area, with easy regional access via multiple transportation modes. Quality access to local and regional transportation should be maintained and enhanced.
6. Bay Point residents who lack housing should have access to quality services and programs that will help, including a new shelter, increased mental health and substance abuse services, and facilities that are targeted to specific age groups (e.g., seniors and teens). Bay Point residents who are at risk of losing housing should be protected from displacement.
7. Bay Point's waterfront north of the railroad tracks should be developed with water recreation and commercial uses while ensuring the community is resilient to the near- and long-term hazards associated with sea level rise.
8. Park and recreation facilities in Bay Point should be safe and inviting to residents and families through quality maintenance and amenities.
9. The many great agencies that provide community services in Bay Point should coordinate efforts to maximize effectiveness and reach all those who need the services.
10. Bay Point residents should be safe from short- and long-term hazards, including emissions and explosions, associated with industrial facilities in and near the community.

POLICIES

1. The maximum allowed density and intensity of development in the Mixed Use designation is X units per acre and Y floor area ratio (FAR). In the Urban Center designation, the maximum allowed density is X units per acre and the maximum allowed intensity is Y FAR.
2. Ensure that land use and development projects in Bay Point will not negatively impact the community, such as increased toxic exposures, a net loss of affordable housing, or the displacement of residents and local legacy businesses.
3. Coordinate with the Housing Authority of Contra Costa County, affordable housing developers, and other organizations to transition vacant and underutilized land into affordable rental and ownership housing that serves Bay Point's diverse population, including single people, families, youth, seniors, and people with disabilities.
4. Establish proactive and effective partnerships with local community-based organizations that have relationships, trust, and cultural competency with Bay Point communities to assist with outreach for local initiatives and issues, expanding engagement efforts to schools and community centers as well.
5. Support community beautification and safety, curb illegal dumping, improve trash collection, and remove graffiti.
6. Encourage neighborhood-oriented shopping and services to be developed within walking distance to housing.
7. Offer incentives for clean and green light industrial development that would provide quality jobs for Bay Point residents.
8. Partner with Future Build East County and other similar organizations to train Bay Point residents with skills that are tailored to living wage jobs in Bay Point and nearby communities.
9. Actively seek and incentivize commercial development on vacant lots near the BART station and throughout the community, including development that would expand the grocery store options in Bay Point.
10. Encourage the assembly of parcels in medium or higher density residential areas, and allow taller building heights as appropriate, to ensure quality residential development with adequate infrastructure for drainage and traffic. (3-79; 3-86)
11. Minimize the number of streets and driveways intersecting or entering Willow Pass Road by using secondary roads, assembling frontage parcels, using shared access on abutting properties, and/or other approaches. (3-78(b); 3-80; 3-85; 3-86)
12. Improve commercial visibility on Willow Pass Road by controlling the placement, design, number, and size of new signs to convey business identity without being visually disruptive. (3-80(d))
13. Require that new and retrofitted development, particularly along the waterfront, supports effective police and fire protection response and services by using the following principles of crime prevention through environmental design (CPTED):
 - a. Delineate private and public spaces.
 - b. Enhance visibility.
 - c. Control property access while maintaining emergency routes for police and fire.
 - d. Ensure adequate property maintenance.
 - e. Incorporates speed bumps and safe crosswalks.
14. Engage with schools, non-profit organizations, and faith-based organizations to recognize and work with at-risk youth in Bay Point to support their meaningful growth.
15. Support healthy relationships between the community and law enforcement.
16. Support proposals for high-quality redevelopment of McAvoy Harbor.
17. Encourage existing liquor stores, convenience stores, and ethnic markets to stock fresh produce and other healthy foods.

ACTIONS

1. Clean up major illegal dumping sites in Bay Point, including at Port Chicago Highway and Driftwood Drive and along Pullman Avenue and Suisun Avenue, and pursue stricter enforcement with higher penalties and better regulation.
2. Conduct education and outreach to inform Bay Point residents about waste disposal opportunities beyond curbside trash and recycling pickup and about vehicle donation opportunities for unwanted vehicles.
3. Prepare and implement streetscape plans for Willow Pass Road, Bailey Road, and other streets that include protected bike lanes, speed bumps, stop signs, cameras, upgraded (including wider) sidewalks, and street trees and landscaping to slow traffic and enhance transit corridors. Streetscape plans should also address on-street parking, traffic movements, and transit facilities. If appropriate, revise precise alignment plans for consistency with the streetscape plans. (3-80(e))
4. Install pedestrian-scale lighting throughout the community to enhance safety and deter crime.
5. Work with BART, Tri-Delta Transit, and County Connection to:
 - a. Improve the coordination of bus and BART arrival and departure times.
 - b. Create more frequent and direct bus routes and connections to connect Bay Point residents with BART.
 - c. Extend first- and last-mile services with micro transit infrastructure for BART commuters.
 - d. Increase ADA-accessible options on public transit.
6. Work with the Golden State Water Company to conduct education and outreach about how old pipes and water fixtures can affect water quality in older homes. Identify a funding source to provide financial assistance to low-income residents to improve degrading pipes and water fixtures.
7. Coordinate with non-profit and other organizations to investigate the feasibility of opening an emergency shelter with co-located supportive services to house and support Bay Point residents of all ages that are homeless.
8. Work with the Ambrose Recreation and Park District to expand youth recreation and education opportunities, such as expanded sports programs, after-school programs, a skate park, and/or a youth center.
9. Coordinate with the Ambrose Recreation and Park District to seek funding for augmented services at the community center, improved park and recreation facility quality, particularly at Ambrose and Lynbrook parks, and a new community-oriented park, potentially in Shore Acres. Use the County's outreach platforms to promote available park and recreation services and programs to Bay Point residents.
10. Work with the Ambrose Recreation and Park District to develop a community-wide park master plan for beautification and safety improvement at parks. Include the following approaches in the plan:
 - a. Develop new bike trails and recreation opportunities through sports, a new skate park, and a youth center.
 - b. Locate facilities to ensure visibility along public roadways where appropriate.
 - c. Provide clear access points.
 - d. Plant appropriate vegetation that provides shade and aesthetic benefits.
 - e. Maintain vegetation and regularly clean up trash to maximize visibility and demonstrate active attention to the site.
 - f. Install more lighting to improve visibility.
 - g. Use signage to clearly convey site ownership and rules.
11. Work with the East Bay Regional Park District to develop a trail network that connects Bay Point residents to nature recreation opportunities, the waterfront, and regional destinations, and to improve trail signage and wayfinding.
12. Create a mural or public art program to provide a positive alternative and deterrent to graffiti.
13. Work with the Mount Diablo Unified School District to identify a location for a new high school in Bay Point and bring more school bus services to Bay Point neighborhoods.