



# Department of Conservation and Development

## County Planning Commission

### Wednesday, November 18, 2020 – 6:30 P.M.

#### STAFF REPORT

#### Agenda Item 3.a

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<b>Project Title:</b>	Envision Contra Costa 2040
<b>County File Number:</b>	GP18-0001
<b>Applicant/Owner:</b>	N/A
<b>Project Location:</b>	Countywide
<b>California Environmental Quality Act (CEQA) Status:</b>	Environmental Impact Report
<b>Project Planner:</b>	Will Nelson, Principal Planner, (925) 674-7791
<b>Staff Recommendation:</b>	Conduct study session on Envision Contra Costa 2040, accept public comments, and provide input to staff.

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#### **I. BACKGROUND**

*Envision Contra Costa 2040* is the County's program to update its General Plan, Zoning Code, and Climate Action Plan. Public outreach for this effort began on February 12, 2019, with a presentation to the Board of Supervisors and launch of the project website, [envisioncontracosta2040.org](http://envisioncontracosta2040.org). Staff of the Department of Conservation and Development (DCD) and the County's General Plan consultant, PlaceWorks, have since conducted or taken part in over 50 public meetings whereat community members, stakeholders, and elected and appointed officials could provide comments on the project. These include meetings before the Board of Supervisors, County Planning Commission, Sustainability Commission, and Sustainability Committee; numerous community meetings held across the county; open houses; and focused meetings on the topics of environmental justice, community health, sustainability, and economic development. On July 10, 2019, staff presented the County Planning Commission with a summary of the comments received through the first 25 meetings to give the Commission a sense of the issues being discussed and the direction the project was heading. The comments received at subsequent meetings generally have involved similar themes to those presented in 2019. The public comments received thus far, particularly those received at the community meetings throughout the county, are the foundation of the Community Profiles that are the subject of this staff report and study session.

#### **II. STUDY SESSION**

The purpose of this study session is to familiarize the County Planning Commission with the Community Profiles, which will be integral to the new General Plan, and provide the Commission with an opportunity to offer comments and guidance on continued Profile development.



Staff notes that the Community Profiles remain in draft form and as such may contain minor errors and inconsistencies that will be remedied in future drafts. Refinement of the Profiles will continue as additional input is received from the public, various County departments, commissions and committees, and the Board of Supervisors. The Profiles are also subject to change as work progresses on countywide policy development. It is likely that policies and actions repeated in numerous Profiles will become countywide policies and actions, leaving the Profile language much more specific to each community. With this in mind, staff requests that for now the Commission focus its review on such aspects as cohesion, organization, format, and readability. The Profiles will be brought before the Commission for more in-depth review following further policy development.

### **III. COMMUNITY PROFILES**

The Land Use Element of the current General Plan is divided into nine sections addressing various topics (e.g., Existing Land Use, Planned Levels of Development, Land Use Designations). Section 3.8 Land Use Goals, Policies, and Implementation Measures includes the subsection Policies for Specific Geographic Areas, which as the name suggests contains policies specific to the various communities and regions throughout the unincorporated county. This subsection contains approximately three quarters of the policy language in the Land Use Element. The General Plan explains that projects should be reviewed for consistency with these “area policies” following review for consistency with the countywide policies stated in the various General Plan elements.

Like the bulk of the General Plan, the area policies have become hopelessly outdated. They contain stale information, provide policy guidance for implementation of projects already completed, and reflect planning concepts from 30+ years ago. The fundamental flaw with the area policies, however, is they fail to articulate any sort of cohesive vision for the future of the communities. The policies for Discovery Bay, Pacheco, Clyde, and many others do not provide a clear picture of the desires of residents or the direction the community is heading. Furthermore, the area policies provide little information regarding the communities themselves, the people who live and work there, or the challenges they face. Since this information is largely absent from the rest of the General Plan as well, the area policies exist in a sort of vacuum.

The new General Plan will replace the area policies with Community Profiles, which will remedy the shortcomings described above. Like the area policies, the Profiles will provide community-specific policy guidance. However, as described in more detail below, the Profiles will far exceed the area policies as far as providing background information and context, describing specific actions the County can take to improve quality of life in the communities, and most importantly, expressing a vision for each community’s future based on input from residents. Each Community Profile will essentially be a community plan, not just a list of rules governing development. The intention is to provide the public, staff, and decision-makers with a clear understanding of what each community is about, what makes it special to residents, and whether and how it should change, including what kinds of development and improvements should occur in support of the community’s vision.

A Community Profile will be prepared for the following communities:

<i>Alamo/Castle Hill</i> (2)	<i>East Richmond Heights</i> (2)
<i>Alhambra Valley/Reliez Valley/Briones</i> (1)	El Sobrante (3)
<b>Bay Point</b> (3)	<i>Kensington</i> (2)
Bethel Island (2)	<i>Knightsen</i> (1)
<i>Byron</i> (3)	<b>Montalvin Manor, Tara Hills, Bayview</b> (3)
<i>Canyon</i> (1)	<b>North Richmond</b> (3)
Clyde (2)	Pacheco (2)
Contra Costa Centre (1)	Port Costa (1)
<b>Crockett</b> (3)	<b>Rodeo</b> (3)
Diablo (1)	Saranap/ <i>Parkmead</i> (1)
Discovery Bay (1)	<b>Vine Hill/Mountain View</b> (1)

**Bold** = Disadvantaged Community pursuant to Senate Bill 1000

*Italics* = Community not directly addressed in current Land Use Element

(#) = Number of community meetings held for this community

Three communities currently addressed in the existing area policies will not have a Community Profile: Dougherty Valley, Blackhawk, and Morgan Territory. The Dougherty Valley project is nearly complete and will be annexed into San Ramon making a Profile unnecessary. Blackhawk is a planned community that is built out. The area policies for Alamo-Diablo-Blackhawk contain general statements about maintaining the character of these communities, but Blackhawk is not addressed directly. Staff does not foresee enough planning-related issues specific to Blackhawk to warrant a Profile. There are four area policies for Morgan Territory, all of which are either outdated or will be addressed elsewhere in the General Plan. New policies specific to this area did not seem warranted.

The area policies also include policies for larger regions, such as East County, Southeast County, and the Delta Primary Zone. Staff does not intend to prepare separate Profiles for these regions. The topics addressed in regional area policies will now be addressed in the appropriate sections of the new General Plan. Wind energy resources, for example, will be addressed in the Conservation Element section on renewable energy. The Delta Primary Zone will have its own section in the Land Use Element, and so on.

Attachment A contains a representative sample of the draft Community Profiles. The Profiles are comprised of the following sections:

#### **Context**

- Hazards and Major Vulnerabilities
- Disadvantaged Community (if applicable)

#### **Guidance**

- Planned Land Use
- Guiding Principles
- Policies
- Actions

## **Context**

The Context section of each profile acts as an introduction, allowing readers to familiarize themselves with the community. The Context begins with a brief description including community history, setting, and demographic information. Also included is a community map with information such as major roads, railroads, trails, creeks, the Urban Limit Line (if applicable), and locations of important public facilities (schools, fire stations, regional parks, etc.). The community map does not indicate land use or zoning designations. This was a conscious decision by staff to avoid confusion and potential inconsistency with the official land use and zoning maps. The Context also includes the following subsections:

- **Hazards and Major Vulnerabilities:** This subsection is based on the findings of the Vulnerability Assessment prepared by PlaceWorks. The Vulnerability Assessment analyzes current and future hazard conditions throughout the county. Physical damage to buildings and infrastructure, vulnerability of persons likely to be disproportionately harmed by hazards, potential disruption to the county's economic engines, loss of important services, and damage to sensitive ecosystems are assessed. Listed here are the major hazards potentially affecting each community and the vulnerable populations, infrastructure, facilities, buildings, and natural features. Maps of hazard areas particularly relevant to each community are also included.
- **Disadvantaged Community:** This subsection appears in Community Profiles for disadvantaged communities (DACs). Senate Bill (SB) 1000 requires the County to integrate environmental justice into the new 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, with the result that today they are struggling with both a disproportionate burden of pollution and health impacts and disproportionate social and economic disadvantages. The SB 1000 requirements apply to communities identified as DACs.

The California Environmental Protection Agency has created the California Communities Environmental Health Screening Tool, more commonly known as CalEnviroScreen, that helps local agencies determine whether they, or any communities under their jurisdiction, qualify as a DAC. CalEnviroScreen ranks census tracts according to 20 indicators scored 0-100. A higher score indicates a worse condition relative to other census tracts throughout the state. For example, parts of Crockett are ranked at 98 percent for hazardous waste exposure, meaning those areas have a density of hazardous waste facilities and generators that is higher than 98 percent of the state. The State identifies DACs as those communities where the aggregate ranking for all indicators is 75 percent or higher.

Six unincorporated communities qualify as DACs. The factors contributing to their identification as a DAC are highlighted in the chart in this portion of their Community Profile, with additional details provided in the maps that follow. This information was added to the Profiles at the request of DAC residents.

## **Guidance**

The following four subsections of the Community Profiles relate to visioning, decision-making, and implementation.

- **Planned Land Use:** This subsection describes the intent behind the designations on the Land Use Element Map. In some of the draft Profiles presented in this staff report it has been “completed” for illustrative purposes; however, this subsection cannot be finished until the Land Use Element Map is finalized.
- **Guiding Principles:** The guiding principles are statements articulating the values, priorities, and aspirations expressed by community members. These statements often emphasize or highlight those elements of the community that make it a special place for residents and illustrate a vision for the future. Guiding principles are intended to influence the County’s review of development projects because they express the “voice” of the community. However, guiding principles are not policy or regulation and should not be treated as such.

Some guiding principles address topics or issues that the County cannot effectively address. Often this is because the issue is beyond the County’s jurisdiction, or statutory requirements or other limitations exist. For example, residents in several communities indicated their desire for their community to remain affordable relative to the rest of the Bay Area. While the County can take steps to increase access to affordable housing, there are many factors outside of the County’s control that affect an area’s affordability. Such principles remain in the Community Profiles because they communicate residents’ desires and concerns. While the County may not be able to achieve the outcome expressed in a particular principle, the decision-making process should nonetheless be sensitive to the issue and strive to support the community vision.

- **Policies:** Policies guide decision-making and represent statements of County regulation. A policy is on-going and requires no further implementation. The General Plan’s policies set out the standards that will be used by County staff, the Planning Commission, and Board of Supervisors in their review of development projects and in decision-making related to County actions. Words like *support*, *encourage*, *promote*, *ensure*, *allow*, *prohibit*, and *require* typically indicate policies. A policy does not have to be mandatory.

Policies in the Community Profiles are intended to guide County decision-making in a manner that generally achieves the outcomes articulated in the guiding principles and described under Planned Land Uses. When reviewing the Profiles, it is important to keep in mind that some communities are content as they are, and therefore do not require extensive policy language. Clyde, for example, has only four policies. Profiles with only a few policies should not be construed as “underdeveloped.”

- Actions: Called “implementation measures” in the current General Plan, actions are measures, procedures, or techniques intended to help to achieve a specified goal or outcome. The County must take additional steps to accomplish each action in the General Plan. Words like *complete*, *adopt*, *amend*, *prepare*, *review*, and *enact* indicate actions. An action is something that can and will be completed and “checked off” (literally or figuratively). There is not a 1:1 correspondence between policies and actions. Some policies may not require actions to implement; some actions may implement more than one policy.

The actions listed in the Community Profiles are concrete steps the County can take to affect positive outcomes in the communities. Actions vary widely from community to community in terms of desired outcomes, complexity, urgency, and cost. North Richmond has 18 listed actions while East Richmond Heights has only five. As with policies, there tends to be a correlation between the scope and number of actions and residents’ satisfaction with the condition of their community.

Staff notes that some policies and actions are followed by numbers in parentheses. These numbers correspond to policies from the current General Plan that are being carried forward, either verbatim or in concept, as policies or actions.

#### **IV. CONCLUSION**

The Community Profiles are a vast improvement over the area policies they will replace. Staff requests the County Planning Commission’s feedback on the current drafts and guidance on further Profile development.

#### **V. ATTACHMENTS**

- A. Draft Community Profiles for Select Communities
- B. Excerpts from Current General Plan Policies for Specific Geographic Areas

## Attachment A

### Draft Community Profiles for Select Communities

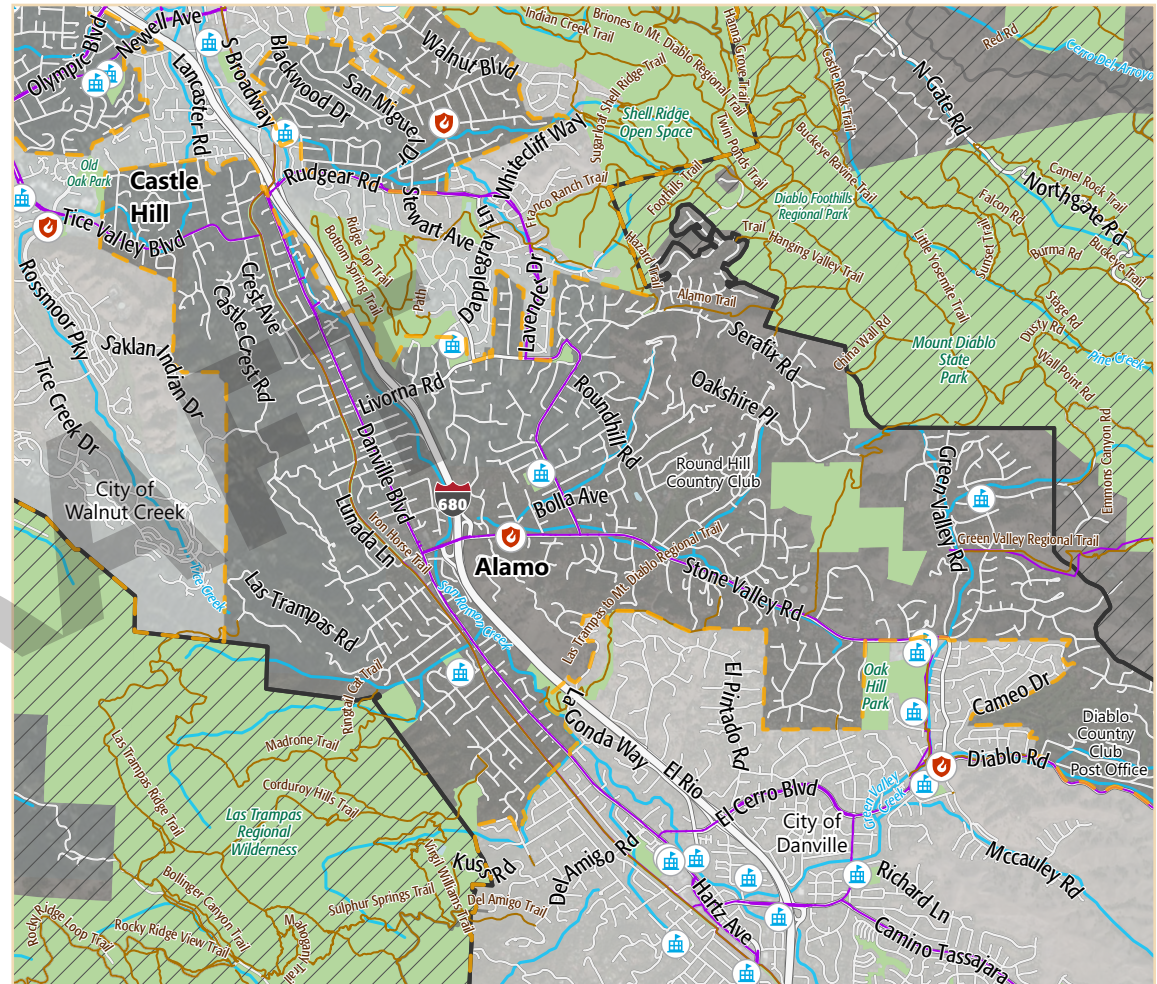


# ALAMO AND CASTLE HILL | CONTEXT

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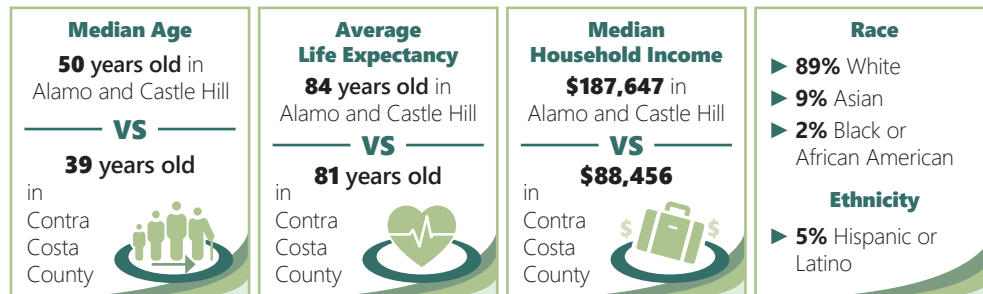
Alamo and Castle Hill are located between Walnut Creek and Danville and renowned for their comfortable residential neighborhoods, wooded hillsides, excellent schools, well-maintained parks, and strong sense of community. A portion of Castle Hill is within the Sphere of Influence of the City of Walnut Creek. Alamo and Castle Hill are mostly comprised of single-family ranch-style homes on relatively large lots. However, Alamo also includes multi-family housing along Danville Boulevard south of Stone Valley Road and estates on large rural tracts.

Alamo and Castle Hill originated as communities of ranches and orchards in the late 19th century. The area remained rural until after World War II, when new freeways made it more accessible. Developments like the Round Hill Country Club (1960) helped establish the community's image as a desirable place to live. Major thoroughfares in the area are Danville Boulevard, which runs north-south along the west side of Interstate 680, and Stone Valley Road, which runs east from Danville Boulevard toward Diablo. Alamo's major commercial center is located around the intersection of these two streets and includes several shopping centers, office buildings, civic uses, and housing. Local planning priorities continue to be preserving Alamo's and Castle Hill's character, maintaining the scale of the housing stock, preserving mature trees, and managing traffic and safety on local roadways.



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

## WHO LIVES IN ALAMO AND CASTLE HILL?





## Hazards

-  Drought
-  Extreme Heat
-  Flooding
-  Human Health Hazards
-  Landslides and Debris Flows
-  Seismic Hazards
-  Severe Storms
-  Wildfire

## Major Vulnerabilities

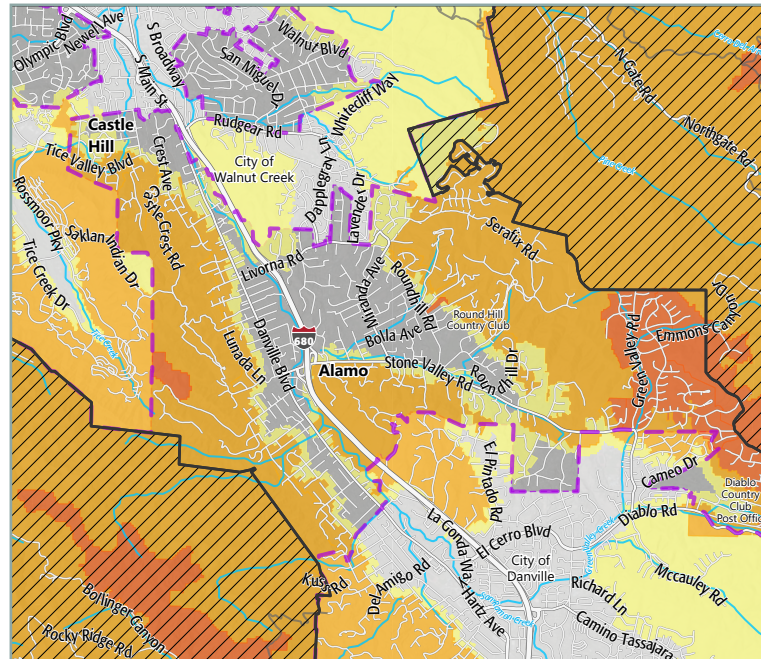
Seniors, especially seniors living alone, and cost-burdened households are vulnerable to air quality, extreme heat, flooding, landslides, seismic hazards, and wildfire.

Persons without access to lifelines and persons living on single access roads are vulnerable to wildfire, landslides, and flooding.

Energy delivery, solid waste removal, and water and wastewater services are vulnerable to landslides, flooding, seismic hazards, and wildfire.









Woodland and riparian woodland areas are vulnerable to agricultural pests and diseases, drought, and wildfire.

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



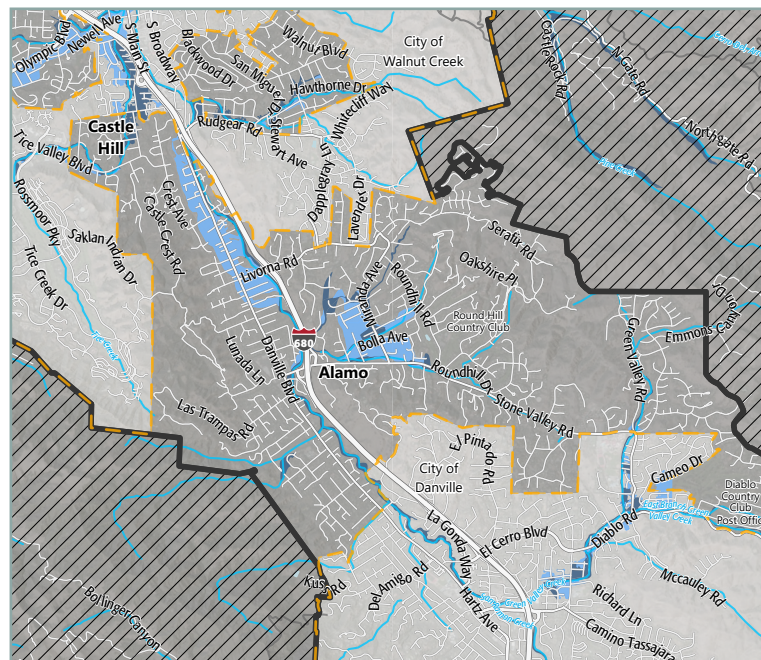
## WILDFIRE

### Wildfire Severity Zones

-  Very High
-  High
-  Moderate
-  Unincorporated Areas
-  Incorporated Cities
-  Urban Limit Line
-  Outside Urban Limit Line
-  Railroads
-  Creeks and Drainages







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



## FLOOD ZONES

### Flood Hazard Areas

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



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.



## PLANNED LAND USE

Land use designations for Alamo and Castle Hill are shown on the Land Use Map and defined in the Land Use Element. This area is largely surrounded by land designated for open space and agricultural use. Alamo and Castle Hill are almost entirely developed with single-family homes situated on lots approximately ½ acre or larger. Some of the larger lots located toward the edge of the developed areas, at the transition to rural lands, are used for agriculture.

Alamo contains one small area designated for commercial uses located along Danville Boulevard at Stone Valley Road. This well-established commercial center serves many of the residents' daily needs. The only multi-family development in the area is located east of the commercial center, adjacent to Interstate 680. A number of public and semi-public uses, such as schools and religious institutions, also exist in the area.



Historically significant commercial in Alamo.



Existing commercial in Alamo.



Existing large-lot single-family housing in Alamo.

## GUIDING PRINCIPLES

The following guiding principles articulate the values, priorities, and aspirations for the future shared by Alamo and Castle Hill community members:

1. Alamo and Castle Hill residents value their semi-rural lifestyle and community. The safe, quiet, and bucolic small-town characteristics should be maintained.
2. Residents identify their undeveloped surroundings as one of the most valuable assets of this area. Preservation of the natural setting and wildlife habitat should be prioritized.
3. The community's predominantly single-family character should be preserved. (3-116)
4. New development should be consistent with the community's semi-rural character in terms of architectural style, massing, scale, and colors. (3-124)
5. Because Alamo and Castle Hill are proximate to large swaths of wooded hills, grasslands, and pipelines carrying volatile materials, they are at risk of exposure to hazardous materials and potentially severe fires. The communities should be protected from these hazards through proper planning and emergency response.



Open space surrounding Alamo and Castle Hill.

## POLICIES

1. Prioritize preservation of irreplaceable natural features (e.g., mature stands of oak trees and riparian corridors) and wildlife habitat.
2. Protect ridgelines from development to preserve views.
3. Support development of a mix of housing types and densities to diversify the housing stock and better serve residents of all ages, including current residents choosing to downsize, while still maintaining the predominantly single-family residential character. (3-116)
4. Encourage commercial uses to be neighborhood-scale and serve the needs of the community. Discourage large-scale commercial uses catering to a more regional customer base because they would be inconsistent with the community's character. (3-117, 3-123)
5. Encourage coordination with PG&E to underground utilities, especially in hazardous areas.
6. Maintain Danville Boulevard and Stone Valley Road as two-lane roadways outside of Alamo's business district, and support infrastructure and roadway improvements, including potential turn lanes and other strategies to improve traffic flow.
7. Encourage community-wide pedestrian and bicycle mobility and use of public transportation in Alamo and Castle Hill.

## ACTIONS

1. Prepare design guidelines for new development to be consistent with the community's semi-rural character and historic landmarks. Incorporate scale, mass, and height guidelines for multi-family housing development.
2. Explore the possibility of siting and constructing a library in Alamo.
3. Coordinate with public safety and health agencies to create a comprehensive emergency response plan, including evacuation routes and emergency shelter locations, for Alamo and Castle Hill residents.
4. Proactively address hazards on County-owned land, including by removing dead trees and trimming trees, while preserving creeks and natural resources and encouraging planting of native trees.
5. Develop congestion management plans for problem areas in Alamo, including near schools and along local streets that are used for cut-through traffic. The planning process should promote effective traffic enforcement.
6. Work with local transit agencies to improve the frequency and quality of public transportation in Alamo and Castle Hill, including transit connections to Walnut Creek.



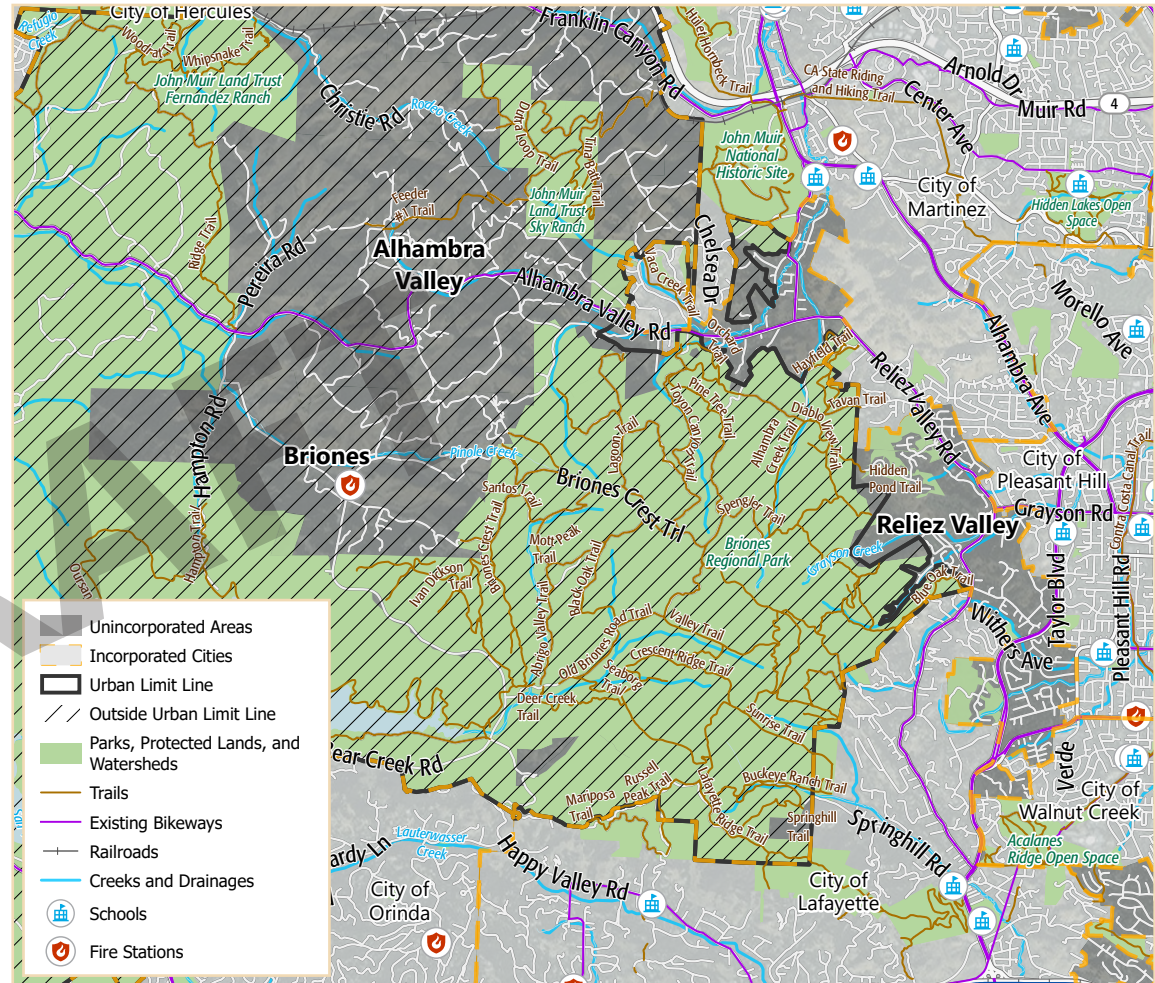
# ALHAMBRA VALLEY/RELIEZ VALLEY/BRIONES | CONTEXT

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Named after their bucolic surroundings, Alhambra Valley, Reliez Valley, and Briones are three small communities that celebrate their close proximity to open space with rolling hills, wildlife, and seasonal creeks. The three communities are situated in central Contra Costa County and border Briones Regional Park and East Bay Municipal Utility District land to the west. Land uses primarily consist of low or very low density housing; residents travel to Martinez, Pleasant Hill, or Lafayette for goods and services, and do not see a need to supplement the communities with commercial or office uses.

A multi-generational community, many residents are retired or travel to regional employment hubs for work. They would like to see greater support for the aging population by providing accessible services and housing to support aging in place.

Given the isolated location, residents are concerned about emergency services and safety. There are many collapsed roadways and other road repair needs, which is especially important given the heightened need for emergency access in a high-fire risk area. The communities are proud of Fire Station #19 and excited about its recent reopening. However, residents are still concerned about the lack of telecommunication services and worry about communication reliability during an emergency.



## WHO LIVES IN ALHAMBRA VALLEY/RELIEZ VALLEY/BRIONES?

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










<b>Median Age</b> <b>50 years old</b> in Alhambra Valley/Reliez Valley/Briones <b>VS</b> <b>39 years old</b> in Contra Costa County	<b>Average Life Expectancy</b> <b>83 years old</b> in Alhambra/Reliez/Briones <b>VS</b> <b>81 years old</b> in Contra Costa County	<b>Median Household Income</b> <b>\$160,395</b> in Alhambra/Reliez/Briones <b>VS</b> <b>\$88,456</b> in Contra Costa County	<b>Race</b> ► 71% White ► 27% Asian ► 7% Black or African American  <b>Ethnicity</b> ► 10% Hispanic or Latino
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Photo by Deidra Dingman.



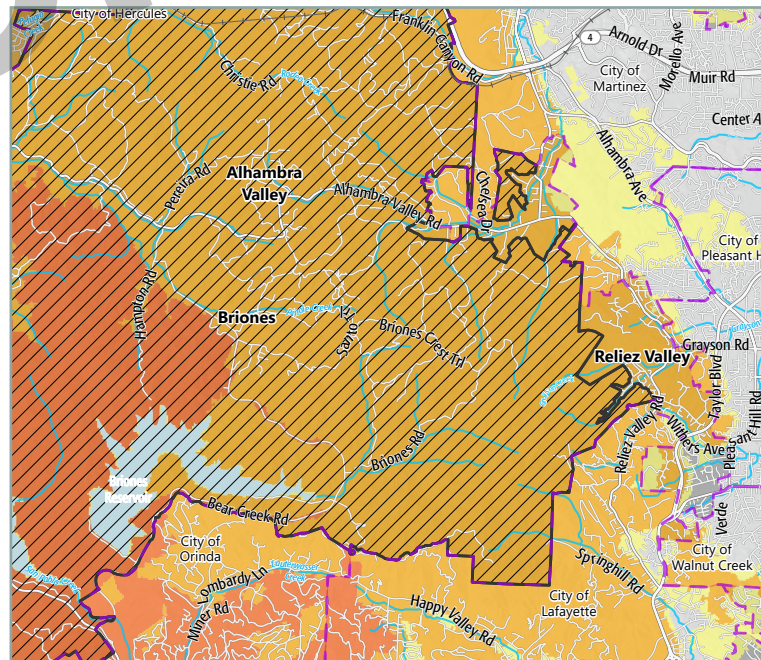
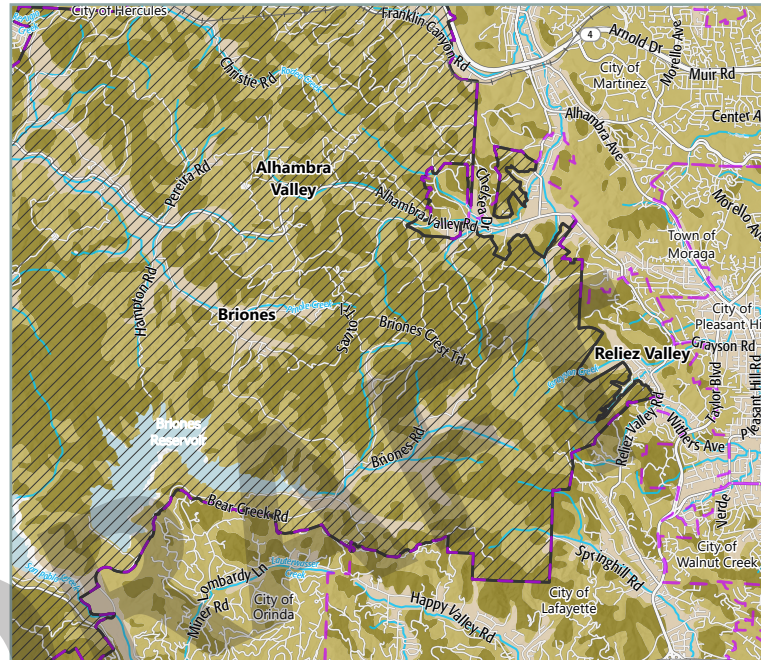
## Hazards

-  Agricultural pests and diseases (Briones)
-  Drought
-  Extreme heat
-  Flooding (Alhambra Valley)
-  Fog
-  Human health hazards
-  Landslides
-  Seismic hazards
-  Severe storms
-  Wildfire

## Major Vulnerabilities









- Seniors and seniors living alone are vulnerable to extreme heat, human health hazards, landslides, and wildfire.
- Persons living on single access roads, persons without access to lifelines, and persons with disabilities are vulnerable to extreme heat, flooding, landslides, seismic hazards, severe storms, and wildfire.
- Highway 4, Alhambra Valley Road, Reliez Valley Road, and Bear Creek Road are vulnerable to flooding, landslides, severe storms, and wildfires.
- Agricultural operations in Briones are vulnerable to damage from agricultural pests and diseases.
- Briones Regional Park, chaparral and scrub habitat, woodland habitat, and outdoor recreation are vulnerable to drought, extreme heat, landslides, severe storms, and wildfire.

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



## LANDSLIDE








### Landslides

-  Mapped landslides
-  Few large mapped landslides, but contains scattered small landslides and questionably-identified larger landslides
-  Areas of gentle slope at low elevation that have little or no potential for landslides
-  Incorporated Cities
-  Urban Limit Line
-  Outside Urban Limit Line
-  Railroads
-  Creeks and Drainages

Source: California Geologic Survey, 2008; Contra Costa County, 2018; PlaceWorks, 2020.

## WILDFIRE

### Wildfire Severity Zones

-  Very High
-  High
-  Moderate
-  Unincorporated Areas
-  Incorporated Cities
-  Urban Limit Line
-  Outside Urban Limit Line
-  Railroads
-  Creeks and Drainages



Source: CAL FIRE, 2007; Contra Costa County, 2018; PlaceWorks, 2020.

## PLANNED LAND USE

Land use designations for Alhambra Valley, Reliez Valley, and Briones are shown on the Land Use Map and defined in the Land Use Element.

Alhambra Valley, Reliez Valley, and Briones are planned primarily to maintain each community's low or very low density housing and rural agricultural lands. There are no commercial areas located in Alhambra Valley, Reliez Valley, and Briones.



Existing fire station in Briones.



Existing agricultural uses in Briones.



Existing single-family use in Alhambra Valley.



Existing open space in Alhambra Valley.

## GUIDING PRINCIPLES

The following guiding principles articulate the values, priorities, and aspirations for the future shared by Alhambra Valley, Reliez Valley, and Briones community members:

1. The private and sequestered lifestyle characteristic of the Alhambra Valley, Reliez Valley, and Briones communities should be preserved and maintained.
2. The existing balance between developed and rural land uses should be preserved.
3. The diversity of existing agricultural uses in the region, including vineyards, should be supported.
4. Residents of Alhambra Valley, Reliez Valley, and Briones who lack housing should have access to quality services. Vital, easy-to-access community programs related to homelessness, housing, and elderly services should be available. Residents who are at risk of losing housing should be protected from displacement.
5. The residents of Alhambra Valley, Reliez Valley, and Briones should have access to quality transportation, housing, and other services that accommodate their multi-generational community needs.

## POLICIES

1. Continue adhering to the Briones Hills Agricultural Preservation Area compact, which states that the jurisdictions (Contra Costa County and the cities of Martinez, Pleasant Hill, Walnut Creek, Lafayette, Orinda, Richmond, Pinole, and Hercules) voluntarily agree not to annex any lands within the 64-square mile area for the purposes of allowing urban development (see Figure X-X). This rural area includes large properties owned by the East Bay Municipal Utility District and East Bay Regional Park District, which respectively are designated Resource Conservation and Parks and Recreation on the Land Use Map. The remaining properties are used primarily for grazing cattle and are designated Agricultural Lands. (3-132)
2. Require new developments to be consistent with the community's rural character in terms of massing and scale.
3. Prioritize roadway infrastructure maintenance and improvement, especially repair of collapsed roadways.
4. Support and promote the expansion of transportation services, affordable housing, and health resources for the growing senior population.
5. Support and encourage increased internet access and telecommunication services.
6. Maintain Fire Station 19 and fire services to protect the community from wildfire hazards.

## ACTIONS

1. Update the Alhambra Valley Specific Plan.



# BAY POINT | CONTEXT

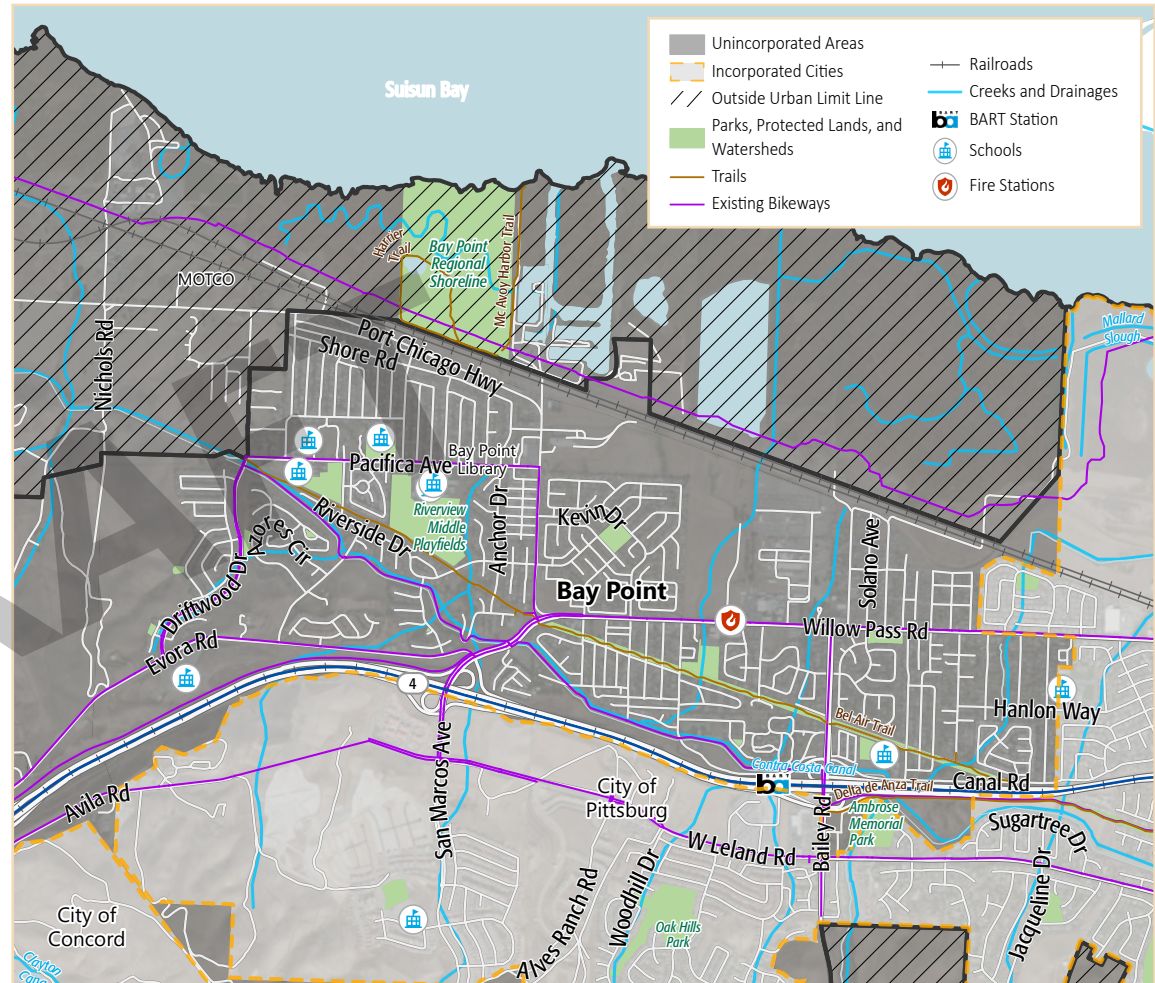
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Bay Point, a tule marshland originally settled for ranching land in the 1800s, was established as a lumber manufacturing and distribution port in the early 1900s. The area's prime location along the Southern Pacific Company's transcontinental tracks 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.

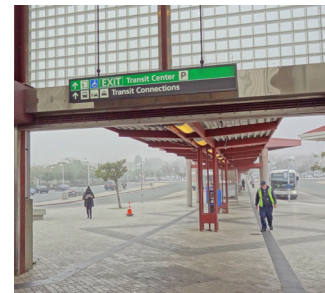
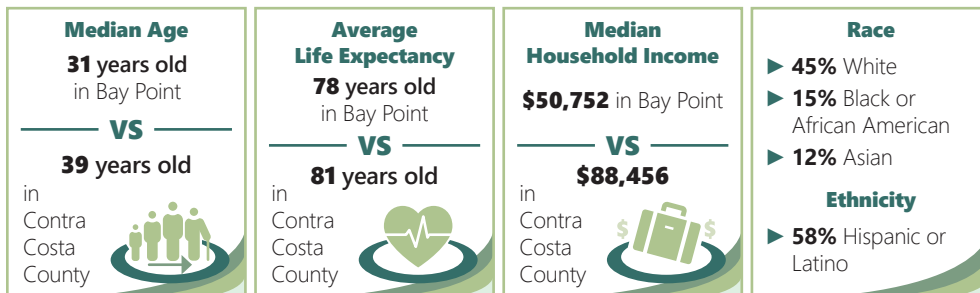
In 1993, the community voted to be renamed from "West Pittsburg" to "Bay Point" to solidify its identity as separate from Pittsburg to the east. Residents take pride in their independence from nearby cities, but they cite concerns about the need for increased services and coordination among service providers. 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.

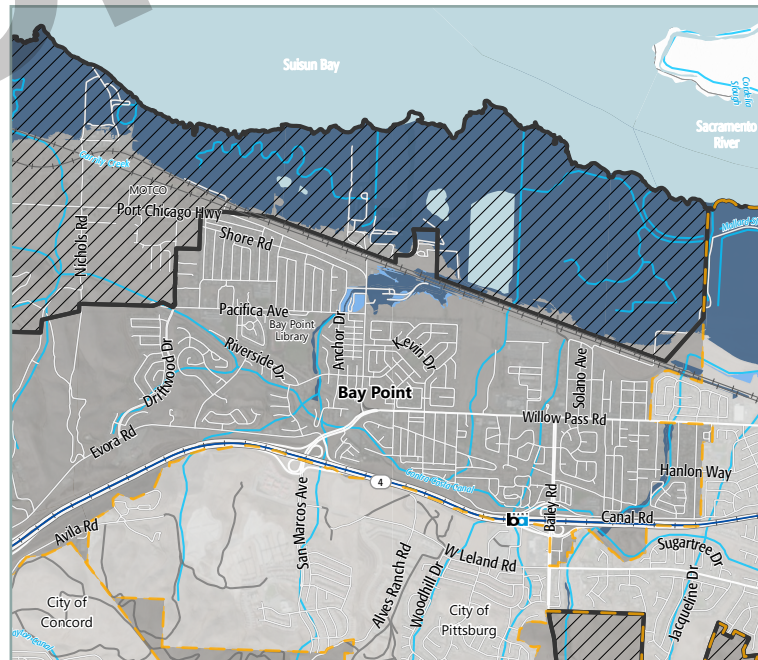
The information on this page presents a summary of hazards and vulnerabilities in Bay Point based on the Contra Costa County Vulnerability Assessment; please see the [online Vulnerability Assessment](#) for a full description of these hazards and vulnerabilities.



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




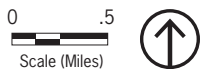
These images represent hazards to which Bay Point is vulnerable, including wildfire hazards, industrial accidents, earthquakes, and flooding.



## 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.

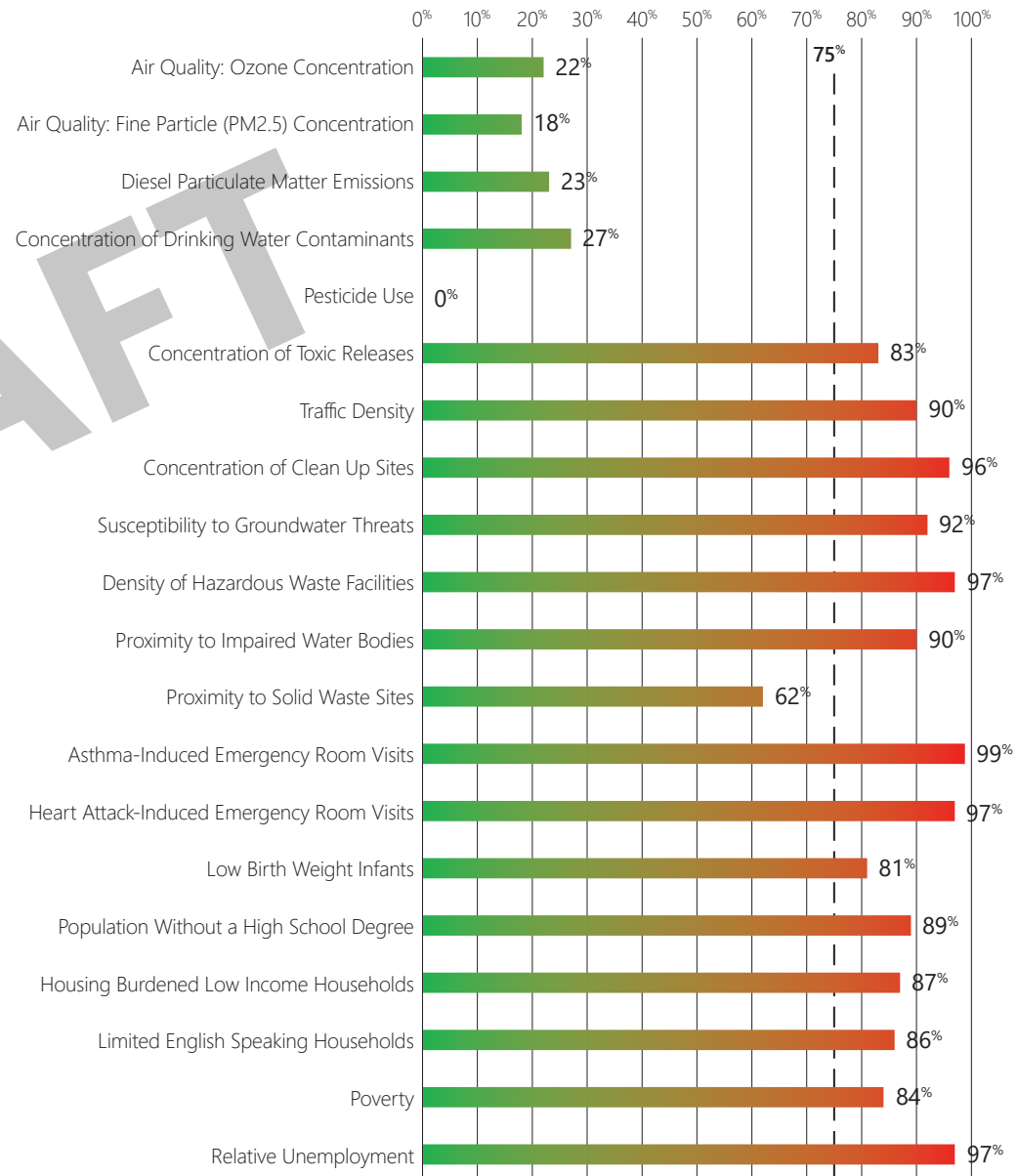
The 20 indicators that contribute to Bay Point's identification as a disadvantaged community are highlighted in the chart to the right, with additional details provided in the maps that follow, based on State data from [CalEnviroScreen](#). The chart shows how Bay Point ranks for each indicator compared 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.

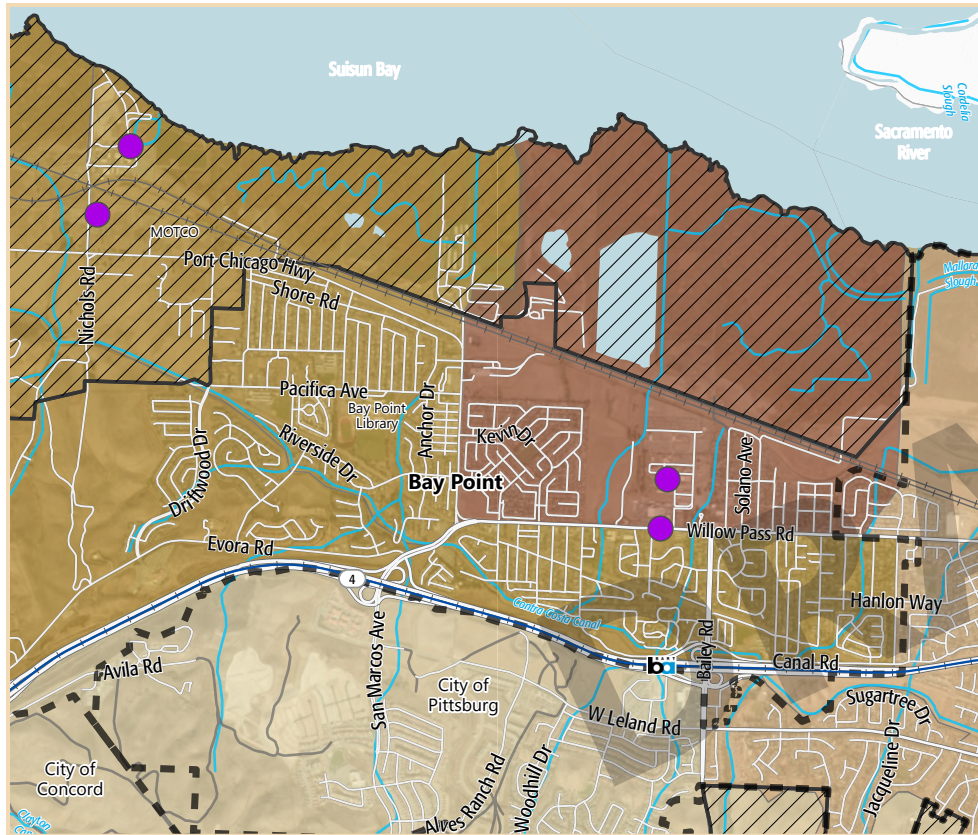
Chemical pollution from heavy industrial and manufacturing uses has severely impacted Bay Point. While remediation efforts are underway, their continued presence risks community exposure to associated hazards. Meanwhile, despite their large presence, these businesses often do not hire from the local 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.

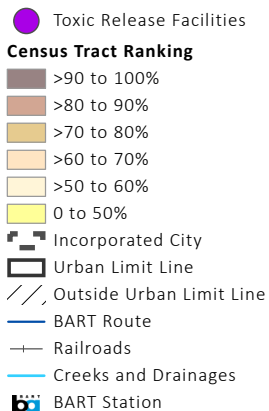
### DISADVANTAGED COMMUNITY INDICATORS (2017)

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



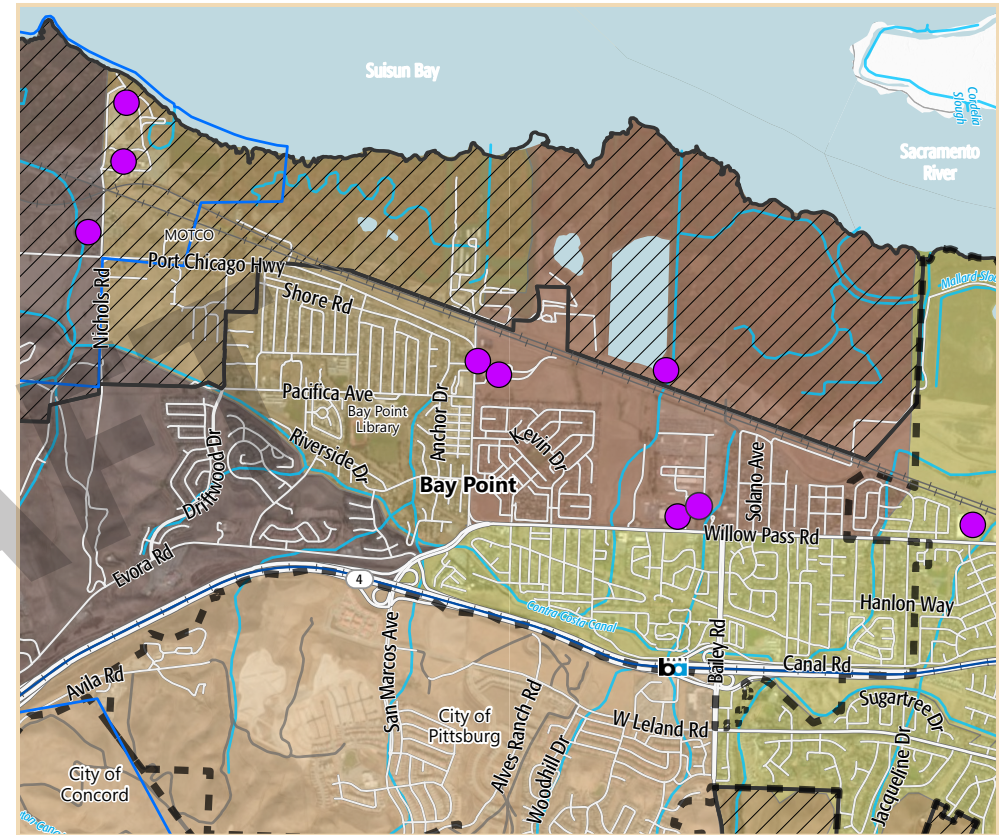


## TOXIC RELEASES

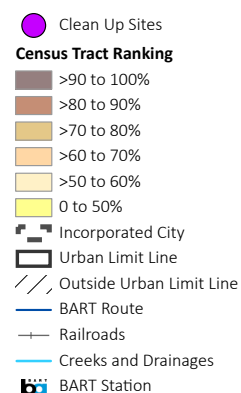


This map ranks Census tracts based on the concentration of toxic chemical releases from industrial facilities. Parts of Bay Point are ranked at 83 percent, meaning that the area has a concentration of toxic releases that is worse than 83 percent of the state.

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



## CLEAN UP SITES

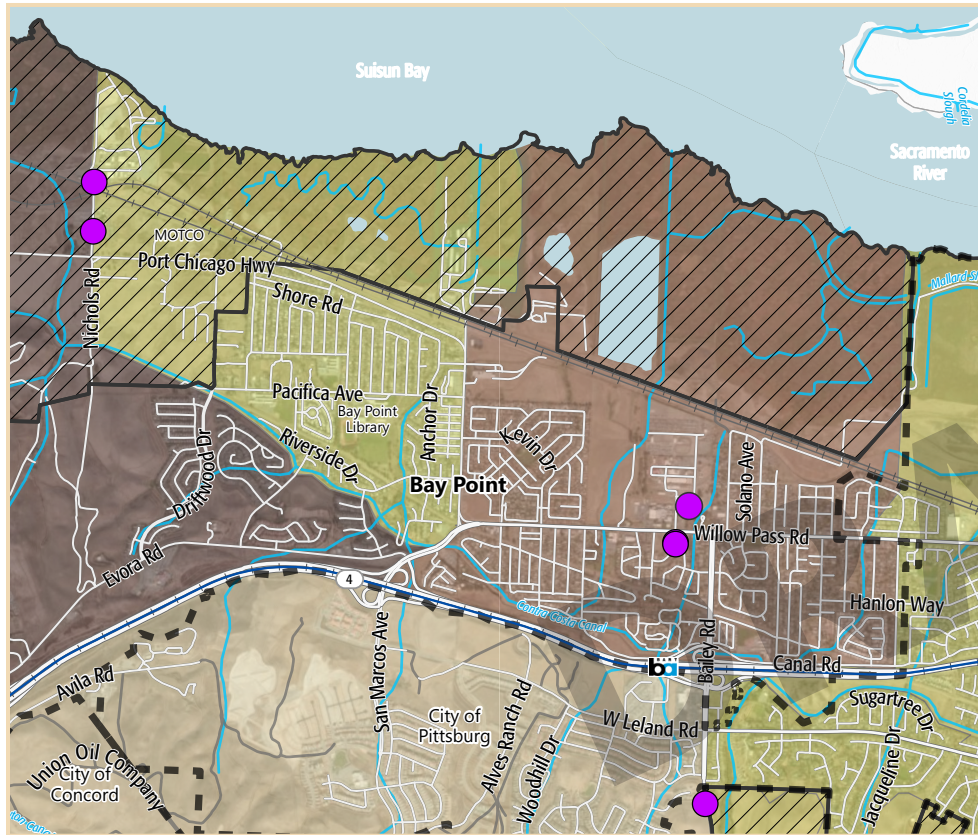


This map ranks Census tracts based on the concentration of clean up sites, which are sites undergoing clean up actions by governmental authorities or property owners due to environmental degradation from hazardous substances. The ranking also considers the nature and magnitude of the threat and the site 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.



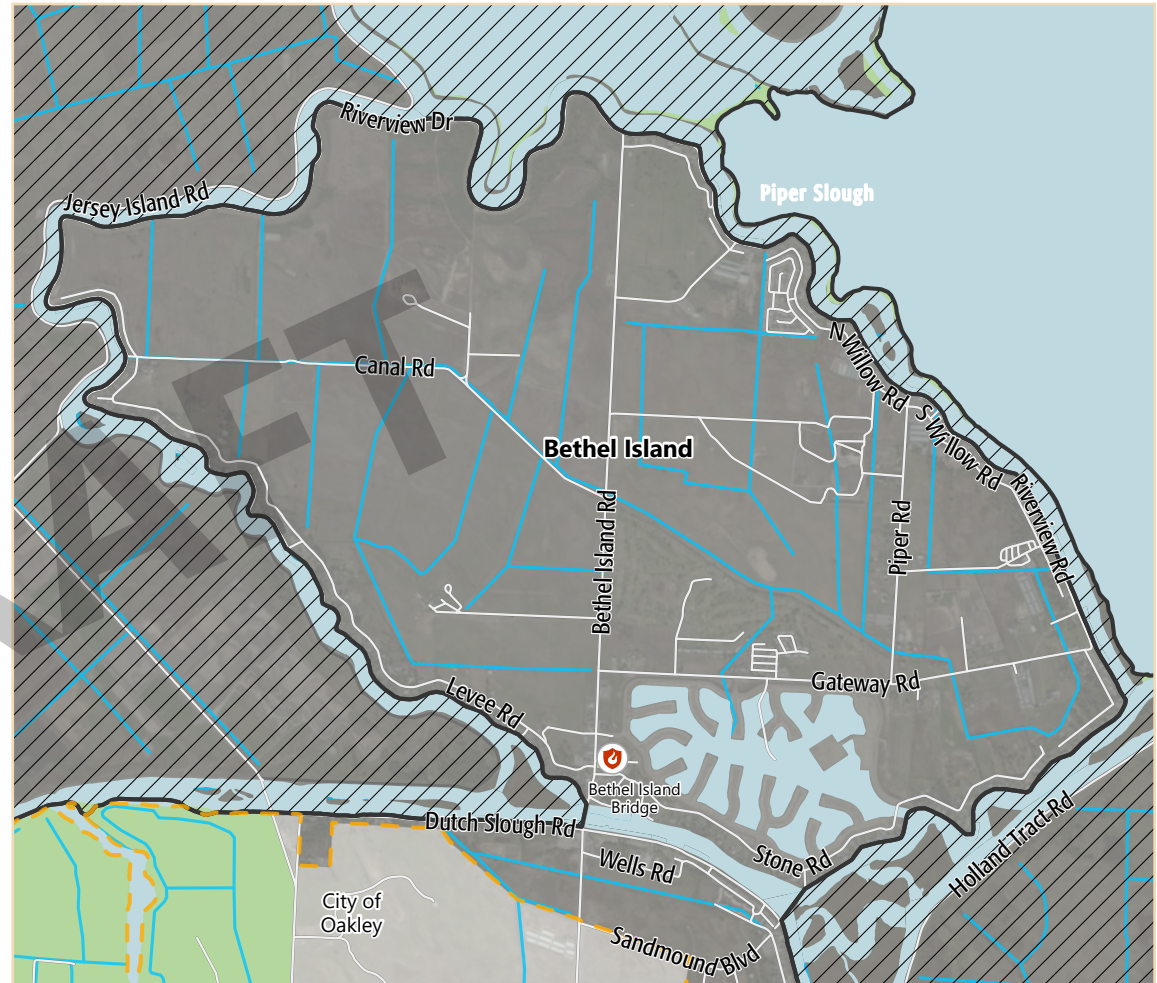
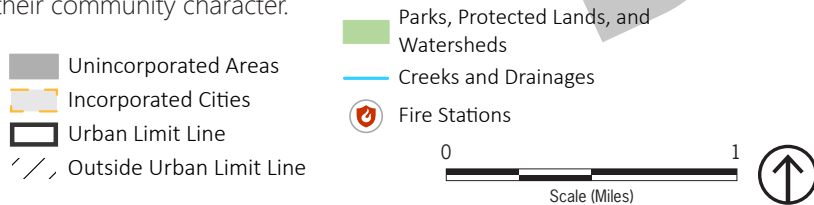
# BETHEL ISLAND | CONTEXT

1

Situated in eastern Contra Costa County at the heart of the Delta, Bethel Island has welcomed visitors and new residents alike since the 1930s, attracted to the small island for its water-related recreational activities and agricultural assets. The Bethel Island marinas soon developed to capitalize on a growing interest in the community's warm waters and relaxed, rural atmosphere, away from the urban bustle of San Francisco Bay.

The residents of Bethel Island today cross the Bethel Island Bridge, replaced in 2009, to get to and from home. This singular ingress and egress to the 5.5-square-mile island limits development in this contently rural town, but it also causes roadway congestion during commute hours. Given the island's low elevation, there are also significant flooding and levee issues and the need for improved infrastructure to address hazards.

Proud of their local tourism industry and water-oriented amenities, Bethel Island residents would like to further enhance the marina to breathe life into the harbor areas with more retail uses, increased parking, and more family-oriented and/or water-related annual community events. The community also intends to retain and enhance the local agricultural vibrancy and character. The community is strongly opposed to development of heavy industrial uses, favoring light industrial or agriculture uses to complement their community character.



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

## WHO LIVES IN BETHEL ISLAND?

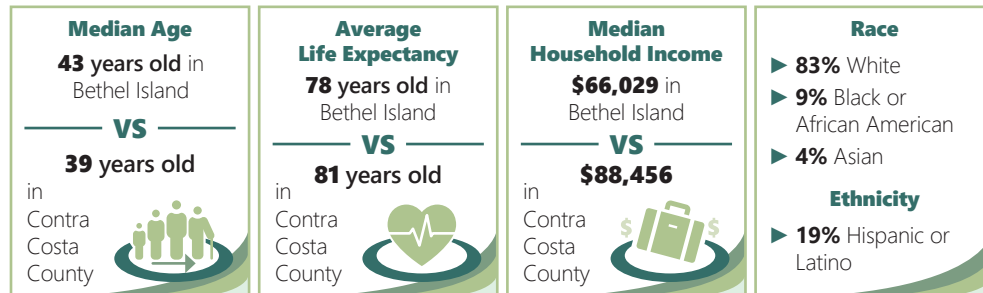












Photo by Jack Hanna.

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

## Hazards

-  Agricultural Pests and Diseases
-  Air Quality
-  Coastal Flood
-  Drought
-  Extreme Heat
-  Flooding
-  Human Health Hazards
-  Seismic Hazards (Liquefaction)
-  Sea Level Rise
-  Severe Storm

## Major Vulnerabilities

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

The entire community is on a single access road connected via a bridge, leaving it vulnerable to coastal flooding, flooding, sea level rise, and severe storms.

Outdoor recreation and rangeland in the community are vulnerable to coastal flooding and sea level rise.








Commercial and government buildings along Bethel Island Road, Stone Road, Willow Road, and Taylor Road are vulnerable to sea level rise.

The island is vulnerable to liquefaction created by seismic hazards.



## FLOOD ZONES

### Flood Hazard Areas

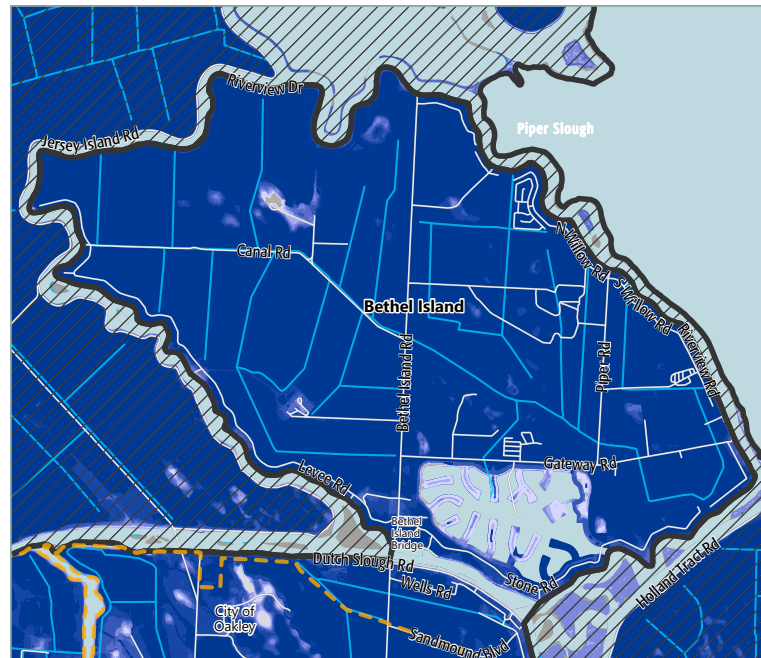
-  100-Year Flood Zone
-  500-Year Flood Zone
-  Areas of Undetermined but Possible Flood Hazard
-  Water
-  Incorporated Cities
-  Urban Limit Line
-  Outside Urban Limit Line
-  Creeks and Drainages

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.



## SEA-LEVEL RISE

### Sea Level Rise 2050 with 100-Year Storm Severity

#### Water Depth (feet)

-  0-2
-  2-4
-  4-6
-  6-8
-  8-10
-  10-12
-  12+
-  Water
-  Incorporated Cities
-  Urban Limit Line
-  Outside Urban Limit Line
-  Creeks and Drainages

Source: San Francisco Bay Conservation and Development Commission, 2017; Contra Costa County, 2018; PlaceWorks, 2020.



## PLANNED LAND USE

Land use designations for Bethel Island are shown on the Land Use Map and defined in the Land Use Element. The majority of Bethel Island is designated for agricultural and open space uses, preserving its rural and open space character. Residential and commercial recreation uses are allowed along the eastern and southwestern edges of the island. The commercial core of Bethel Island is found along Bethel Island Road, north of the bridge; this core area also supports public, recreation, and residential uses. Another commercial corridor extends along a portion of Gateway Road. The eastern half of the island hosts the majority of the community's residential neighborhoods.



Existing agricultural uses in Bethel Island.



Existing single-family home in Bethel Island.



Existing marina in Bethel Island.



Residential street in the community.

## GUIDING PRINCIPLES

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

1. Bethel Island residents enjoy a relaxed, rural community located away from urban areas of San Francisco and the East Bay. The small-town, family-oriented atmosphere and quiet character should be preserved.
2. Local businesses, including tourism and water-oriented recreation amenities, are an asset to the community and should be supported. There should be more opportunities for new local businesses that provide services to the community, such as a grocery store.
3. To maintain a safe community, existing public services such as the East Contra Costa Fire Protection District and police services should be supported and enhanced.
4. Bethel Island's topography and location within the Delta expose it to potential flooding hazards. The community should be protected from these and other hazards through proper emergency response planning and infrastructure upgrades.

## POLICIES

1. Ensure that new development is adequately protected against current and future anticipated flood levels.
2. Retain the characteristics of Bethel Island that make it a unique place in the Delta with its own identity by limiting development to a low overall density and supporting uses that enhance the community's rural, relaxed, water-oriented character. (3-64)
3. Establish Bethel Island Road between Dutch Slough and Gateway Road, and Gateway Road between Bethel Island Road and Piper Road, as the community's commercial core.
4. Encourage establishment and growth of locally serving businesses that fulfill the needs of Bethel Island residents.
5. Allow temporary uses, such as food trucks, pop-up restaurants and retail shops, or kayak rentals, that provide visitor-serving amenities during special events like fishing tournaments and the annual lighted boat parade.
6. Prioritize roadway improvements to address traffic congestion, incorporating pedestrian, bicycle, and stormwater infrastructure improvements when feasible, to improve safety and facilitate mobility throughout the island.
7. Support improvements to fire protection services and emergency preparedness.
8. Reduce congestion on Bethel Island and directly connected public roads.
9. Limit new residential development on Bethel Island to already-approved development and one dwelling unit per legal parcel. (3-56)

## POLICIES (CONTINUED)

10. Do not approve General Plan Amendments that would increase residential density on Bethel Island unless at least the following are accomplished:
  - a. A financing mechanism is fully and completely assured for improvements to the entire perimeter on-island levee system;
  - b. The levee improvement plans are approved by the Bethel Island Municipal Improvement District (BIMID) and the Army Corps of Engineers; and
  - c. Subsidence and impacts on wetlands are adequately mitigated. (3-57)
11. Prohibit levee breaches on Bethel Island unless the entire perimeter levee is improved to Army Corps of Engineers standards. (3-58)
12. Require that any internal levees meet Army Corps of Engineers standards. (3-60)
13. Require that new construction be set back from levee centerlines a minimum of 100 feet unless adequate substantiation for reduction is approved by Reclamation District 799 or BIMID. (3-60)
14. Require that new construction not protected by certified levees meet FEMA standards. (3-60)
15. Encourage rehabilitation of aging structures and reduce vegetation overgrowth, both on land and along waterways, through increased code enforcement.
16. Preserve and protect the agricultural, open space, wetland, and rare plant communities found on Bethel Island. (3-64)
17. Discourage uses that would adversely impact residents on the island.

## ACTIONS

1. Rezone harbor/marina areas to allow for supporting retail uses (e.g., boating equipment, bait shops).
2. Expand commercial land use designations along Gateway Road as demand for commercial uses increases.
3. Increase the minimum lot size in agriculture zones in Bethel Island to at least 10 acres.
4. Coordinate with the City of Oakley and public safety and health agencies to create a comprehensive emergency response plan, including establishing multiple evacuation routes and an emergency shelter.
5. Identify suitable locations for additional park and recreation facilities, including kid-friendly amenities such as play structures, an expanded community gathering space, and a public access point to the water, potentially with a boat ramp. Investigate funding sources to develop and maintain the park using principles of Crime Prevention Through Environmental Design, such as lighting and vegetation management that maximizes visibility.
6. Improve pedestrian safety and roadway infrastructure by completing sidewalk gaps, installing continuous street lighting, illuminated crossings, delineated on-street parking spaces along major roads, and ADA facilities.
7. Encourage the Diablo Water District to examine the feasibility of annexing Bethel Island into their service area to improve access to a reliable source of water for fire protection services and general consumption.
8. Improve signage along waterways to facilitate wayfinding, minimize boat wakes, and reduce accidents.
9. Explore the feasibility of a centralized parking area in the commercial core.



# BYRON | CONTEXT

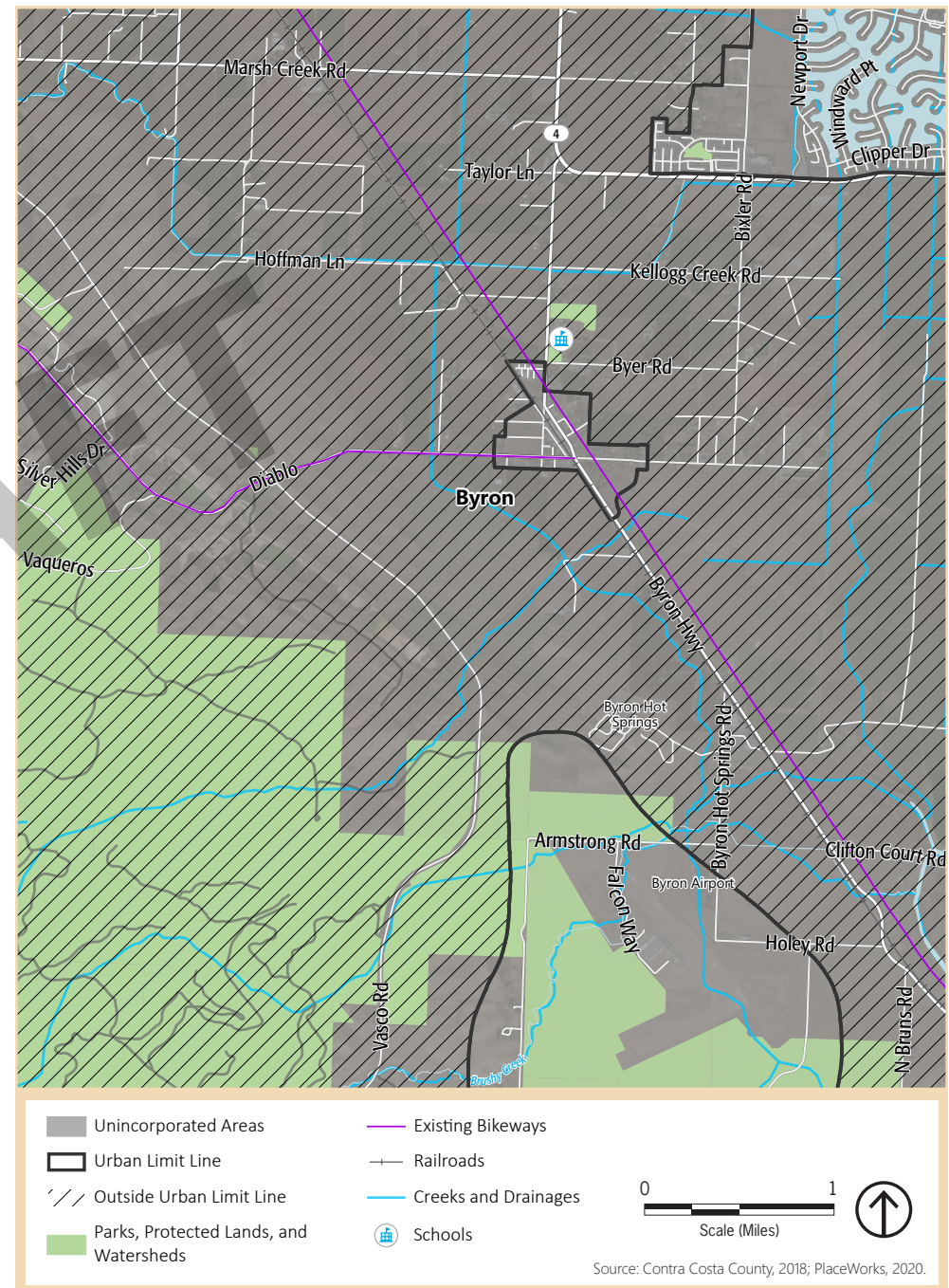
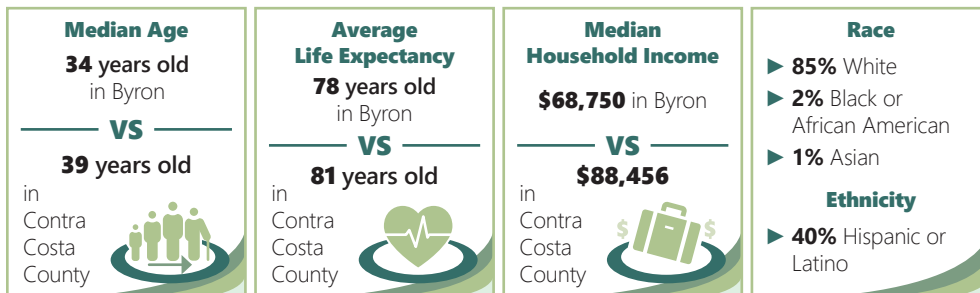
1

Sitting on the eastern edge of the county, Byron is a quiet, agricultural community that prides itself in its rural roots. Settled upon discovery of the area's fertile soil, Byron was soon the site of a new Southern Pacific railroad line that allowed the community to quickly expand. Early Byron attracted visitors from across the nation to the renowned Byron Hot Springs, a resort with warm mineral pools and luxury accommodations, but this attraction closed during World War II. In 1994, the County opened the Byron Airport to the public, providing opportunities for general aviation and recreational flight operations.



Now an established community, residents enjoy the area's respite from busy city life, preferring Byron's quaint amenities and small-town nature. Businesses in Byron are generally concentrated in the Downtown along Camino Diablo and the Byron Highway, but there has been difficulty in business development and retention. The County's Urban Limit Line (ULL) prohibits growth outside of Byron, preserving this land for farming and open space, but residents identify much of the surrounding agricultural land as a part of their community. Meanwhile, even though the community is surrounded by open space, residents can't easily access the recreational benefits due to a lack of trail connections. In addition, while growth is constrained by the ULL, traffic through the community to nearby cities will continue to grow, impacting local roads and safety. Key roadway projects, like the Vasco Road-Byron Highway Connector project, may improve connections and accommodate increased traffic throughout the area.

## WHO LIVES IN BYRON?







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

## Hazards

 Agricultural pests and diseases

 Air quality

 Coastal flooding

 Drought

 Extreme heat

 Flooding

 Human health hazards

 Severe storms

## Major Vulnerabilities

Outdoor workers are vulnerable to all hazards in Byron.

The Byron Airport is vulnerable to coastal flooding, extreme heat, flooding, and severe storms.

The Byron Highway is vulnerable to coastal flooding, flooding, extreme heat, and severe storms.

Agricultural operations are vulnerable to agricultural pests and diseases, coastal flooding, drought, extreme heat, flooding, and severe storms.

Water and wastewater services are vulnerable to coastal flooding, drought, and severe storms.

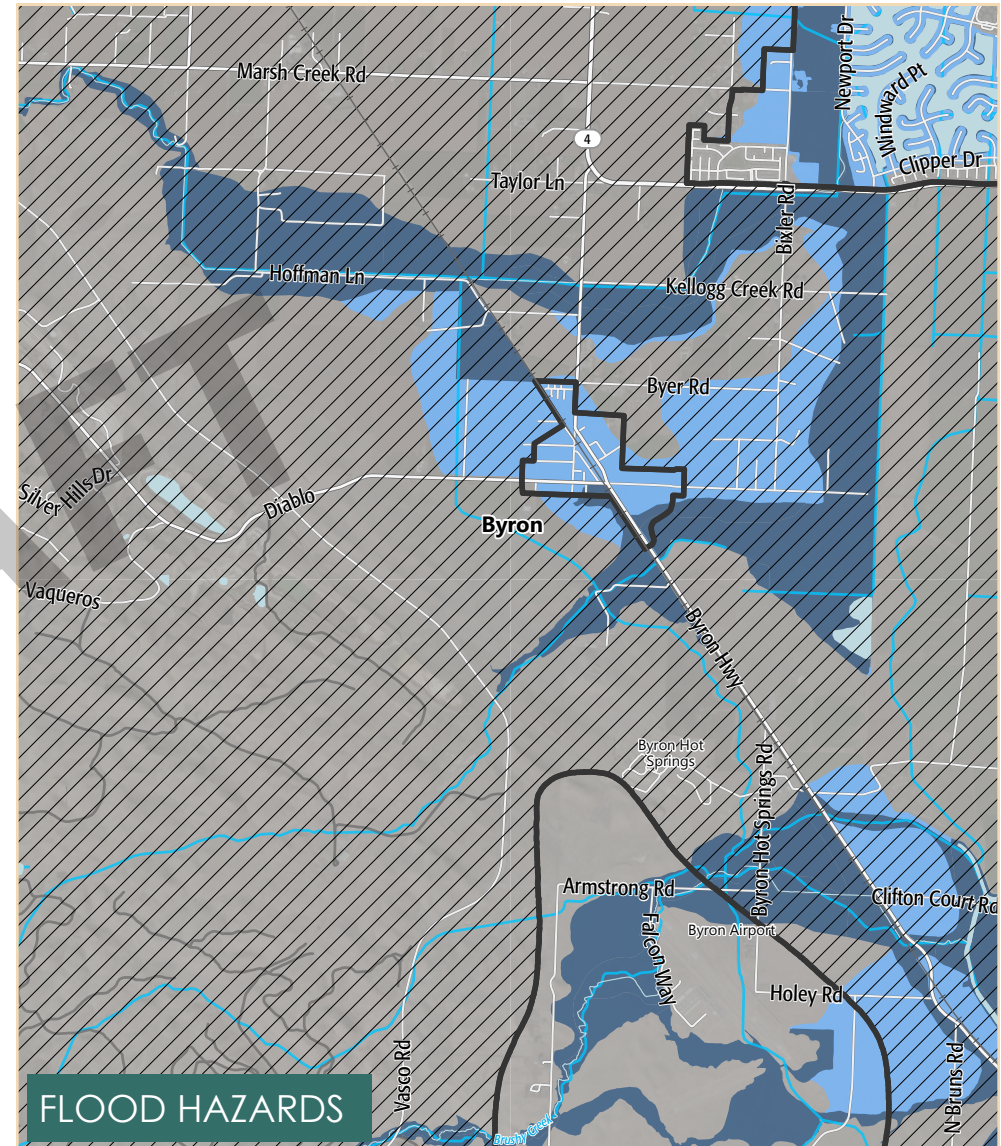
Energy delivery systems, such as high-voltage transmission lines, are vulnerable to extreme heat and severe storms.



Agricultural operations are vulnerable to hazards like pests and diseases, flooding, drought, heat, and storms.



The Byron Airport and Byron Highway are vulnerable to hazards like flooding, heat, and storms.



## FLOOD HAZARDS

### Flood Hazard Areas

100-Year Flood Zone

500-Year Flood Zone

Areas of Undetermined but Possible Flood Hazard

Water

Unincorporated Areas

Urban Limit Line

Outside Urban Limit Line

Railroads

Creeks and Drainages



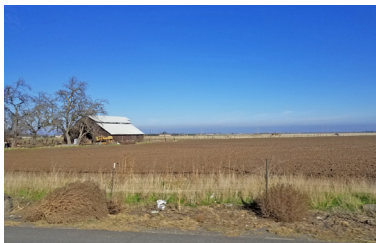
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A 500-year flood zone represents a 0.2% chance of flooding in any given year.

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

## PLANNED LAND USE

Land use designations for Byron are shown on the Land Use Map and defined in the Land Use Element. In Downtown Byron, Main Street is planned primarily for commercial uses to support redevelopment that would provide a wide array of services for local residents while also boosting tourism. Throughout the Downtown area, which encompasses the triangle-shaped area bounded by the Byron Highway, Camino Diablo, and Holway Drive, the community supports business uses that both manufacture and sell goods and services, particularly those that exemplify the historic and agricultural roots of the community. Residential uses would also continue in parts of this Downtown area.

Commercial and other light industrial uses are allowed at Byron Highway's major intersections with Holway Drive and Camino Diablo. Outside of the Downtown and commercial core but within the Urban Limit Line (ULL), the land use map plans for continued residential use at a variety of densities, as well as public and airport-related uses around the Byron Airport. Beyond the ULL, the map plans for the continuation of the agricultural, open space, recreation, and public uses that already exist, and potential increases in development of renewable energy facilities.



Existing agricultural use outside the ULL around Byron.



(above) Existing commercial use at the intersection of the Byron Highway and Camino Diablo.



Existing residential neighborhood in Byron.



(left) Existing airport-related use at the Byron Airport.

## GUIDING PRINCIPLES

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

1. Byron's rural, small-town character should be preserved, in part by supporting its quaint amenities, like the post office, saloon, schools, churches, and surrounding open spaces.
2. Byron's Downtown should be re-energized by filling empty storefronts and providing more businesses and services that will invite residents to see this area as a center of activity again.
3. Byron should attract regional tourists by fulfilling its potential as a historic, railroad, winery, and agricultural tourism destination, as well as through creative re-use of Byron Hot Springs.
4. Roadways in Byron should be safe for all users, including pedestrians, bicyclists, and drivers. Sidewalks and bike lanes should be added in central Byron. Safety improvements should be made along the Byron Highway, the Highway 4 Bypass, Camino Diablo, and the Byer Road/Bixler Road corner.
5. Trucks should be directed around Byron to minimize safety and noise impacts to residents.
6. Regional travel should be improved through projects like the Vasco Road-Byron Highway Connector project.
7. Housing growth in Byron should be deliberate, incremental, and supportive of the community's economic development goals.
8. Redevelopment and development in Byron should maintain the community's rural character.
9. Byron's residents should be able to enjoy hiking, biking, and equestrian access to regional parks through a connected trail network.



## POLICIES

1. Encourage business development that supports a full range of services for local residents and that is tailored to Byron's small-town character.
2. Encourage creative, compatible residential and commercial development on vacant parcels within Byron's existing footprint.
3. Work to attract small businesses and facilitate community events in Downtown Byron.
4. Maintain and enforce regulations to curb illegal dumping and littering in Byron.
5. Encourage re-use of Byron Hot Springs that rehabilitates historic buildings, is compatible with operations at the Byron Airport, and attracts regional tourists. (3-74)
6. Support agriculture, including animal keeping and raising, as an important part of Byron's character.
7. Encourage CCTA to prioritize the completion of the Vasco Road-Byron Highway Connector project.
8. Address traffic conflicts and safety concerns around U-Pick areas, including along Marsh Creek Road, Vasco Road, and Walnut Boulevard, with consideration to agricultural equipment on roads.
9. Ensure that development projects do not conflict with potential alignments for the Vasco Road-Byron Highway Connector Road project. (3-77)
10. Coordinate with the California Highway Patrol to ensure effective enforcement of traffic laws in Byron.
11. Coordinate with the Contra Costa Local Agency Formation Commission (LAFCO) to support local economic development.

## ACTIONS

1. Work with local businesses and community groups to establish an economic development strategy for Byron that includes guidance for on-going coordination of economic development efforts in the community. As part of this process, create a unique branding identity for Byron to support agricultural tourism.
2. Amend the Zoning Code to provide more flexibility for Downtown development, including relaxing parking requirements when street parking is available and expanding allowed uses to include light manufacturing uses for businesses that both manufacture and sell products.
3. Work with the Contra Costa Local Agency Formation Commission (LAFCO) to establish a community services district to provide basic services to Byron.
4. Engage with the Byron-Bethany Irrigation District (BBID) to encourage them to provide potable water service to Byron.
5. Install sidewalks and bikeways with street trees, signage, and crosswalks that connect Downtown Byron to Saint Anne Church.
6. Maintain street trees in Downtown Byron to support walkability and a more vibrant Downtown.
7. Study the feasibility and need for traffic calming along roadways in Byron.
8. Designate a truck route to separate truck traffic from other modes of transportation in Byron, including around U-Pick agricultural areas, such as along Marsh Creek Road, Vasco Road, and Walnut Boulevard.
9. Study the feasibility of bringing passenger air transportation service to the Byron Airport.
10. Work with local and regional stakeholders to develop a trails plan that would provide local and regional trail connections for Byron, including trails that connect to local destinations like the Byron Hot Springs and trails that provide regional connections to recreational and commute destinations. As part of this planning process, consider potential recreational re-use along railroad rights-of-way as well as strategies to effectively communicate trail information to the public. (3-76)

# CLYDE | CONTEXT

1

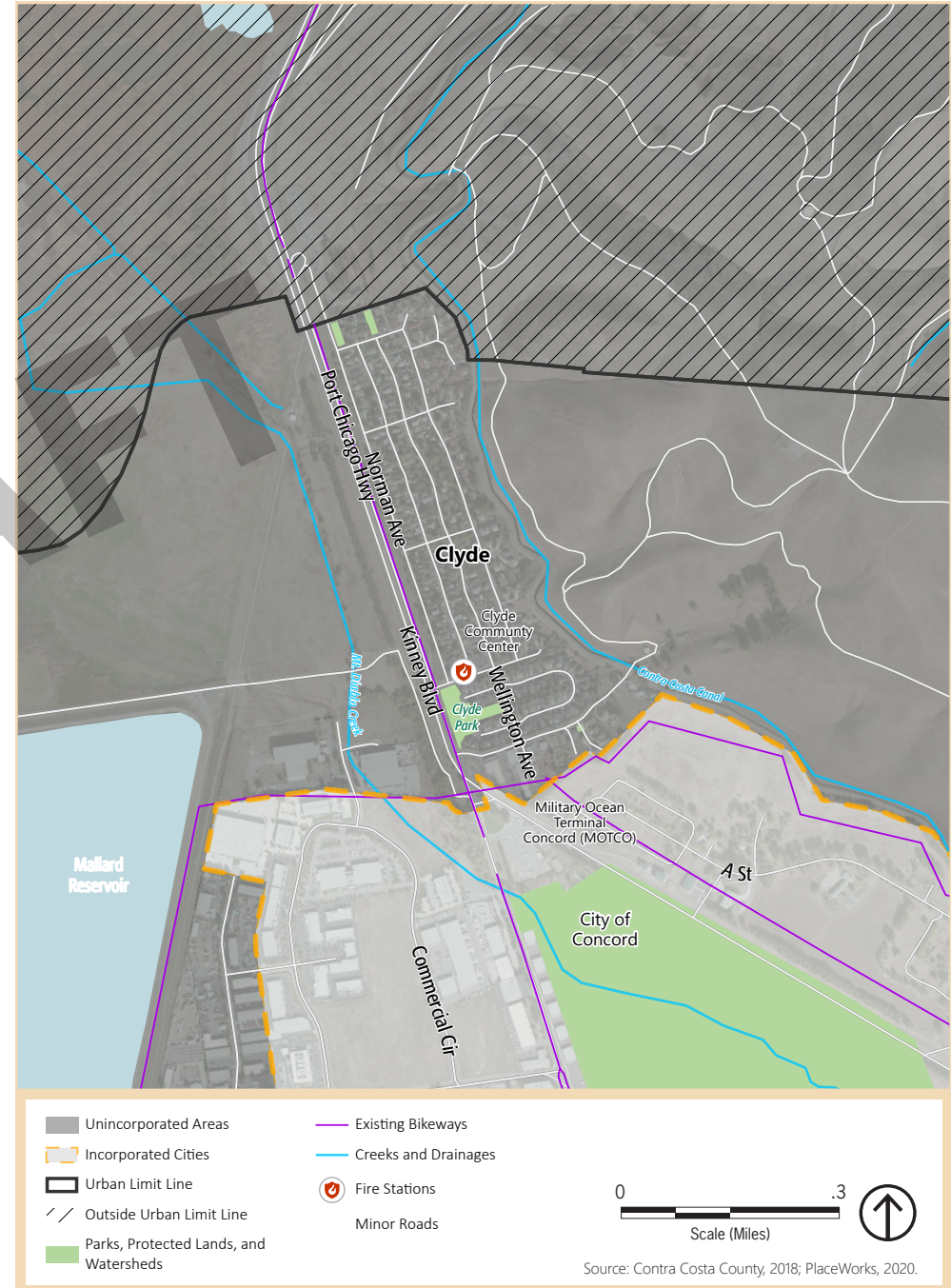
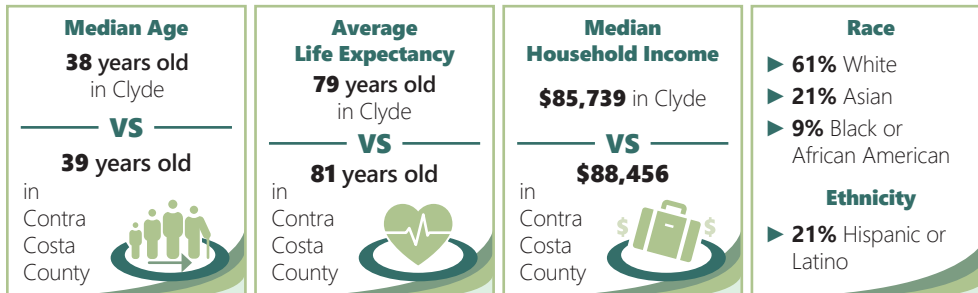
Clyde is located 3 miles from Downtown Concord on the east side of the Port Chicago Highway, north of Highway 4. The community is entirely within the City of Concord's Sphere of Influence and is also included in the Concord General Plan, although Concord has no plans to annex Clyde at this time.



The community was founded in 1917 as a company town for the Pacific Coast Shipbuilding Company. In the waning years of World War I, worker housing was needed to support the Port Chicago shipyards a few miles to the north. Bernard Maybeck was the supervising architect; he oversaw the design of 140 of the initial homes as well as a 176-room hotel. Clyde was designed along a rectangular grid roughly two blocks wide and four blocks long, with north-south alleys between the blocks. The town was named for the River Clyde in Scotland, a place renowned for its shipyards.

Clyde's future was imperiled by the 1944 Port Chicago explosion and subsequent decline of the Port Chicago community. Following the closure of the shipyards, Clyde became a residential enclave surrounded by industrial and military uses. While these uses isolated Clyde from Concord and Bay Point, they also contributed to its strong sense of identity. The community added about 70 homes during the 1990s in the Clyde Commons subdivision, but otherwise has remained stable. There are a few small parks, a community center, and roughly 370 homes. County Service Area M-16 maintains Clyde's parks, recreation areas, and landscaping.









## WHO LIVES IN CLYDE?





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

## Hazards

-  Air quality
-  Coastal flooding
-  Drought
-  Extreme heat
-  Flooding
-  Human health hazards
-  Severe storms
-  Sea level rise
-  Wildfire

## Major Vulnerabilities

The entire community is on a single access road, and thus is vulnerable to coastal flooding, flooding, severe storms, and wildfire.

Persons with chronic illnesses are vulnerable to poor air quality, extreme heat, and human health hazards such as potentially contaminated soil.










Cost-burdened households and low-income households are vulnerable to all hazards in the community.

Public safety and emergency medical response are vulnerable to coastal flooding, flooding, severe storms, and wildfire.

Water and wastewater services are vulnerable to coastal flooding, drought, flooding, and sea level rise.

## FLOOD ZONES

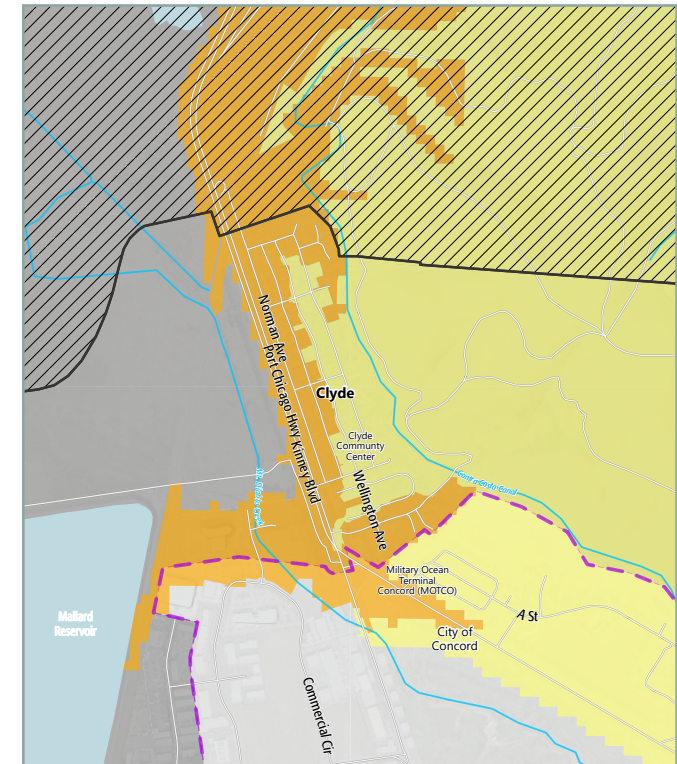









-  100-Year Flood Zone
-  500-Year Flood Zone
-  Areas of Undetermined but Possible Flood Hazard
-  Water
-  Unincorporated Areas
-  Incorporated Cities
-  Urban Limit Line
-  Outside Urban Limit Line
-  Creeks and Drainages

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.



## WILDFIRE

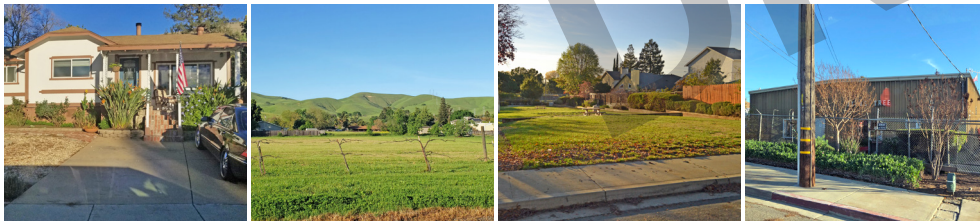


-  Very High
-  High
-  Moderate
-  Unincorporated Areas
-  Incorporated Cities
-  Urban Limit Line
-  Outside Urban Limit Line



## PLANNED LAND USE

Land use designations for Clyde are shown on the Land Use Map and defined in the Land Use Element. The majority of the community is planned for continued residential use at a density consistent with existing development. This community is primarily residential, with a handful of light industrial parcels at its southern edge. North of the community is Military Ocean Terminal Concord (MOTCO), which is designated Public/Semi-Public. Heavy industrial lands directly west of Clyde are buffered through an open space designation along the west side of Port Chicago Highway. This buffer zone is intended to remain undeveloped. Directly east of Clyde are large agricultural parcels owned by the United States government and private landowners. These lands, characterized by primarily undeveloped rolling hills, planned to remain in agricultural use. The City of Concord's jurisdiction, which contains decommissioned portions of the former Concord Naval Weapons Station, is directly south of Clyde. Highway 4 and the North Concord / Martinez BART Station are approximately 1 mile away.



Single-family housing in Clyde. Adjacent agricultural land. Community park in Clyde. Industrial uses in Clyde.

## GUIDING PRINCIPLES

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

1. Clyde is a quiet and tight-knit community. Its small-town community-mindedness, relative affordability, and family-friendly amenities should be preserved and supported.
2. Residents enjoy Clyde's central location within Contra Costa County and the Bay Area. Quality access to local and regional destinations via multiple transportation modes and major highways should be maintained and enhanced.
3. The rolling hills adjacent to Clyde provide an inviting natural backdrop to the community and should be maintained in a generally undeveloped state.
4. Clyde residents should be safe and healthy while living adjacent to both heavy industry and MOTCO. Risks from industrial or military accidents and exposure to air pollutants and odors should be monitored and mitigated.

## POLICIES

1. Prioritize the health and safety of Clyde residents in the face of living adjacent to heavy industry and MOTCO.
2. Enhance the communication network and increase coordination among various public safety services to ensure appropriate response times can be met related to wildfire, industrial accidents, crime, and other public safety matters.
3. Expand access to local and regional parks and recreational facilities, such as the Delta de Anza Regional Trail and future Concord Hills Regional Park.
4. Require new residential development to be compatible with existing architecture to the extent possible, and to plant trees while preserving views of the bay and other natural landscapes.

## ACTIONS

1. Establish a comprehensive, long term strategy that coordinates efforts from all regulatory agencies to mitigate impacts on the community, both acute and long-term.
2. Develop an action plan to address impacts related to anticipated sea level rise.
3. Improve pedestrian and community safety, including through closing sidewalk gaps and incorporating better lighting.
4. Coordinate with East Bay Regional Park District and Contra Costa Water District to enhance Clyde's bicycle and pedestrian connections with local and regional trails, open spaces, and a bikeway along Port Chicago Highway connecting to the countywide bicycle network.
5. Improve maintenance of County-maintained parks in Clyde.
6. Encourage tree planting, beautification projects, and a bicycle and pedestrian path along Contra Costa Canal for future connection with Concord Hills Regional Park.



# CONTRA COSTA CENTRE | CONTEXT

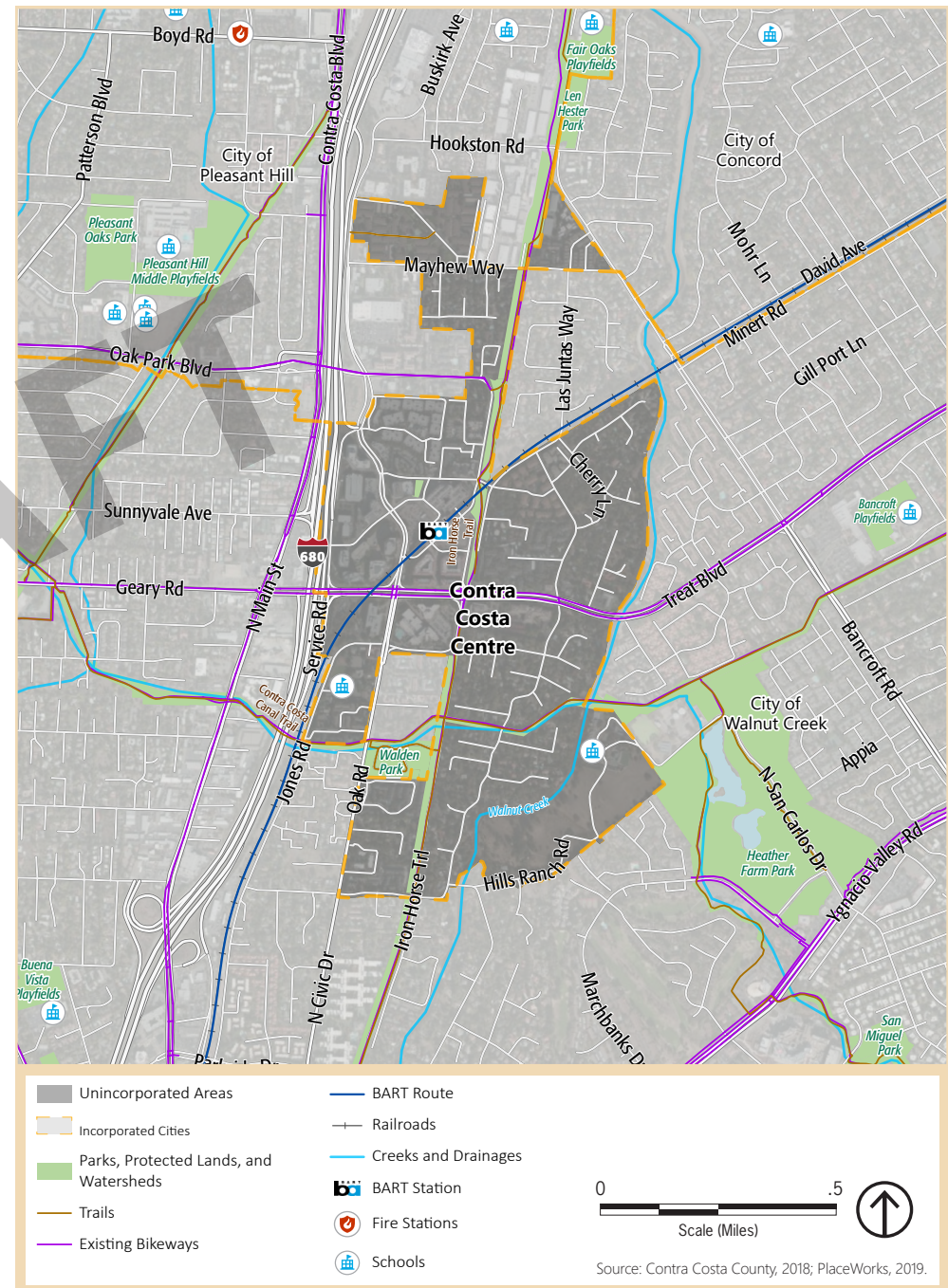
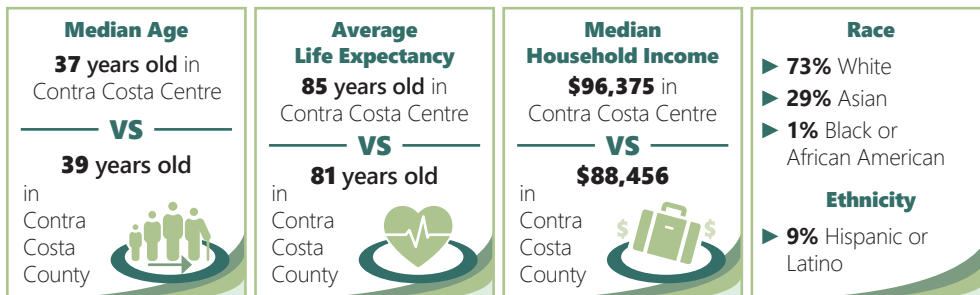
1

Situated snugly between Pleasant Hill, Walnut Creek, and Concord, Contra Costa Centre is a bustling transit center adjacent to the Pleasant Hill/Contra Costa Centre BART station. The community has a diverse agglomeration of uses ranging from low-density single-family homes to very high multi-family uses and BART-oriented mixed use. Despite the range of uses, the community self-identifies with a vision to provide a cutting edge, mixed-use neighborhood that is family friendly with safe outdoor public spaces and trail connections. In particular, residents support more transit-oriented infill development that is concentrated and sustainable, addressing the growing need for regional transit while preserving the local economy. The community enjoys living within walking distance of restaurants and outdoor gathering spaces or parks, and would like this walkable, mixed-use character to continue to be enhanced.











The Iron Horse Trail runs north-south through Contra Costa Centre and provides opportunities for high-quality outdoor recreation. Residents use this trail for a wide variety of trips ranging from active commutes to family outings. Connecting parks, schools, and transit with a network of trails is a high priority for Contra Costa Centre residents. In addition, traffic safety is a primary concern; residents support changing the streetscape to slow traffic while enhancing alternative transportation corridors.

## WHO LIVES IN CONTRA COSTA CENTRE?





## Hazards

-  Air quality
-  Drought
-  Extreme heat
-  Flooding
-  Human health hazards
-  Seismic hazards
-  Severe storms
-  Wildfire

## Major Vulnerabilities

Seniors, including those living alone, and children are vulnerable to poor air quality, extreme heat, human health hazards, and wildfire.

Low-income persons, renters, and cost-burdened households are vulnerable to drought, extreme heat, flooding, seismic hazards, severe storms, and wildfire.

Interstate 680, Treat Boulevard, N. Civic Drive, and Cherry Lane are vulnerable to seismic hazards and fallen trees from severe storms.

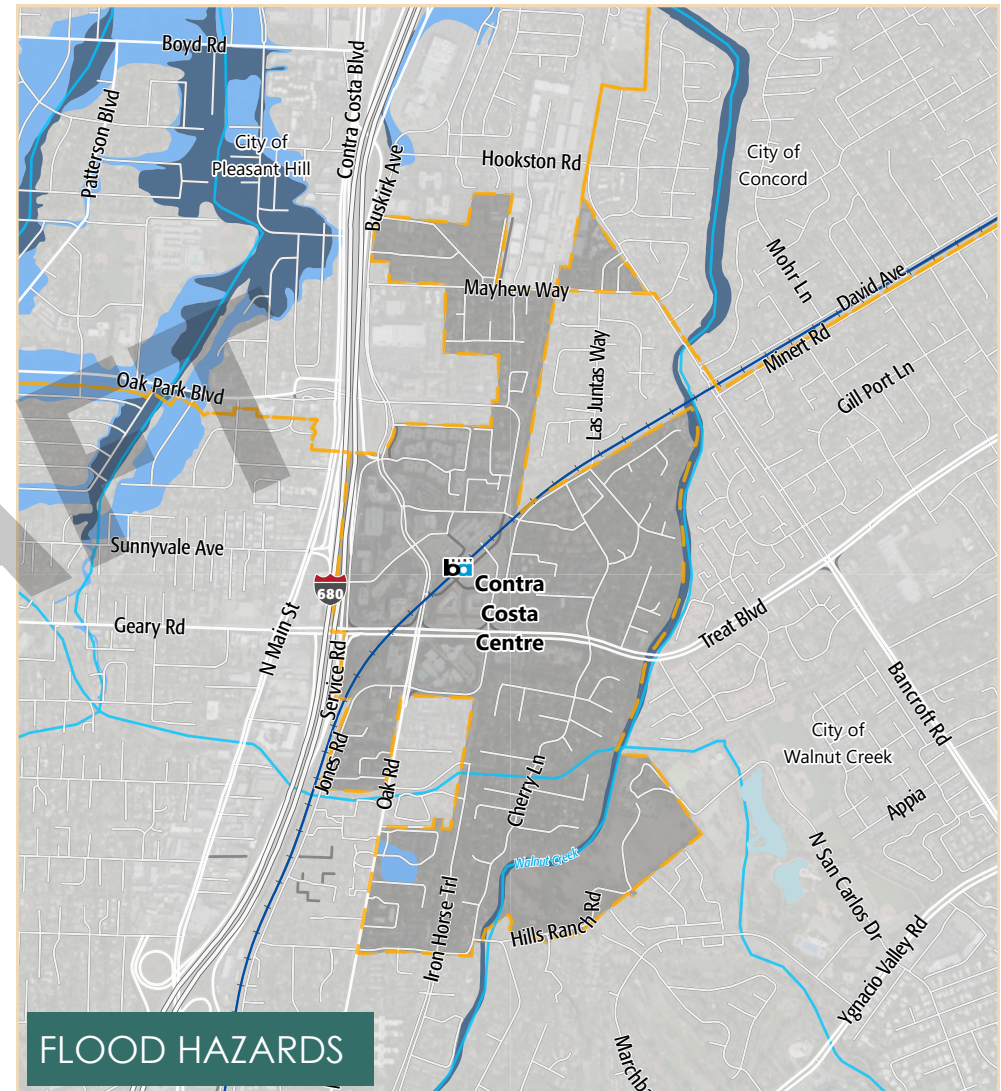
Seven Hills School, Palmer School for Boys and Girls, and medical centers in the community are vulnerable to flooding, seismic hazards, severe storms, and wildfire.

Safety and medical responses and public transit access are vulnerable to flooding, seismic hazards, severe storms, and wildfire.













Drought, earthquakes, and wildfire are all hazards in Contra Costa Centre.

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



## FLOOD HAZARDS

-  100-Year Flood Zone
-  500-Year Flood Zone
-  Areas of Undetermined Possible Flood Hazard
-  Water
-  Unincorporated Areas
-  Incorporated Cities
-  BART Route
-  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, 2019.



## PLANNED LAND USE

Section to be completed concurrently with Land Use Map.

## GUIDING PRINCIPLES

The following guiding principles articulate the values, priorities, and aspirations for the future shared by Contra Costa Centre community members:

1. Residents of Contra Costa Centre enjoy convenient access to public transit through the BART station and numerous bus lines. This access to public transit provides an easy alternative to automobile travel and access to the rest of the Bay Area from within their own neighborhood.
2. Residents also enjoy convenient access to outdoor recreation, such as through the Iron Horse Trail and Contra Costa Canal Trail. Access to outdoor recreation should be preserved, and connections to surrounding parks and open spaces should be expanded.
3. Contra Costa Centre's mixed-use development provides opportunities to live, work, and shop within the community. This mixed-use environment should be maintained in future development.
4. The family-friendly atmosphere should be preserved.
5. Major roads and freeways, such as Treat Boulevard, Oak Road, and Interstate 680, pass through and adjacent to Contra Costa Centre. Traffic safety and roadway enhancements should be prioritized.
6. Walkability in Contra Costa Centre is unique in the unincorporated county. This asset should be preserved with future development and enhanced.

## POLICIES

1. The maximum allowed density and intensity of development in the Urban Center designation is X units per acre and Y floor area ratio (FAR).
2. Support cutting-edge mixed-use projects.
3. Expand and improve bicycle network connectivity to increase safety and access to public transit, and minimize collisions with automobiles.
4. Prioritize local-serving retail and community-focused land uses, such as restaurants, farmers' markets, and other attractive uses.
5. Promote walkable infrastructure and pedestrian-scale streetscapes.
6. Encourage open spaces within higher-density areas, such as rooftop gardens, outside gathering spaces near office buildings, outdoor dining areas, and pedestrian-focused amenities.
7. Increase the concentration of high-intensity employment uses and affordable housing in the area to better utilize the regional transit accessibility provided by BART.
8. Promote a station area appearance which will project a positive image and have high regional and local identity.

## ACTIONS

1. Improve traffic signal operations at the Las Juntas Road and Oak Road intersection.
2. Install clear and well-placed signage to improve wayfinding and safety at existing trails and open spaces.
3. Facilitate installation of sustainable infrastructure such as electric vehicle (EV) charging stations, bike repair stations, and other green amenities as they become available in the future.
4. Increase density along major thoroughfares.

# CROCKETT | CONTEXT

1

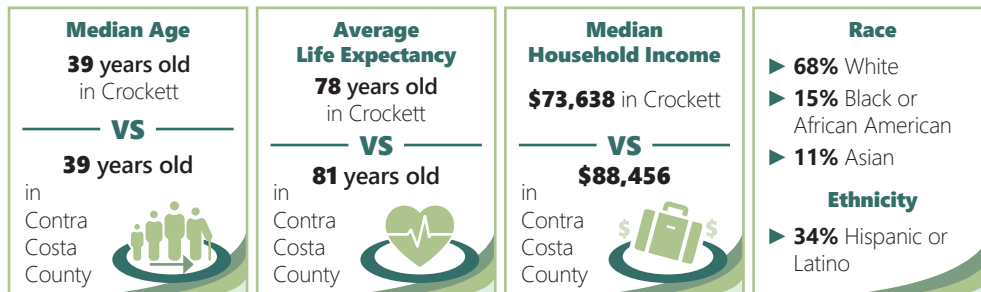
Crockett is located on the south side of the Carquinez Strait just east of San Pablo Bay. The town has a colorful history and eclectic character, and is best known as the home of the C&H Sugar refinery, which has been in operation since 1906. Crockett was a “company town” during the refinery’s boom years in the early and mid-1900s. Today, the town is home to about 3,000 residents. Its picturesque waterfront setting and relative affordability have attracted a large population of artists. Crockett is home to two museums, two regional parks, a middle school and high school, and a downtown business district along Pomona Street and 2nd Avenue. In hillside residential neighborhoods, quaint homes on small lots boast sweeping views of the strait. In addition to the C&H Sugar refinery, the community is also close to heavy industrial uses west of Interstate 80, including the Phillips 66 Refinery and NuStar Energy storage facility.

While nearby communities like Vallejo and Martinez experienced substantial growth during the late 1900s, Crockett remained isolated. More than half of the community’s housing stock was built before 1940. Recent improvements to Interstate 80 and the Carquinez Bridge have made Crockett more accessible, and the town’s historic charm is attracting a growing number of visitors and new residents. Committed, civic-minded residents are involved in various local organizations like the Crockett Community Foundation, strengthening this tight-knit community. Crockett seeks to preserve its relative affordability, diversity, and history while attracting new investment, sustaining a more vibrant downtown business district and connecting to its waterfront. Residents also seek to address long-standing concerns about hazards and toxins, ensuring a safe future and healthy environment for all.



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








## WHO LIVES IN CROCKETT?





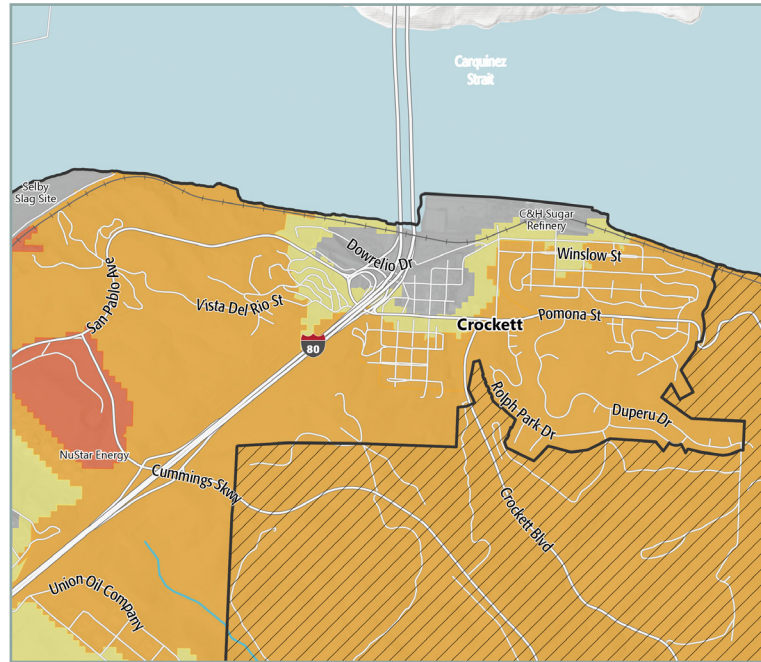
The information on this page presents a summary of hazards and vulnerabilities in Crockett based on the Contra Costa County Vulnerability Assessment; please see the [online Vulnerability Assessment](#) for a full description of these hazards and vulnerabilities.

## Hazards

-  Coastal flooding
-  Extreme heat
-  Human health hazards
-  Landslides and debris flows
-  Sea level rise
-  Seismic hazards
-  Wildfire

## Major Vulnerabilities

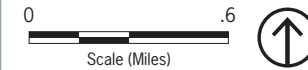
- Cost-burdened households and households in poverty are vulnerable to landslide and debris flows.
- Households in poverty are vulnerable to seismic hazards.
- Crockett Library is vulnerable to coastal flooding and sea level rise by 2100.
- Crockett Cogen powerplant is vulnerable to sea level rise, landslides, and debris flows.
- C&H Sugar Factory and commercial buildings are vulnerable to sea level rise.



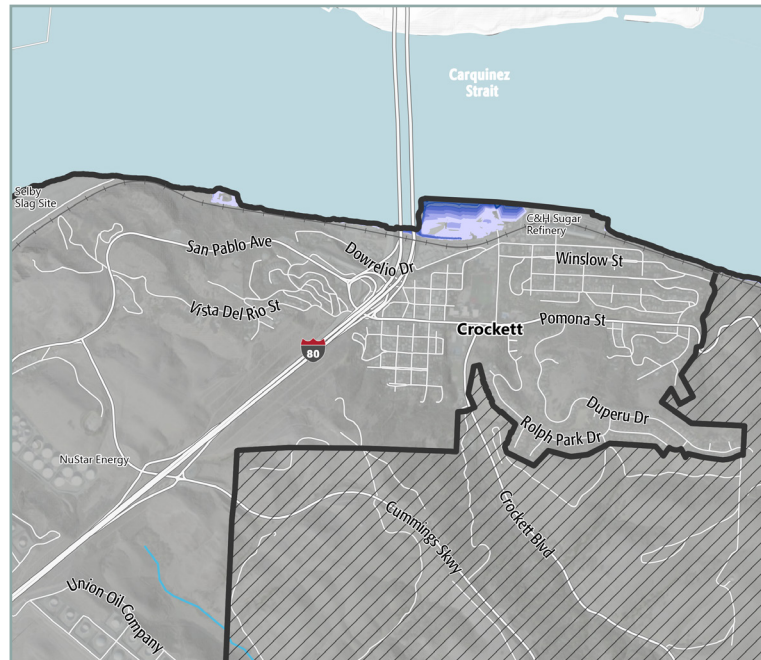
## WILDFIRE

### Wildfire Severity Zones

- Very High
- High
- Moderate
- Unincorporated Areas
- Urban Limit Line
- Outside Urban Limit Line
- Railroads
- Creeks and Drainages



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



## SEA LEVEL RISE

### Sea Level Rise 2050 with 100-Year Storm Severity

#### Water Depth (feet)

- 0- 2
- 2- 4
- 4- 6
- 6- 8
- 8- 10
- 10- 12
- 12+
- Urban Limit Line
- Outside Urban Limit Line
- Creeks and Drainages

Source: San Francisco Bay Conservation and Development Commission, 2017; Contra Costa County, 2018; PlaceWorks, 2020.

## DISADVANTAGED COMMUNITY

The County has identified Crockett 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, with the result that today they are struggling with both a disproportionate burden of pollution and health impacts and disproportionate social and economic disadvantages.

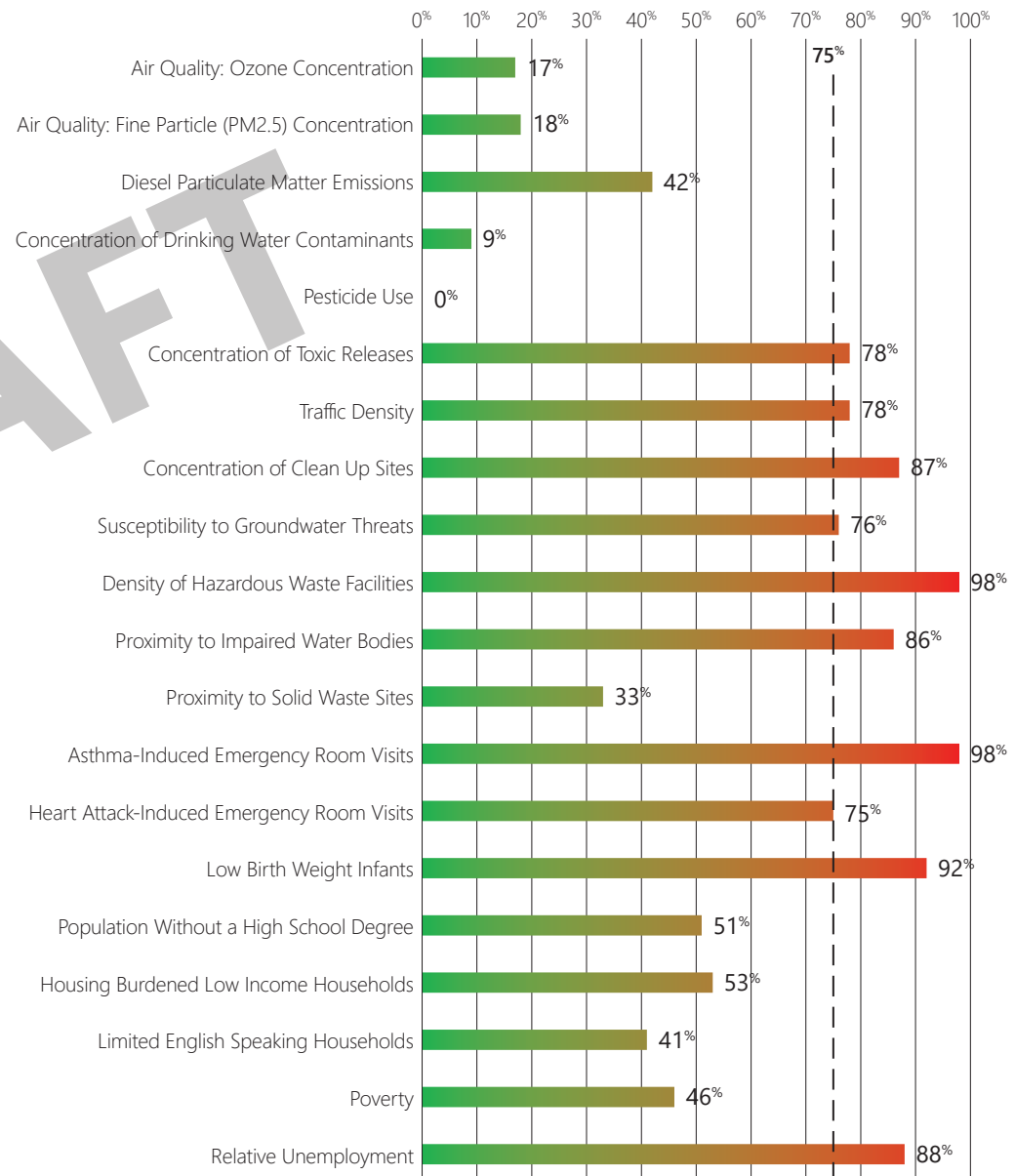
The 20 indicators that contribute to Crockett's identification as a disadvantaged community are highlighted in the chart to the right, with additional details provided in the maps that follow, based on State data from [CalEnviroScreen](#). The chart shows how Crockett ranks for each indicator compared 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 Crockett, this chart presents only the most-impacted Census tract in Crockett.

Some of the factors that contribute to Crockett's identification as a disadvantaged community relate to its industrial roots – both past and present. The Selby Smelting and Lead Company, operated as a metal smelting and refining plant into the 1970s, polluted land in Crockett and accompanying groundwater north of the bridge with slag. Remedial efforts in previous decades have protected residents from direct site exposure but did not fully prevent slag from leaching into the bay. Full remediation plans, overseen by the California Department of Toxic Substances Control, are underway to protect groundwater, preserve aquatic habitats, and prevent human exposure to these toxic substances.

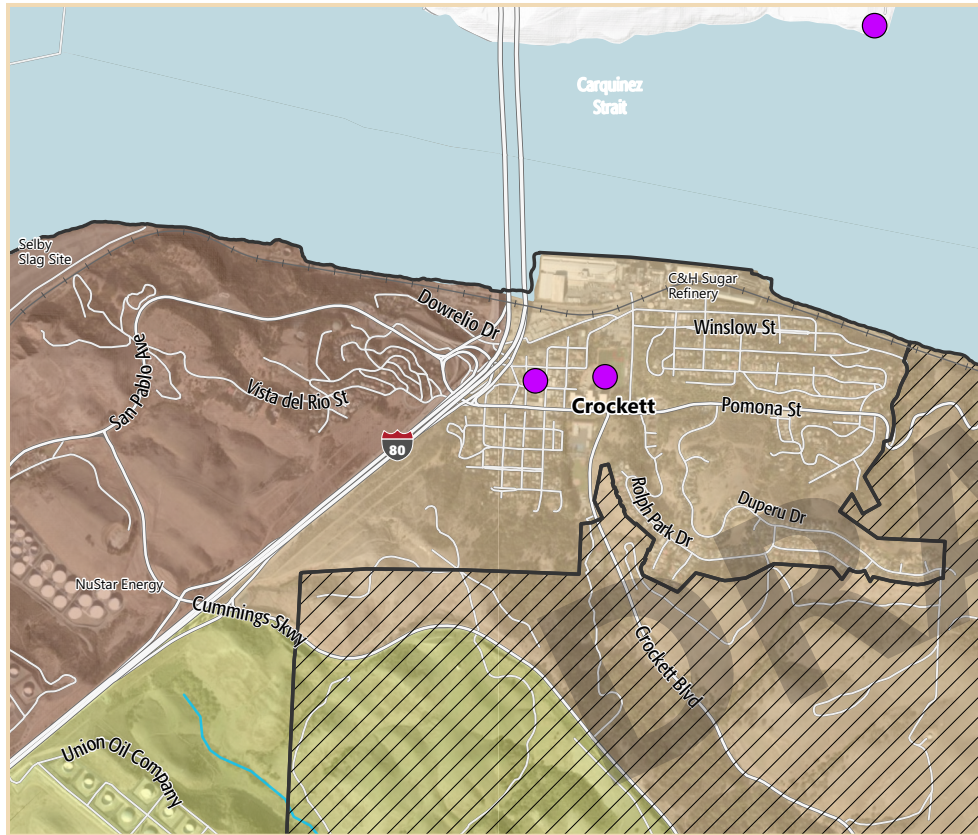
Near the Selby site, NuStar Energy leases land previously owned by the Wickland Oil Company, where petroleum products were released at the site through the 1980s. The site currently stores petroleum products from nearby refineries before transfer to gas stations and other consumers. Fires at the storage facility in 2019 required Crockett residents to “shelter in place” and put the community at risk of evacuation and toxic airborne particulates.

### DISADVANTAGED COMMUNITY INDICATORS (2017)

#### Ranking of Most Impacted Census Tract in Crockett Relative to the State



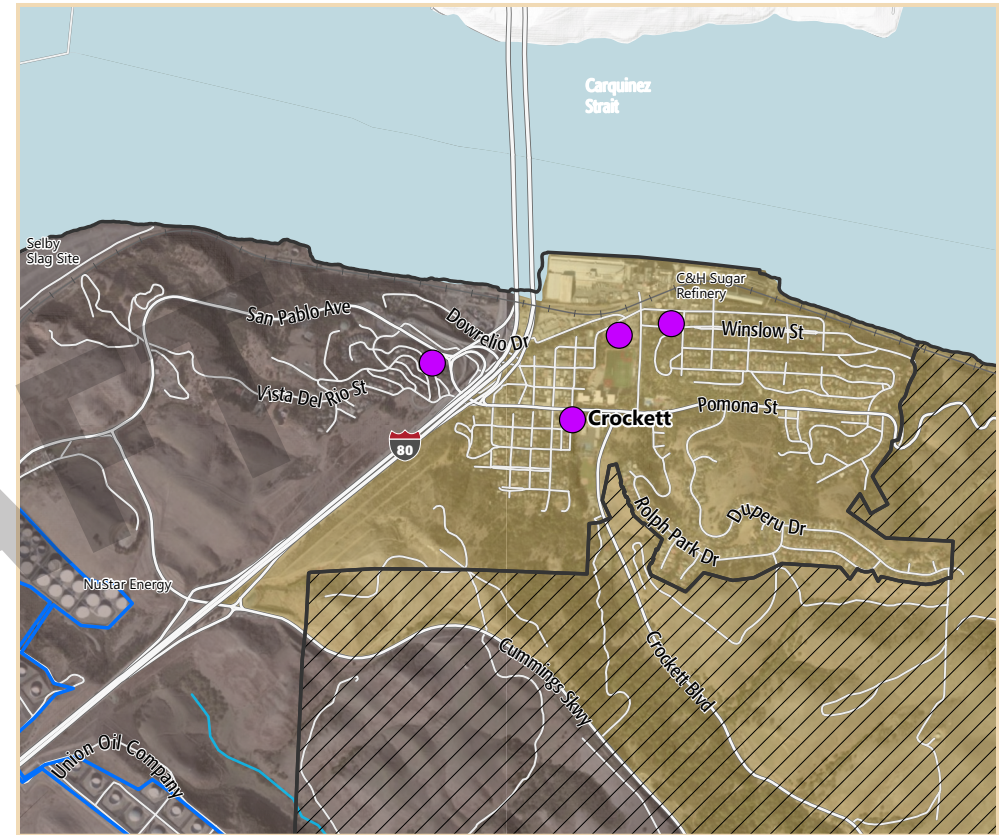




## CLEAN UP SITES

- Clean Up Sites
- Census Tract Ranking**
- >90 to 100%
- >80 to 90%
- >70 to 80%
- >60 to 70%
- >50 to 60%
- 0 to 50%
- Urban Limit Line
- Outside Urban Limit Line
- +— Railroads
- Creeks and Drainages

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 (e.g., the Selby slag site). The ranking also considers the nature and magnitude of the threat and the site type and status. Parts of Crockett are ranked at 87 percent, meaning that the area has a concentration of clean up sites that is higher than 87 percent of the state.



## HAZARDOUS WASTE

- Generator of Hazardous Waste
- Permitted Hazardous Waste Storage Facilities
- Census Tract Ranking**
- >90 to 100%
- >80 to 90%
- >70 to 80%
- >60 to 70%
- >50 to 60%
- 0 to 50%
- Urban Limit Line
- Outside Urban Limit Line
- +— Railroads
- Creeks and Drainages

This map ranks Census tracts based on the density of hazardous waste facilities and generators (e.g., the Phillips 66 Refinery and NuStar Energy), considering each facility's type and permit status and generator activities. Parts of Crockett are ranked at 98 percent, meaning that the area has a density of hazardous waste facilities and generators that is higher than 98 percent of the state.





## PLANNED LAND USE

Land use designations for Crockett are shown on the Land Use Map and defined in the Land Use Element. An important principle of the map is to make the General Plan and zoning consistent with actual building and parcel patterns, thereby reducing the need for zoning variances. The heart of Crockett is the business district along Pomona Street and the blocks along 1st, 2nd, and 3rd Avenues extending north to Starr Street. A secondary business district is located around the public library and extends east along Loring Avenue facing the waterfront. These areas are designated Town Center, recognizing the historic mix of ground floor commercial uses, upper story apartments, and small multi-family, office, and civic buildings.

Residential densities in Crockett neighborhoods generally range from 5 to 15 units per acre, with a few pockets of multi-family use. There are several planned developments in the community that mix residential and open space uses. The C&H Sugar refinery retains its industrial designation along the waterfront, and areas to the west around the base of the Carquinez Bridge are planned for light industrial uses.

West of Interstate 80, low-density residential designations apply to the single-family neighborhood centered along Kendall Avenue and Merchant Street. Along the waterfront, a mix of open space and public land extends to industrial uses along Cummings Skyway and San Pablo Avenue. Public and semi-public uses in Crockett include John Swett and Willow High Schools, Carquinez Middle School, the railroad, and PG&E facilities. Much of the area south and east of Crockett is parkland, including Crockett Hills Regional Park and Carquinez Strait Regional Shoreline. Agricultural land provides a buffer to nearby refinery properties. The Urban Limit Line defines the edge of the developed area on the south and east.



Single-family home in Crockett.



Historic C&H Sugar refinery in Crockett.

## GUIDING PRINCIPLES

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

1. Crockett should be a resilient community, with residents who are informed and well-prepared for emergencies, and property that is safe from sea level rise impacts, wildfire hazards, and the acute and long-term risks of nearby industrial uses.
2. The rich history, heritage, creativity, and quirkiness of Crockett and its residents should be celebrated, cultivated, and leveraged to improve the community's economic well-being.
3. New development should preserve Crockett's character, which includes small lots, varying setbacks, and quaint architecture. Zoning regulations should reflect real-world conditions.
4. Downtown Crockett should return to its role as a bustling and self-sustaining town center by infusing it with historic building renovations, new independent businesses, restaurants, and pedestrian improvements.
5. Crockett residents should have access to a variety of transportation modes that provide convenient connections to the areas where they need to travel.
6. Crockett should remain a relatively affordable place to find a home and a community with residents of all incomes and ages.
7. Public facilities and amenities in Crockett, including regional parkland, community parks and open spaces, schools, and the Crockett Community Center, should be preserved and enhanced. Open spaces should be inviting, clear of trash and debris, support community health and wellness, and serve as classrooms for outdoor education.
8. Crockett residents should enjoy convenient access to the shoreline and nearby open space.
9. Crockett's artists should be celebrated and sustained.
10. Parking issues in the community should be proactively addressed and managed.



Commercial uses in Downtown Crockett.



Residential street in Crockett.

## POLICIES

1. The maximum allowed density and intensity of development in the Town Center designation is X units per acre and Y floor area ratio (FAR).
2. Maintain Crockett's unique character while removing barriers to economic vitality, making the housing stock more resilient and sustainable, and creating new and diverse housing opportunities.
3. Maintain the safety of life and property through a high level of emergency preparedness, and by reducing potential hazards associated with industrial activities and wildland open space in and around Crockett. Address potential impacts related to wildfires, earthquakes, and other natural and human-caused disasters.
4. Coordinate with the C&H Sugar refinery to ensure that plans for future use of its properties are consistent with the community's vision for long-term growth.
5. Maintain and enforce standards for community maintenance and appearance in Crockett, including graffiti removal, litter reduction, street and sidewalk maintenance, vegetation management and brush clearance on nearby hillsides, abatement of illegal dumping, and code enforcement.
6. Encourage Caltrans to beautify and maintain their rights-of-way in Crockett, particularly along pedestrian pathways.
7. Encourage the preservation, sensitive rehabilitation, and adaptive reuse of Crockett's older buildings, particularly those that have been identified as local historic places, and recognize Crockett's authentic character, walkable scale, and inventory of historic buildings as assets and amenities to attract businesses, visitors, and investment to the community. (3-144)
8. Consider opportunities for increased heights and densities in Downtown Crockett, provided that parking issues are addressed and historic context is respected.
9. Address parking problems in Crockett by developing new parking areas, implementing parking management strategies, and requiring sufficient off-street space when new development is approved. Adaptive reuse or re-tenanting of older Downtown buildings should be exempt from compliance with off-street parking requirements where appropriate.

## POLICIES (CONTINUED)

10. Elevate Crockett's role in the Bay Area as a regional hub for arts and culture, and strongly encourage galleries, artists housing, performance space, special events, and other activities that support the arts as an important part of local identity.
11. Support improved access to medical facilities and services in northwestern Contra Costa County.
12. Ensure that new construction is designed to enrich the scenic quality of the community and generally preserve public views of Carquinez Strait, San Pablo Bay, and other defining natural elements of the local landscape. (3-141)
13. On hillside sites in Crockett with development potential, encourage clustering and planned unit development as a means of preserving open space. (3-142)
14. Support the long-term preservation of the Crockett Hills as open space by protecting the hillsides, ridgelines, and canyons around Crockett, which are essential to the community's scenic beauty and character and serve as "green infrastructure" that supports stormwater management, water quality, and climate change strategies. Prohibit extreme topographic modification, such as filling in canyons and removing hilltops. (3-142 and 3-143)

## ACTIONS

1. Assess whether emergency response plans, warning/notification systems, and media communication are adequate, particularly as they relate to industrial and open space land uses in and around Crockett, including the Phillips 66 Refinery, NuStar Energy, and EBRPD parklands, and implement any necessary improvements.
2. Develop design guidelines for Crockett that are tailored to the unique setting, historic fabric, lot patterns, design character, and mix of uses in the community.
3. Update historic building inventories to add structures that may not have been considered historic at the time of the last inventory. Include information on nearby legacy communities such as Selby and Tormey. (3-144)

## ACTIONS (CONTINUED)

4. Develop an economic development strategy for Crockett aimed at attracting retail, restaurants, grocers, services, and locally owned and independent businesses.
5. Improve waterfront access, including access to the shoreline from Crockett and lateral access along the shoreline itself. Work with the State Lands Commission to provide new amenities along the shoreline, improve pedestrian and bicycle crossings of the railroad, and encourage water-oriented business and commercial activities that enhance Crockett's identity as a waterfront community.
6. Develop a communitywide parking management plan that addresses both Downtown parking and residential street parking.
7. Close sidewalk gaps and improve pedestrian connections within the community.
8. Further develop and enforce truck routes in order to limit industrial traffic on Crockett streets and enable safer, more efficient road operations. (3-134)
9. Work with the West Contra Costa Transit Authority, the San Francisco Bay Area Water Emergency Transportation Authority, Caltrans, and Amtrak to improve transit connections between Crockett and other communities, potentially including ferry service and a rail stop on the Amtrak/Capitol Corridor. In addition, encourage transit agencies to improve transit signage and waiting areas.
10. Work with EBRPD and other landowners to improve non-motorized trails in the Crockett area, including bike lanes to Rodeo and Port Costa, and better access for hikers from Crockett to the Bull Valley Staging Area and Carquinez Strait Regional Shoreline Park.
11. Establish a scenic waterway designation along the shoreline that protects and preserves its scenic quality, and encourage access for fishing, boating, hiking, cycling, and other recreational activities. (3-142)



# DISCOVERY BAY | CONTEXT

1

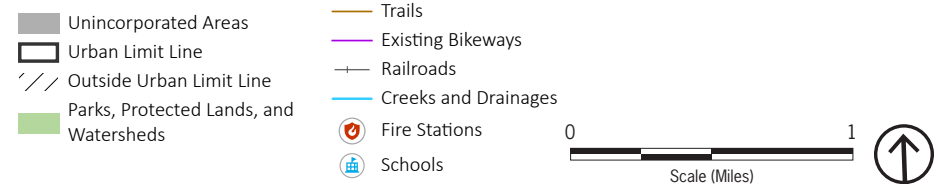
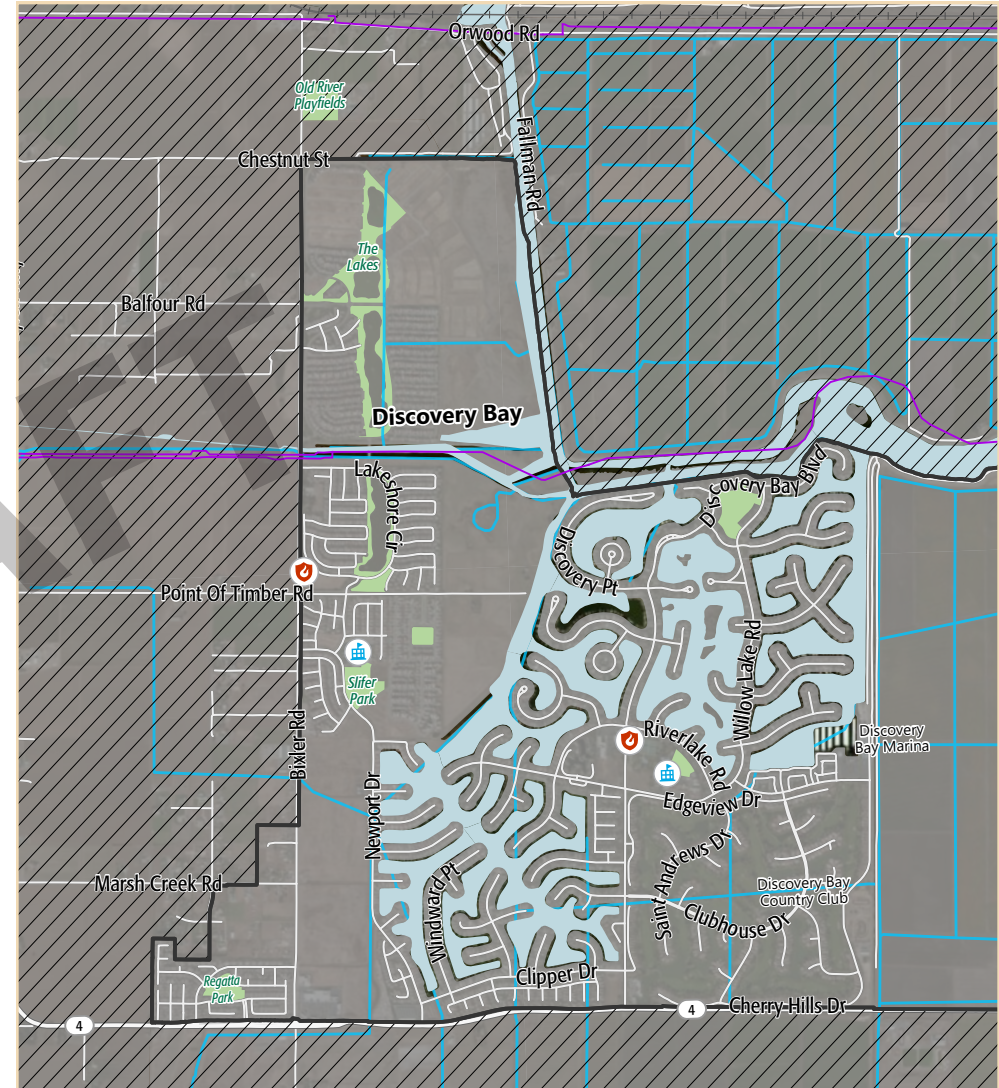
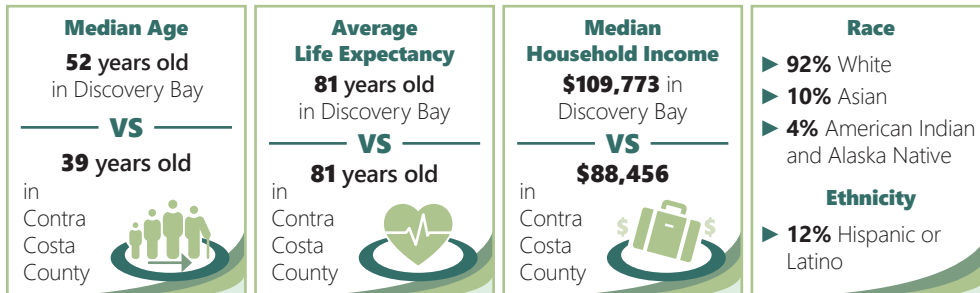
Discovery Bay is a relatively new community in eastern Contra Costa County, shaped as a planned community from agricultural land previously termed the “Byron Tract” in 1964. The original development was envisioned as a recreational community with homes situated on the warm Delta waters with access to nearby neighborhood-serving amenities. The area was originally excavated to create a network of canals with residential lots, and has grown into a full-service town with a community services district that coordinates water, sewer, and recreation services.



Residents enjoy the outdoor amenities in their small community, including the golf course at the Discovery Bay Country Club, Discovery Bay Marina, several parks, and surrounding agricultural and open space land. Discovery Bay is primarily comprised of residential land along the canals, with pockets of commercial and office spaces that fulfill some daily service needs, including a shopping center at the corner of Highway 4 and Bixler Road that is anchored with a major grocery store. However, it has been difficult to attract commercial and office development to the community and some properties in town remain vacant. Residents cite their isolation from other major cities as a challenge for access to employment and education opportunities. Residents are interested in improving pedestrian and bicycle safety along routes to schools and would like a high school to be established in Discovery Bay.

The network of canals that provides recreational and aesthetic benefits also hinders emergency access, and residents are concerned with ingress and egress circulation in the event of a disaster. Furthermore, the community's close proximity to the water increases their risk of inundation from sea level rise.

## WHO LIVES IN DISCOVERY BAY?



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

## Hazards

-  Coastal flooding
-  Drought
-  Extreme heat
-  Flooding
-  Human health hazards
-  Seismic hazards (liquefaction)
-  Sea level rise
-  Severe storms

## Major Vulnerabilities

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

Households in poverty, cost-burdened households, and low-income households are vulnerable to sea level rise.

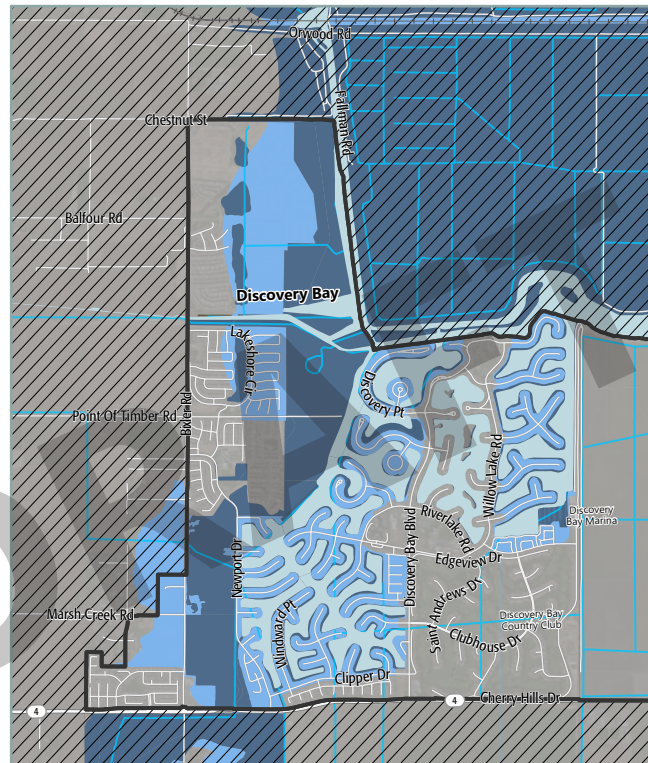
Persons living on single access roads are vulnerable to coastal flooding, seismic hazards, and severe storms.

The Discovery Bay Fire Station and East Contra Costa Fire Protection District buildings are vulnerable to coastal flooding.










The Discovery Bay Elementary School, All God's Children Christian School, and Timber Point School are vulnerable to coastal flooding.

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

## FLOOD ZONES



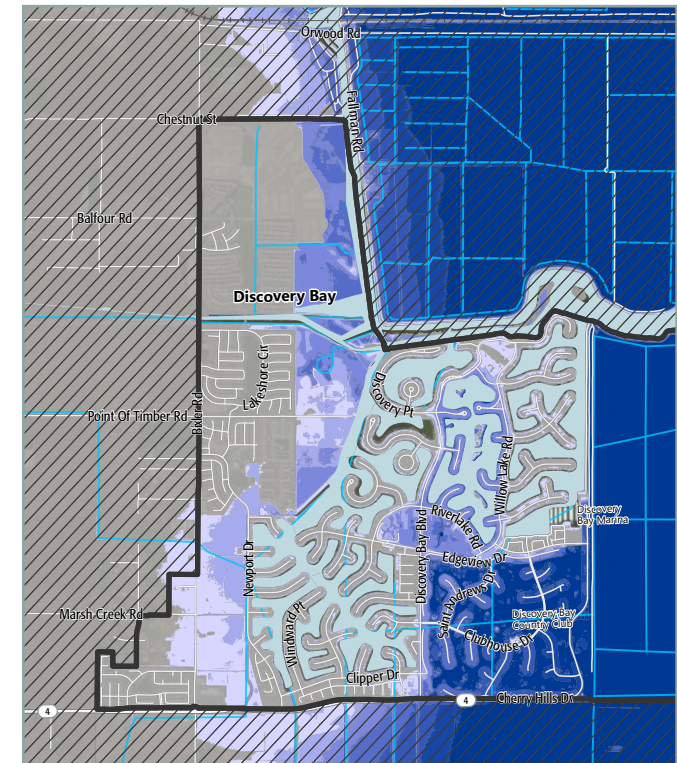
Source: FEMA, 2019; Contra Costa County, 2018; PlaceWorks, 2020.

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

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.










## SEA LEVEL RISE








Source: Adapting to Rising Tides, 2017 and 2019; Contra Costa County, 2018; PlaceWorks, 2020.

### Sea Level Rise 2050 with 100-Year Storm Severity

Water Depth (feet)

-  0- 2
-  2- 4
-  4- 6
-  6- 8
-  8- 10
-  10- 12
-  12+

-  Unincorporated Areas
-  Urban Limit Line
-  Outside Urban Limit Line
-  Railroads
-  Creeks and Drainages

## PLANNED LAND USE

Section to be completed concurrently with Land Use Map.

## GUIDING PRINCIPLES

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

1. Discovery Bay's character and history are tied to the waterfront; the community's unique access to water and opportunities for boating and other water recreation activities should be maintained and encouraged.
2. The farmland surrounding Discovery Bay acts as a community buffer and should be maintained.
3. Discovery Bay residents want a thriving community operating at its full potential. Developing vacant and unmaintained properties should be a priority.
4. Residents of Discovery Bay want solid infrastructure to safeguard their community. They should be protected from inundation due to dam and levee failures.
5. Parents in Discovery Bay want their children to attend all grade levels at local schools. Discovery Bay needs a local high school.



## POLICIES

1. Enhance access and connections to regional parks and open space.
2. Coordinate with the community to improve emergency access and evacuation plans.
3. Promote and encourage the development of job-generating uses.
4. Support establishment of a senior housing project in the vicinity of Point of Timber Road.

## ACTIONS

1. Study the feasibility of adding another access road into the community to improve safety and disaster response.
2. Create safe routes to all schools, especially to Excelsior Middle School.
3. Add a sports field complex, possibly on the east side of Discovery Bay.
4. Provide bathrooms and better maintenance at Slifer Park and consider transitioning ownership to the Community Services District.
5. Designate a portion of the Cecchini Ranch property for job-generating uses.
6. Move the northern portion of Cecchini Ranch, which is under an agricultural conservation easement, outside of the Urban Limit Line.

# EAST RICHMOND HEIGHTS | CONTEXT

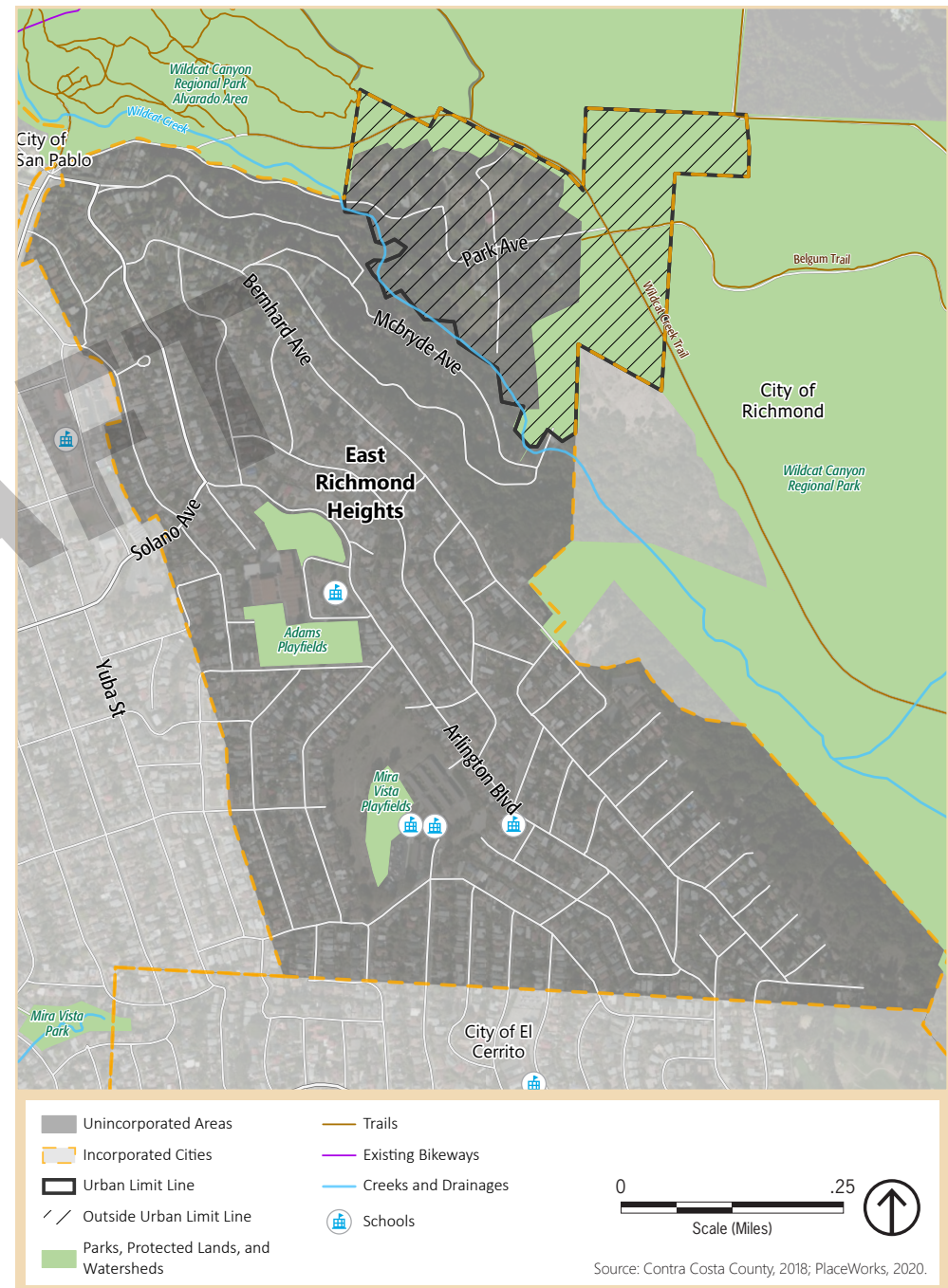
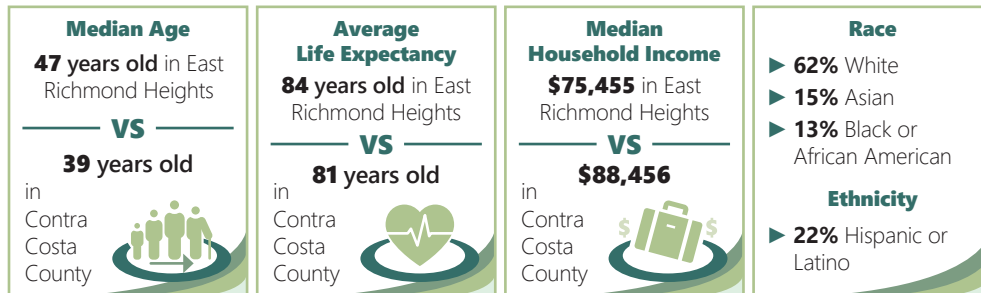
1

Situated north of El Cerrito and Richmond in the Berkeley Hills, East Richmond Heights is a primarily residential community of about 3,600 residents. Adjacent open space in Wildcat Canyon provides respite and outdoor recreation for residents, who support enhancing open space access. Given East Richmond Heights' location, the community has a premier view of the San Francisco Bay, Mount Tam, and beyond. Residents cite the gorgeous views as an important community asset that should be preserved for generations to come. East Richmond Heights is also home to two schools, Crestmont School and Mira Vista Elementary School, which support the family-oriented, friendly community that residents value. Interstate 80, located about a ½ mile to the west, provides regional transportation access, and Arlington Boulevard serves as the major north-south thoroughfare.



Despite the small-town community feel, residents are concerned about safety and formed the East Richmond Heights Neighborhood Watch team to prevent crime, enhance emergency preparedness, and improve neighborhood communication. In addition, residents would like more street lighting and new and expanded community facilities and events. Residents are also concerned about fire hazards from vegetation in Wildcat Canyon Regional Park and throughout the neighborhood, particularly from dead, standing trees. The community would like to enhance fire protection services and evacuation preparedness to ensure the residents are safe in the event of a natural disaster.

## WHO LIVES IN EAST RICHMOND HEIGHTS?





## Hazards

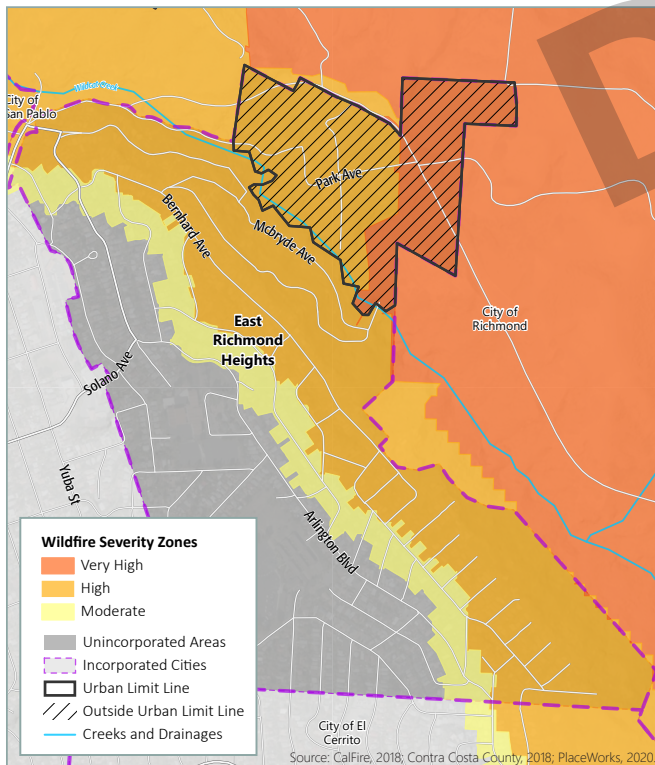
-  Air Quality
-  Drought
-  Extreme Heat
-  Flooding
-  Human Health Hazards
-  Landslides
-  Seismic Hazards
-  Severe Weather
-  Wildfire

## Major Vulnerabilities

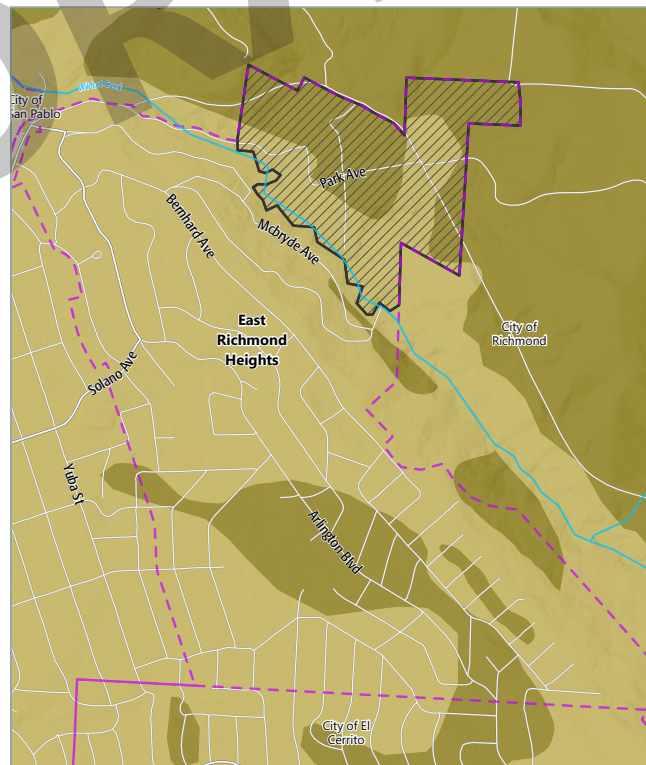
- Persons living on single access roads and seniors living alone are vulnerable to flooding, landslides, and wildfire.
- Cost-burdened households and renters are vulnerable to extreme heat, flooding, landslides, seismic hazards, severe storms, and wildfires.
- Persons with chronic illnesses and seniors (including those living alone) are vulnerable to air quality, extreme heat, human health hazards, and wildfire.
- Single access roads are vulnerable to damage from flooding, landslides, seismic hazards, and wildfire.
- Electricity transmission and distribution lines are vulnerable to landslides, wind from severe storms, and wildfire.
- Mira Vista Elementary, Adams Middle School, and Crestmont School are vulnerable to landslides, seismic hazards, and wildfires.
- Public safety and emergency medical response are vulnerable to flooding, landslides, severe storms, and wildfire.
- Woodland habitat in the eastern area of the community is vulnerable to drought, severe storms, and wildfire.

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

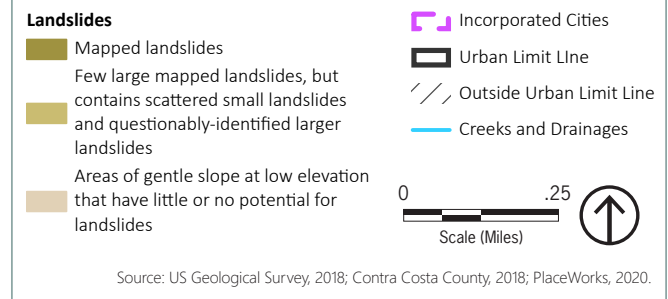
## WILDFIRE HAZARD SEVERITY ZONES



## LANDSLIDES



This image represents wildfire as one of the hazards to which East Richmond Heights is vulnerable.





## PLANNED LAND USE

Land use designations for East Richmond Heights are shown on the Land Use Map and defined in the Land Use Element. East Richmond Heights is planned primarily for single-family residential use, with small pockets of commercial uses, public/institutional sites, and open space lands.

East Richmond Heights contains two small commercial pockets intended to support neighborhood-serving businesses. One is located near the southern end of the community, at the intersection of Arlington Boulevard and Olive Avenue, and the other is located to the north, at the intersection of Bernhard Avenue and Felix Avenue.

East Richmond Heights' proximity to Wildcat Canyon Regional Park and Alvarado Park allows for easy access to outdoor recreational opportunities. As such, there are wide swaths of land designated for open space and park use. East Richmond Heights also includes multiple areas designated for public/institutional use. These sites include community facilities such as Crestmont School, Mira Vista Elementary, and numerous religious institutions.



Retail example in a nearby community.



Existing single-family home in East Richmond Heights.

## GUIDING PRINCIPLES

The following guiding principles articulate the values, priorities, and aspirations for the future shared by East Richmond Heights community members:

1. East Richmond Heights has a small community feel as a result of its diverse housing stock, moderate densities, and compact form. Residents know their neighbors and care for each other and the community. This tightly knit, small community feel should be preserved.
2. East Richmond Heights' panoramic views of San Francisco Bay, bridges, cities, and natural landscapes should be preserved.
3. Existing public services, such as police and fire services, should be supported and enhanced in order to ensure a safe community.
4. Because East Richmond Heights is proximate to Wildcat Canyon Regional Park and the Hayward Fault, it is exposed to wildfires and earthquakes. The community should be protected from these hazards through proper planning and emergency response.
5. A variety of housing types should be encouraged to ensure housing opportunities for residents of all ages, incomes, and abilities.



Existing single-family home in East Richmond Heights.



Existing open space in the region.

## POLICIES

1. When reviewing new development proposals, consider the need for mitigation of wildfire and earthquake exposure as appropriate.
2. Ensure new development provides reasonable protection for existing residences with regard to views, design compatibility (including building mass, height, and mechanical devices), adequate parking, privacy, and access to sunlight.
3. When reviewing new development proposals, ensure views of scenic natural features (e.g., San Francisco Bay, mountains) and the developed environment (e.g., bridges, San Francisco skyline) are substantially preserved.
4. Improve pedestrian and roadway infrastructure in a manner that balances the needs of users with the desire to retain East Richmond Heights' small community feel.
5. Promote local-serving commercial establishments to encourage local business growth, create retail shopping near residents, and provide opportunities for residents to conduct business within their own community.
6. Prioritize review of projects incorporating community-serving medical facilities and services.
7. Encourage improvements to local drainage infrastructure.
8. Recognize affordable housing in East Richmond Heights as a community asset, and encourage alternative dwelling types such as accessory dwellings and co-housing.

## ACTIONS

1. Coordinate with public safety and health agencies to create a comprehensive emergency plan, including evacuation routes and additional fire hydrants in East Richmond Heights.
2. Improve pedestrian safety and roadway infrastructure by repaving and regularly maintaining streets, installing continuous street lighting, illuminating pedestrian crossings, adding ADA compliant facilities, and closing sidewalk gaps and delineating on-street parking spaces along major roads.
3. Work with PG&E to underground utilities to reduce fire hazards and improve community safety and appearance.
4. Explore the possibility of siting and constructing a library in East Richmond Heights.
5. Coordinate with the West Contra Costa Unified School District on a plan for the future of Adams Middle School. The site should be a model for sustainable, green development that meets the housing, retail, and service needs of the community.



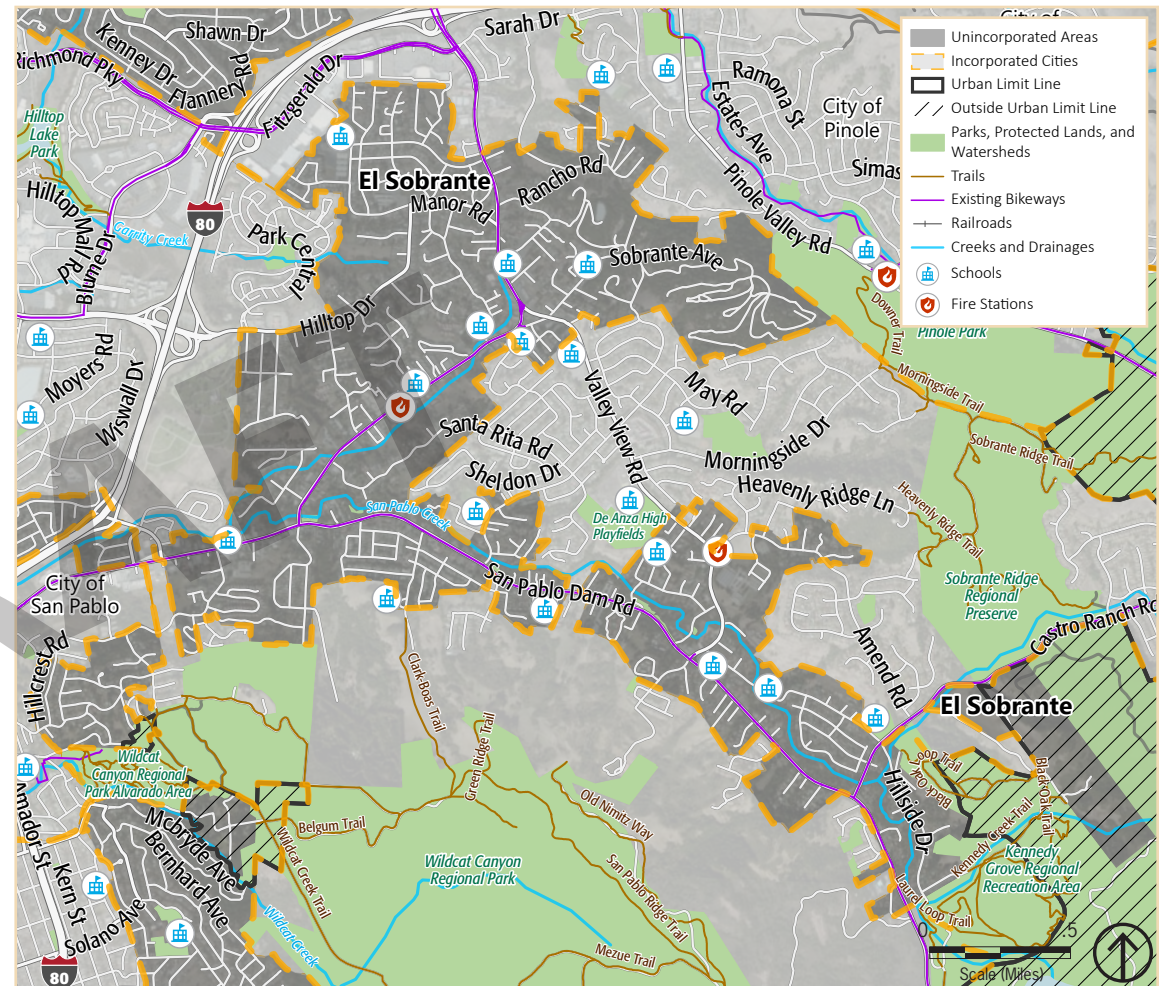
# EL SOBRANTE | CONTEXT

1

El Sobrante is entirely within the Sphere of Influence for the City of Richmond and City of Pinole, but has its own distinct identity shaped by its history, landscape, people, and built environment. The community originated as part of the Rancho San Pablo and Rancho El Sobrante Spanish land grants in 1841, with its name literally translated as “the remaining area.” The Ranchos were subdivided into smaller ranches during the late 1800s and early 1900s. Many of these ranches were subdivided again in the mid to late 20th century, giving El Sobrante a semi-rural character. Today, the community includes a mix of ranchettes, residential subdivisions, and multi-family developments. Roughly 75 percent of the community’s housing stock was built between 1940 and 1979.

El Sobrante is oriented along several major thoroughfares. San Pablo Dam Road extends from Interstate 80 east and south toward San Pablo Reservoir and Orinda, and is home to many of El Sobrante’s businesses and commercial uses. Appian Way extends north from San Pablo Dam Road to Interstate 80 in Pinole, including the “triangle” area around the intersection of Appian Way and Valley View Road. Important natural features such as San Pablo Creek, open hillsides, and oak woodlands provide visual beauty, plant and animal habitat, and opportunities for recreation and green infrastructure.

Several plans have been developed for El Sobrante in the past two decades and remain generally applicable today, including a 2001 Transportation and Land Use Plan for the Downtown business district (along San Pablo Dam Road and Appian Way) and P-1 Zoning and Design Guidelines adopted in 2013. Both documents strive to enhance El Sobrante’s small town, rural residential, and vintage character, while creating new opportunities for housing, businesses, and civic uses in the heart of the community.



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

## WHO LIVES IN EL SOBRANTE?

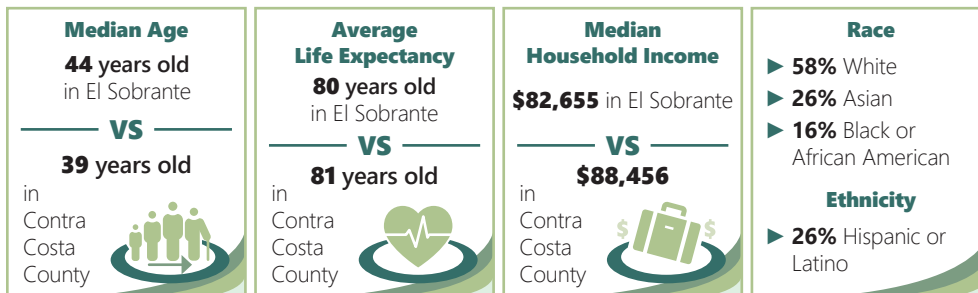


Photo by Amalia Cunningham





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

## Hazards

-  Extreme heat
-  Flooding
-  Human health hazards
-  Landslides and debris flows
-  Seismic hazards
-  Wildfire

## Major Vulnerabilities

Persons experiencing chronic illnesses, homeless persons, and households in poverty are vulnerable to extreme heat and human health hazards.

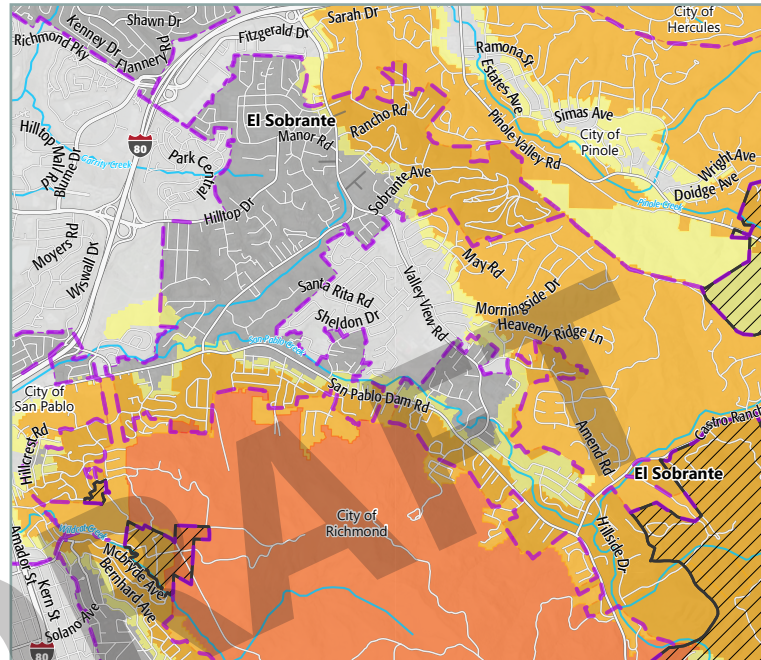
The community is vulnerable to dam-related flooding from the San Pablo Dam, if the dam were to be harmed by landslides or seismic hazards. However, San Pablo Dam has recently been upgraded to reduce the risk of dam failure, decreasing the potential for dam-related flooding.

Homes are vulnerable to landslides and debris flows, seismic hazards, and wildfire.

Single access roads and neighborhoods are vulnerable to landslides and wildfire.

San Pablo Dam Road is vulnerable to landslides, seismic hazards, and wildfire.

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



## WILDFIRE

### Wildfire Severity Zones

- Very High
- High
- Moderate
- Unincorporated Areas
- Incorporated Cities
- Urban Limit Line
- Outside Urban Limit Line
- Railroads
- Creeks and Drainages



Source: CAL FIRE, 2007; Contra Costa County, 2018; PlaceWorks, 2020.



## 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

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.

## PLANNED LAND USE

Land use designations for El Sobrante are shown on the Land Use Map and defined in the Land Use Element.

Planned land uses in El Sobrante include mixed-use and commercial corridors along San Pablo Dam Road and Appian Way, with residential neighborhoods on either side. Residential areas span a range of densities, from rural to high. Most neighborhoods are designated for low-density residential, consistent with existing single-family uses. New development will generally consist of infill projects on vacant or mostly vacant properties along San Pablo Dam Road and Appian Way that have been previously “passed over.” Hillsides and ridgelines are largely designated for open space, protecting El Sobrante’s visual context and avoiding urban sprawl.

Areas along San Pablo Dam Road and Appian Way that serve as Downtown El Sobrante are designated Mixed Use Corridor, recognizing the existing mix of multi-family and commercial properties, as well as the desire for new projects that combine these uses, either vertically or horizontally. As noted in the following section, zoning regulations adopted in 2013 provide more prescriptive design standards for the Downtown.

The land use map also identifies community assets with a designation for public uses, including Juan Crespi Middle School, Harbour Way Elementary School, and the El Sobrante Library, as well as utilities such as an East Bay Municipal Utilities District (EBMUD) water filtration plant. The map also depicts open spaces along the San Pablo Creek corridor, and in other locations where topography or natural hazards preclude safe development. Sites along the creek will be considered for a potential community park.



Existing commercial use in El Sobrante.



Existing single-family home in El Sobrante.



Existing multi-family residential use in El Sobrante.



Existing public use in El Sobrante.

## DOWNTOWN EL SOBRANTE PLANNED LAND USES

In 2013, the County adopted the Downtown El Sobrante P-1 Zoning and Design Guidelines covering the area shown in the map on the following page. Zoning for Downtown El Sobrante includes a combination of traditional designations (generally matching existing land uses) and three mixed-use areas. Each mixed-use area aims for a slightly different outcome. The text below provides a summary of the three mixed-use areas and the vision for each area. The Downtown El Sobrante P-1 Zoning and Design Guidelines should be consulted for more specific direction and is considered the governing document for long-range planning decisions in this area.

Each of the three mixed-use areas shares a common set of design principles intended to create a more walkable, pedestrian-friendly environment. Key principles include allowing varied setbacks and encouraging new buildings to be located close to the street frontage. Windows and entries should face the street, with surface parking to the rear of the building rather than in the front. Mixed-use development is strongly encouraged, although all three districts allow projects that are entirely commercial. Interesting and innovative architecture is encouraged throughout each mixed-use area, as long as the area as a whole is harmonious in scale and functions as a cohesive district.

### APPIAN WAY MIXED-USE AREA

The Appian Way Mixed-Use Area is intended to facilitate the development of the Appian Way corridor as a unified, well-designed neighborhood, including new mixed-use development and improved services, shopping, offices, and restaurants. Neighborhood commercial uses are allowed on all parcels. Residential-only projects and mixed residential-commercial projects are permitted but not required, and residential uses may be integrated into existing commercial developments. A 27-foot height limit applies, with an 8-foot height bonus for mixed-use projects or projects eligible for a density bonus (subject to specific findings set forth in the P-1 Zoning Plan). Residential-only projects in this area are subject to a maximum density of 8 units per acre, while commercial and mixed-use projects have a maximum total floor area ratio (FAR) of 1.0 and no density limit.

The P-1 Guidelines provide direction for Appian Way itself, including development of a landscaped median, new storm drains, on-street parking bays, lighted pedestrian crossings, improved sidewalks and bus bays, and retention of bike lanes. Traffic signalization and vehicle flow improvements are encouraged. The Guidelines also support development of open space and parks, preservation of mature trees, and streetscape and frontage planting in this area.



## TRIANGLE MIXED-USE AREA

The El Sobrante “triangle” is formed by the intersection of Valley View Road, Appian Way, and Sobrante Avenue. Like the Appian Way Mixed-Use Area, this area also aims to create a distinct neighborhood retail district with opportunities for mixed-use infill projects. The allowable uses are similar to those in the Appian Way area. However, projects that are entirely residential are not permitted. Projects that incorporate housing as part of a mixed-use project are encouraged, provided that safe walking and recreational opportunities can be made available. Projects that are entirely commercial are permitted on all parcels, subject to P-1 standards and use limitations.

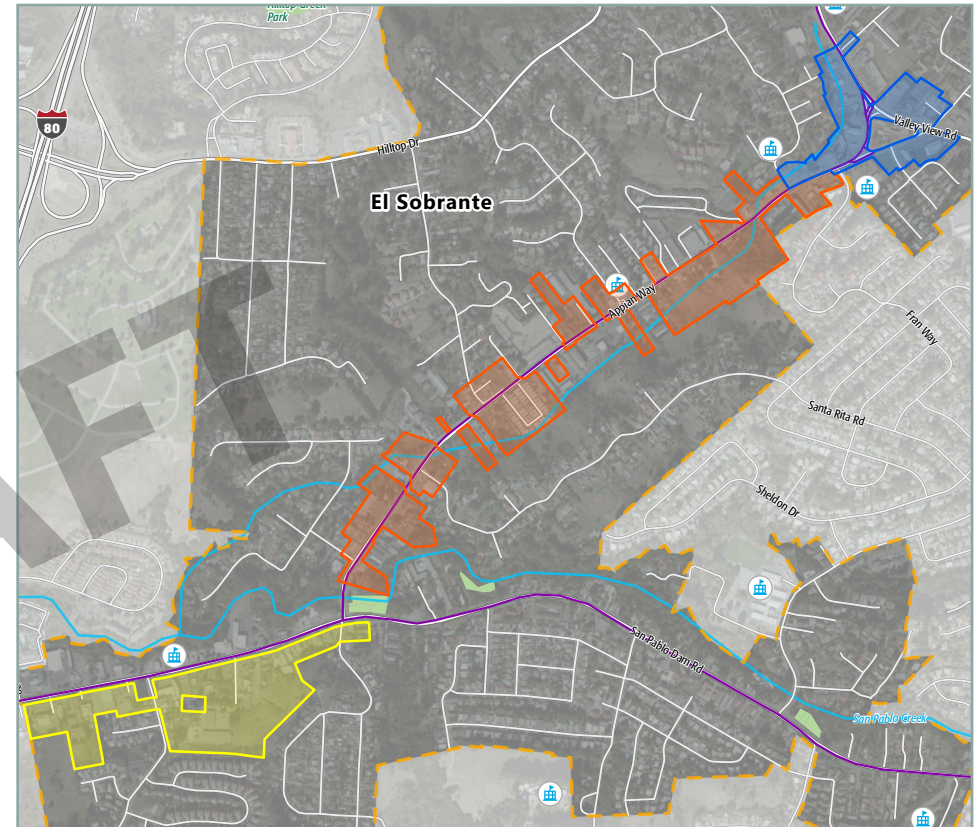
The triangle area is subject to the same density and floor area ratio standards as the Appian Way Mixed-Use Area, with a 27-foot height limit and the potential for an 8-foot height bonus for mixed-use projects. The maximum FAR for commercial and mixed-use projects is 1.0. The same building design, streetscape, and parking guidelines apply. The triangle block itself is designated for general commercial uses and is not considered an appropriate location for housing.

## SAN PABLO DAM ROAD MIXED-USE AREA

The third mixed-use area in Downtown El Sobrante applies to San Pablo Dam Road between El Portal and Appian Way. This is the core of the Downtown area. The intent is to create a more unified and vibrant district by creating a town square, improving San Pablo Dam Road, and encouraging new multi-family residential, offices, retail, and mixed-use projects. The town square is envisioned on the south side of the block between Hillcrest Avenue and Pitt Way and includes a new public parking area and a new collector street connecting Pitt Way to Hillcrest Avenue. Consolidation of existing small parcels is encouraged to create more viable development sites.

A 50-foot height limit applies to parcels within this zone, provided that the mass, height, and shape of buildings preserve views and are compatible with community character. Residential-only projects are permitted and are subject to a density limit of 12 units per acre. Mixed-use projects that include housing are not subject to a density limit but are subject to a total FAR limit of 1.0. Parking and access issues must be addressed and resolved where such projects are proposed. Projects that are entirely commercial are permitted and are also subject to a 1.0 FAR.

The vision for this area also includes improvements to San Pablo Dam Road. Potential improvements include new bike lanes or a separated bike lane, wider sidewalks, more off-street parking, new pedestrian crossings, and more attractive and coordinated signage. New buildings should complement the streetscape improvements and create a more pedestrian-friendly environment.



## MIXED-USE AREAS

### Downtown El Sobrante Mixed-Use Areas

- Appian Way Mixed-Use Area
- Triangle Mixed-Use Area
- San Pablo Dam Road Mixed-Use Area
- Unincorporated Areas
- Incorporated Cities
- Trails
- Existing Bikeways
- Creeks and Drainages
- S Schools



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



## GUIDING PRINCIPLES

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

1. El Sobrante should remain independent and eclectic, with common sense land use regulations that respond to the community's varied development and building patterns.
2. Change should be managed to enhance El Sobrante's unique semi-rural/small-town character, sustain its farming heritage, and preserve its scenic environment and open spaces.
3. Although new amenities are desired, the costs and benefits of improvements should be determined and disclosed before public investments are made. Where feasible, existing facilities should be improved before new facilities are developed.
4. Growth and economic development should be focused in a way that conserves and strengthens established neighborhoods, meets local needs and the desire to be a complete community, improves visual and architectural quality, provides a range of economic opportunities, revitalizes the commercial core with local-serving and locally owned businesses, and enhances the quality of life for area residents.
5. El Sobrante's built environment should be designed and developed at a human scale, incorporating healthy community concepts that provide for walking, bicycling, and other non-motorized transportation; recreation; access to healthy foods; and energy- and resource-efficient buildings and development.
6. El Sobrante should be a model for sustainable development and sustainable living, including local food and energy production, zero waste, and green building construction.
7. Because Richmond and Pinole surround El Sobrante on three sides, coordination with the City of Richmond and City of Pinole is essential, and the County should work proactively to address the effects of Richmond's and Pinole's decisions on the quality of life in El Sobrante.
8. Transportation options should be improved, particularly public transit connections to BART and bicycle facilities along major thoroughfares.
9. Long-term solutions should be developed to address traffic safety and congestion, particularly "cut-through" traffic on local streets and congestion on San Pablo Dam Road.
10. San Pablo Dam Road and Appian Way should be safer and more attractive for walking and cycling and communicate a positive and cohesive image of El Sobrante.
11. Stronger, more vibrant, and walkable centers should be created in El Sobrante, providing community gathering places and destinations with new opportunities for housing, businesses, and open space.

## GUIDING PRINCIPLES (CONTINUED)

12. Greater housing choices should be provided, including affordable housing, live-work spaces, and alternative dwelling types such as tiny homes.
13. El Sobrante should be a culturally diverse and inclusive community with amenities and services for people of all ages, incomes, abilities, and backgrounds.
14. San Pablo Creek and its tributaries should be protected as accessible open spaces, wildlife corridors, and natural amenities that add beauty, character, and ecological value to the community.
15. Access to local hospitals, health care, and social services is critically important and should be improved.
16. El Sobrante should become more resilient and better prepared for disasters, particularly wildfires, floods, and earthquakes.

## 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).
2. Continue to improve Downtown El Sobrante to create a stronger sense of this area as a town center and destination for local residents, using the Downtown El Sobrante Planned Unit Development (P-1) Zoning and Design Guidelines to guide land use and development decisions in this area.
3. Encourage and prioritize small and locally owned businesses, including markets offering healthier food choices. Local businesses should provide gathering places for residents and contribute to El Sobrante's sense of community and cultural diversity. (3-170)
4. Encourage the combining of adjacent narrow parcels along San Pablo Dam Road, Appian Way, and Valley View Road in order to facilitate infill development and limit the number of potential streets and driveways entering these major thoroughfares. (3-171, 3-172)
5. Consider the effects of new development on aging infrastructure and, where appropriate, require infrastructure improvements as a condition of approval.
6. Improve the pedestrian and bicycle environment in El Sobrante, particularly along major thoroughfares, by closing gaps in the sidewalk system, widening sidewalks, improving wayfinding signage, discouraging "drive-through" businesses, and enforcing speed limits and traffic safety rules. (3-166)

7. Increase neighborhood park acreage in El Sobrante, including requiring parks within new development, preserving open space along San Pablo Creek, and acquiring land using development fees and other sources. Funding for ongoing maintenance should be identified when a park is created. (3-175)
8. Incorporate safe, well-maintained open spaces and gathering places in new commercial and mixed-use development projects where feasible. In addition, multi-family development in El Sobrante should provide on-site recreational facilities for occupants and contribute toward the development of parks and recreational facilities that serve the community at large. (3-204, 3-207)
9. Maintain, and where feasible improve, access to regional open spaces and parks on the perimeter of El Sobrante, including new trails and existing fire trails with the potential for recreational use.
10. Conserve and restore portions of San Pablo Creek as a community open space, natural resource, and visual amenity. In addition, conserve the natural elements of other local creeks, such as Appian Creek and Wilkie Creek. (3-177)
11. Encourage the City of Richmond to preserve the visual character and natural qualities of San Pablo Ridge, the roughly 1,000-acre hillside area that defines the southern and western edge of El Sobrante, by supporting land use decisions that maintain trail access to Wildcat Canyon Park and preserve areas above the 400-foot elevation contour as open space. (3-210)
12. Work with neighboring jurisdictions to ensure that the impacts of development on the El Sobrante community are addressed and mitigated. (3-180)

## ACTIONS

1. Continue to work with residents, businesses, property owners, and other stakeholders on improvement and beautification plans for San Pablo Dam Road, including the addition of Class II bike lanes, pedestrian crossings, lighting, and other design changes that better accommodate bicycles, pedestrians, and transit users. Consider similar improvements on other local streets. (3-166, 167)
2. Reconstruct Appian Way as an attractively landscaped thoroughfare, with improved storm drainage, redesigned travel lanes, parking and curb improvements, new streetscape features, trees, and landscaping. (3-204)

## ACTIONS (CONTINUED)

3. Undertake drainage improvements to reduce local flooding problems, especially along portions of Appian Way and San Pablo Dam Road that still have open roadside ditches. To the extent feasible, incorporate “green streets” principles in the design of such projects. (3-179)
4. Consider alternatives and identify an approach for financing community beautification, such as a landscape and lighting assessment district, a business improvement district, or similar measures. (3-168)
5. Work with AC Transit and other local public transit agencies to improve local service, restore BART feeder lines, and better connect El Sobrante to regional transit and community services such as hospitals. (3-169)
6. Develop a façade improvement and beautification program to assist El Sobrante businesses.
7. Pursue construction of a new collector street connecting Pitt Way to Hillcrest Road.
8. Implement a community wayfinding and signage program that creates a unified and positive impression of El Sobrante, identifies community gateways, and helps orient and direct travelers in and around the community.
9. Increase the supply of off-street parking available along San Pablo Dam Road to meet business, customer, and resident needs. Parking should be clearly identified with directional signage and located and managed in a way that does not interfere with traffic flow and safety. (3-174)
10. Pursue development of a full-service El Sobrante community center that can accommodate meetings, events, recreational, cultural, and educational activities. (3-176)
11. Periodically evaluate traffic flow and speeds on Appian Way between Valley View Road and the Pinole city limit to determine appropriate traffic calming and improvement strategies. Periodically consider traffic management improvements along other major streets in the community. (3-186, 3-187)
12. Continue to explore the feasibility of a creekside boardwalk and park along publicly owned segments of San Pablo Creek. (3-209)
13. Develop a mechanism to consider the transfer of allowable densities among different parcels designated for mixed use so long as the transfer does not increase the overall maximum number of dwelling units or commercial square footage for such designations in El Sobrante. (3-204)

# MONTALVIN MANOR, TARA HILLS, & BAYVIEW | CONTEXT

1

Situated along San Pablo Avenue, these three communities are made up of single-family neighborhoods with some multi-family homes and commercial storefronts. Residents enjoy spectacular views of San Pablo Bay and close highway access to regional job centers in Richmond, Oakland, and beyond. Residents also appreciate the relatively modest home prices in this area.

Montalvin Manor, Tara Hills, and Bayview offer recreational opportunities in pocket parks, along trails, and at the Montara Bay ballfields/community center; residents would like to enhance the trail network along the shoreline to connect two existing segments of the Bay Trail near Garrity Creek. The historic Union Pacific Railroad also runs along this shoreline, creating challenges for safe and convenient access to the bay.

Interstate 80 skirts the eastern edge of Tara Hills, and traffic congestion and related air pollution during peak commute hours cause problems for residents in these communities. Surface streets can be severely congested, which, coupled with a lack of adequate pedestrian and bicycle infrastructure, impedes residents' abilities to access local amenities. Furthermore, many of the neighborhood-serving commercial spaces in the community have gradually become vacant over time, limiting local service options and attracting illegal dumping and blight.



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



## WHO LIVES IN MONTALVIN MANOR, TARA HILLS, AND BAYVIEW?








<b>Median Age</b> <b>36 years old</b> in Montalvin Manor, Tara Hills, & Bayview <b>VS</b> <b>39 years old</b> in Contra Costa County	<b>Average Life Expectancy</b> <b>80 years old</b> in Montalvin Manor, Tara Hills, & Bayview <b>VS</b> <b>81 years old</b> in Contra Costa County	<b>Median Household Income</b> <b>\$74,666</b> in Montalvin Manor, Tara Hills, & Bayview <b>VS</b> <b>\$88,456</b> in Contra Costa County	<b>Race</b> <ul style="list-style-type: none"> <li>► 54% White</li> <li>► 21% Asian</li> <li>► 19% Black or African American</li> </ul> <b>Ethnicity</b> <ul style="list-style-type: none"> <li>► 40% Hispanic or Latino</li> </ul>
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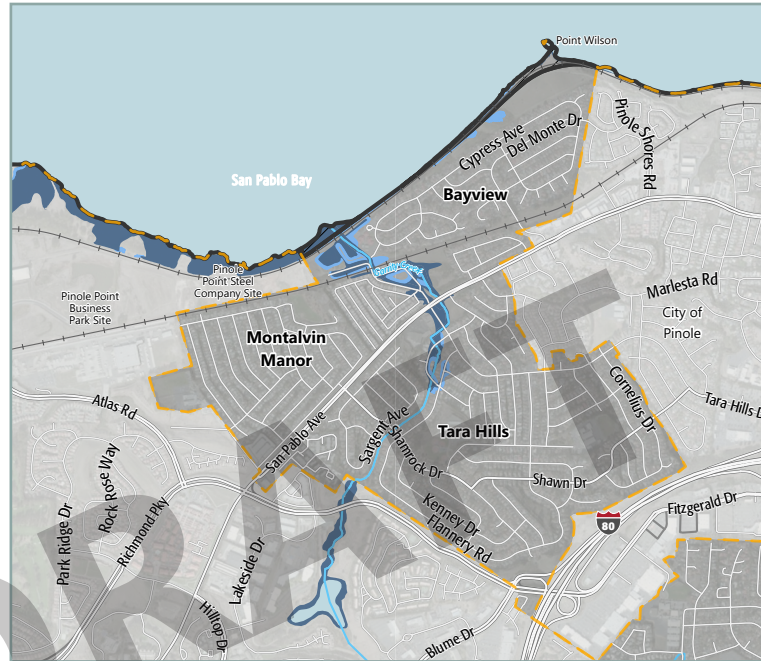
The information on this page presents a summary of hazards and vulnerabilities in Montalvin Manor, Tara Hills, and Bayview based on the Contra Costa County Vulnerability Assessment; please see the [online Vulnerability Assessment](#) for a full description of these hazards and vulnerabilities.

## Hazards

-  Air quality from increased ozone and diesel particulate matter
-  Coastal flooding
-  Extreme heat
-  Flooding
-  Human health hazards
-  Landslide and debris flow
-  Seismic hazards










## Major Vulnerabilities

- Persons experiencing chronic illnesses, homeless persons, and households in poverty are vulnerable to poor air quality, extreme heat, and human health hazards.
- Homes in Bayview are vulnerable to sea level rise and coastal flooding.
- Amtrak and freight rail lines that run through Montalvin Manor are vulnerable to coastal flooding and sea level rise.
- Homes and schools in Tara Hills are vulnerable to landslides and debris flows.
- Public transit access, water and wastewater services, energy delivery services, and solid waste removal services are vulnerable to multiple hazards.



## 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

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.



## LANDSLIDES

### Landslides

-  Mapped landslides
-  Few large mapped landslides, but contains scattered small landslides and questionably-identified larger landslides
-  Areas of gentle slope at low elevation that have little or no potential for landslides
-  Incorporated Cities
-  Urban Limit Line
-  Outside Urban Limit Line
-  Railroads
-  Creeks and Drainages



Source: US Geological Survey, 2018; Contra Costa County, 2018; PlaceWorks, 2020.

## DISADVANTAGED COMMUNITY

The County has identified Montalvin Manor, Tara Hills, and Bayview as disadvantaged communities 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.

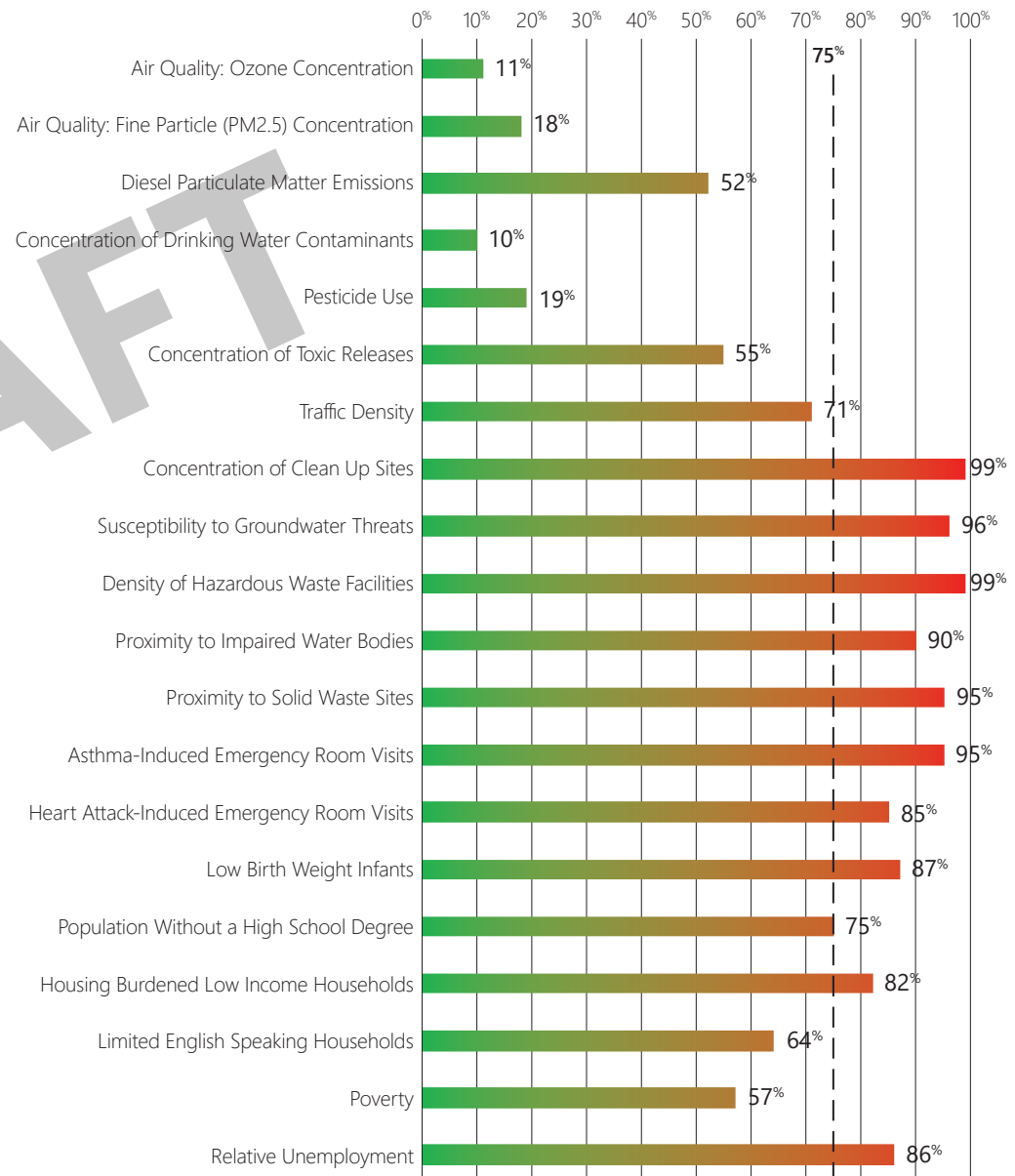
The 20 indicators that contribute to Montalvin Manor, Tara Hills, and Bayview identification as disadvantaged communities are highlighted in the chart to the right, with additional details provided in the maps that follow, based on State data from [CalEnviroScreen](#). The chart shows how Montalvin Manor, Tara Hills, and Bayview rank 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 Montalvin Manor, Tara Hills, and Bayview, this chart presents only the most-impacted Census tract for each indicator.

There are multiple brownfield sites in the area, some of which remain vacant due to clean up costs or risk of contact with hazardous substances. For the decade prior to 1975, the nearby Pinole Point Steel Company discharged toxins into an on-site pond, which is now monitored with land use restrictions to prevent contamination. Clean up for hazardous materials has also been required at the Pinole Point Business Park and Chevron Historic Pipeline, and other remediation efforts are ongoing within the community. Other nearby industrial and manufacturing facilities in Richmond, Hercules, and Pinole impact the human and environmental health of local residential neighborhoods.

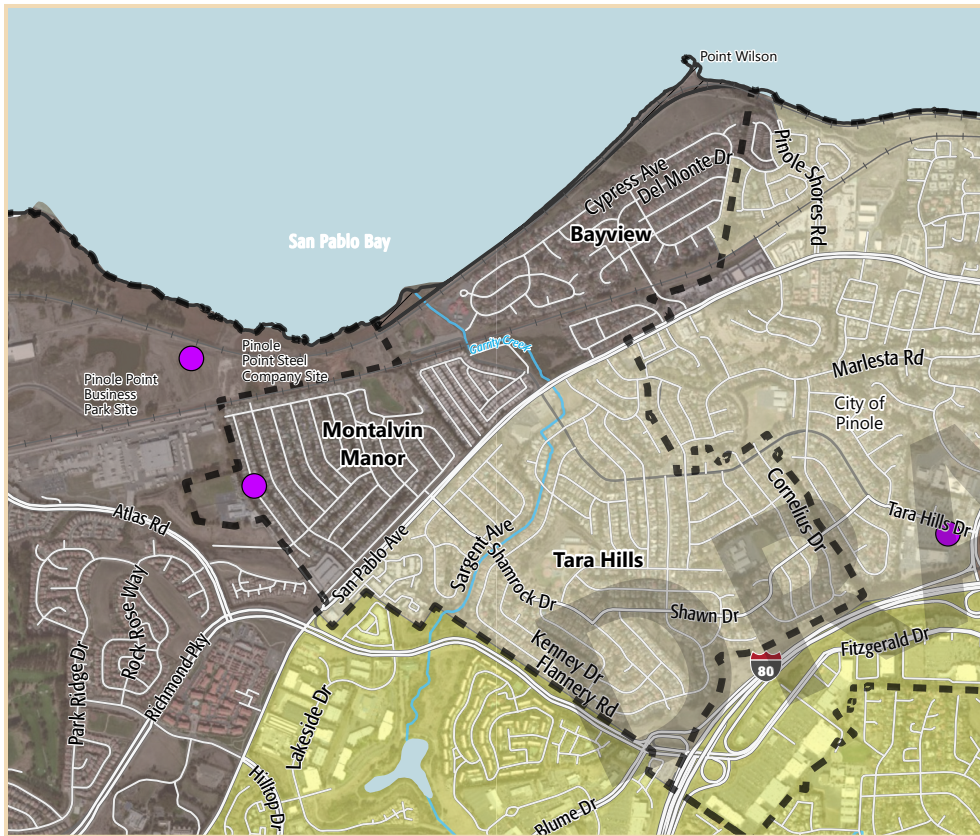
In addition, the car-oriented landscape constrains active transportation or recreation, decreasing opportunities to engage in healthy lifestyles, which could also contribute to the higher rates of cardiovascular disease, asthma, and low birth weight infants shown in the chart, relative to the rest of the state. Access to emergency services and hospitals is of significant concern in these three communities. With the recent closure of a nearby medical center, residents must travel farther on highly trafficked roads to receive care.

## DISADVANTAGED COMMUNITY INDICATORS (2017)

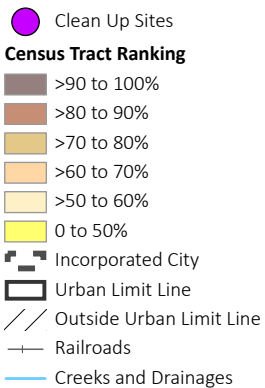
Ranking of Most Impacted Census Tract in Montalvin Manor, Tara Hills, and Bayview Relative to the State



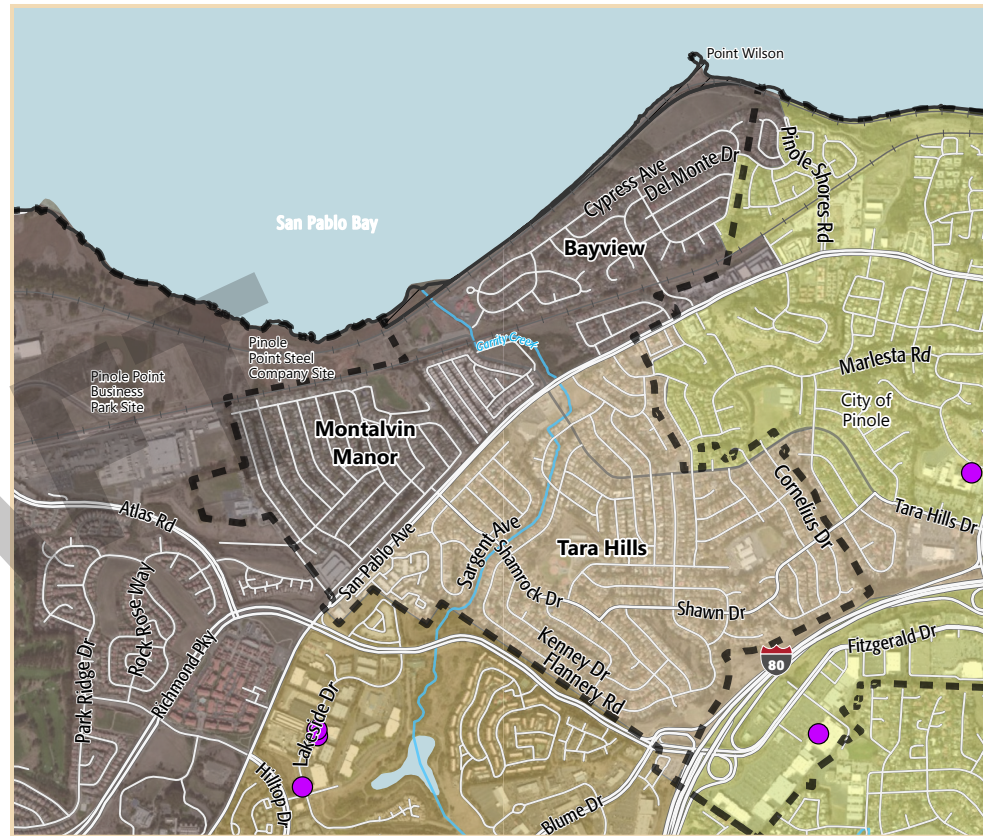




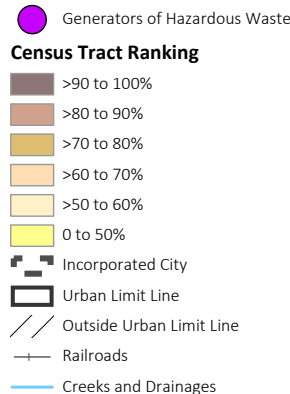
## CLEAN UP SITES



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 Montalvin Manor, Tara Hills, and Bayview are ranked at 99 percent, meaning that the Census tract has a concentration of clean up sites that is higher than 99 percent of the state.



## HAZARDOUS WASTE



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. Parts of Montalvin Manor, Tara Hills, and Bayview are ranked at 100 percent, meaning that the Census tract has a density of hazardous waste facilities and generators that is among the highest in the state.





## PLANNED LAND USE

Land use designations for Montalvin Manor, Tara Hills, and Bayview are shown on the Land Use Map and defined in the Land Use Element.

Montalvin Manor, Tara Hills, and Bayview are planned primarily for high density single-family residential use with small pockets of mixed uses, commercial uses, high density multi-family residential, public/institutional sites, and parks and recreation land.

There are two small commercial areas located along San Pablo Avenue, at Tara Hills Drive and Richmond Parkway. Both sites are planned for community-serving businesses that are walkable and conveniently accessed by alternative transportation modes. Ideally, the commercial center at Tara Hills Drive would also serve as a central community gathering place.

Montalvin Manor, Tara Hills, and Bayview wrap around the shoreline of San Pablo Bay, providing residents with beautiful views and valued access to nature. As such, access to shoreline and trail connections will be preserved through parks and recreation designations. Montalvin Manor, Tara Hills, and Bayview also include numerous locations designated for public use, including Montalvin Elementary School, Montalvin Park, Montara Bay Park & Community Center, Tara Hills Elementary School, Tara Hills Baseball Park, North Campus School, Juan Crespi Middle School, and the Richmond Parkway Transit Center.



Existing single-family home in the community.



Existing multi-family housing in Tara Hills.



Existing shopping center in Bayview.



Existing park and open space in Montalvin Manor.

## GUIDING PRINCIPLES

The following guiding principles articulate the values, priorities, and aspirations for the future shared by Montalvin Manor, Tara Hills, and Bayview community members:

1. The diverse, yet unified, small-town welcoming atmosphere of these communities should be preserved and promoted.
2. Sweeping views of San Pablo Bay and Mount Tamalpais provide a beautiful backdrop for the area and should be preserved.
3. Montalvin Manor, Tara Hills, and Bayview residents value their access to wildlife habitat, open spaces, and trail connections to nature along the shoreline and at Garrity Creek. Residents' access to these areas should be preserved and increased.
4. Water recreation uses along the shoreline should be encouraged, and shoreline access should be improved.
5. Local retail and commercial centers, particularly at the intersection of San Pablo Avenue and Tara Hills Drive, should be revitalized with new neighborhood-serving businesses within walking distance of residential uses.
6. Residents of Montalvin Manor, Tara Hills, and Bayview need a community gathering space/center at the San Pablo Avenue and Tara Hills Drive intersection shopping center.
7. Young residents of these communities should be nurtured with high-quality youth programming.
8. Residents should have access to a comprehensive transportation system with reduced congestion; continuous maintenance of easy, multi-modal access to Interstate 80 and regional employment centers; and improved sidewalk connections and bicycle infrastructure along major thoroughfares to service the diverse needs of these communities and to make streets safer for pedestrians, pets, cyclists, young children, and people with disabilities.
9. The variety of the existing housing stock should be maintained and enhanced.
10. Residents should have local access to quality medical care and emergency services.
11. Residents should be protected from adverse health impacts, especially those associated with traffic congestion along Interstate 80.

## GUIDING PRINCIPLES (CONTINUED)

12. Neighborhoods in Montalvin Manor, Tara Hills, and Bayview should be invested in and beautified to attract businesses and improve community pride.
13. Residents of Montalvin Manor, Tara Hills, and Bayview who lack housing should be treated with dignity and respect and have access to quality services. Vital, easy-to-access community programs related to homelessness, rehabilitation, education and training, youth, and elderly services should be available. Residents who are at risk of losing housing should be protected from displacement.
14. Residents of Montalvin Manor, Tara Hills, and Bayview should feel safe in their communities with quality police protection services and a built environment that deters crime.

## 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).
2. Prioritize the preservation of scenic views and access to wildlife habitat, open spaces, and trail connections to nature.
3. Require new development to protect habitat areas and create pocket parks and dog parks.
4. Encourage the establishment of high-quality, health-conscious, neighborhood-serving stores and restaurants that support a town center concept at the shopping center at the intersection of San Pablo Avenue and Tara Hills Drive. Encourage commercial uses to be at a neighborhood scale and serve the needs of the community.
5. Require the massing and scale of new development outside of the mixed-use area to be consistent with the community's small-town character.
6. Consider the cumulative impacts on traffic congestion from development, and require new development to improve sidewalk connections and provide bicycle infrastructure.
7. Address parking problems in Montalvin Manor, Tara Hills, and Bayview by implementing parking management strategies and requiring sufficient off-street space when new development is approved.
8. Incentivize the development of medical care services or hospitals nearby to improve access to health care.

## POLICIES (CONTINUED)

9. Coordinate with the Cities of Richmond and Pinole on decisions that affect Montalvin Manor, Tara Hills, and Bayview residents.
10. Require that new private and public development, including roadway projects, incorporate Crime Prevention Through Environmental Design (CPTED) principles of access control (such as appropriately located doors and fences), visibility (such as adequate lighting, windows that look onto public and private spaces, and landscaping that does not offer hiding places), clear boundaries between public spaces and private spaces (through signage, sidewalks, or other visual cues), and maintenance.
11. Beautify the community, including along the shoreline, through increased code enforcement that targets property and vegetation maintenance.
12. Allow for urban agriculture uses on vacant lots, in coordination with property owners, to encourage community cohesion and health.

## ACTIONS

1. Conduct a traffic study to analyze and address circulation deficiencies and constraints. The study should evaluate the high traffic congestion along San Pablo Avenue, Richmond Parkway, Tara Hills Drive, and adjacent surface streets, and identify mitigation, such as improved signal timing and effective left-turn lanes, especially at the intersection of Richmond Parkway and San Pablo Avenue.
2. Add resident-friendly pedestrian and bicycle infrastructure along major thoroughfares, including San Pablo Avenue, Richmond Parkway, and Tara Hills Drive, such as crosswalks, sidewalks, a sound barrier, landscaping, and other streetscape improvements.
3. Develop a communitywide parking management plan that addresses the lack of on-street parking.
4. Work with local transit providers to increase connections to BART stations, especially the El Cerrito Del Norte station, and to construct additional transit stop shelters that improve the safety and comfort of transit users without attracting loitering.

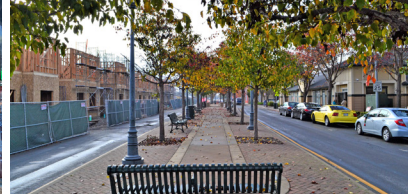
## ACTIONS (CONTINUED)

5. As a high priority, coordinate with non-profits and other organizations to investigate the feasibility of opening an emergency shelter for homeless residents of all ages.
6. As a high priority, invest in neighborhood beautification, such as through urban greening and clean-up efforts.
7. Work with the Association of Bay Area Governments (ABAG) and the East Bay Regional Park District (EBRPD) to connect existing open spaces with a contiguous, well-maintained Bay Trail link along the shoreline from Point Wilson to Point Pinole for outdoor recreation and fishing.
8. Study the feasibility of constructing a bridge over the railroad at Point Wilson to facilitate connections to the water.
9. Improve and increase connections to wildlife habitat, open spaces, and trails along the shoreline and Garrity Creek.
10. Increase youth programming at the Montara Bay Community Center and other recreation spaces throughout the three communities.
11. Establish a town center at the shopping center at the intersection of San Pablo Avenue and Tara Hills Drive to serve as a gathering space for residents of the three communities. Identify funding sources and strategies to support development of the town center.
12. Identify locations and develop additional opportunities for recreation and access to nature, including conveniently accessible dog parks, pocket parks, and playgrounds.



# NORTH RICHMOND | CONTEXT

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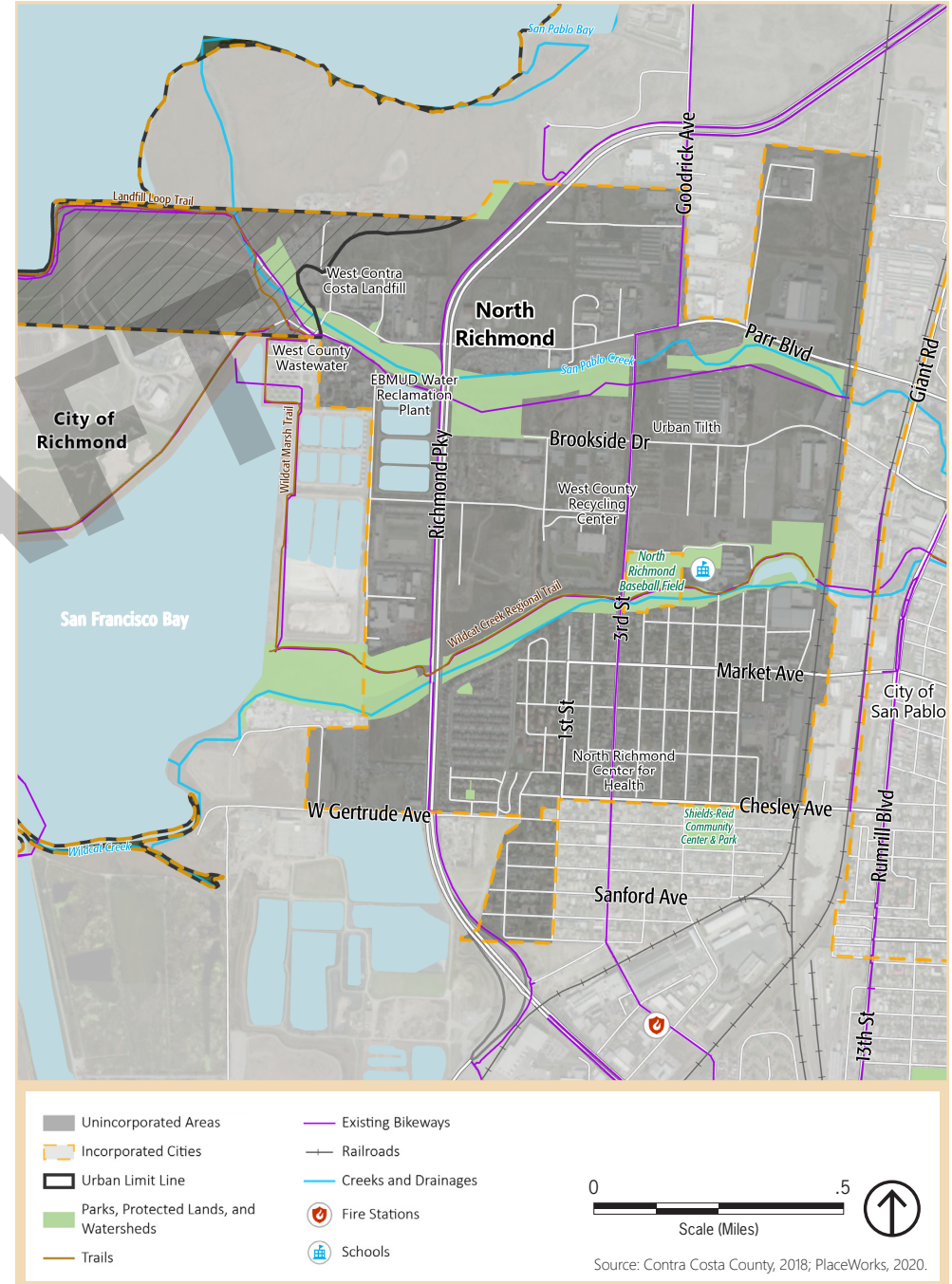
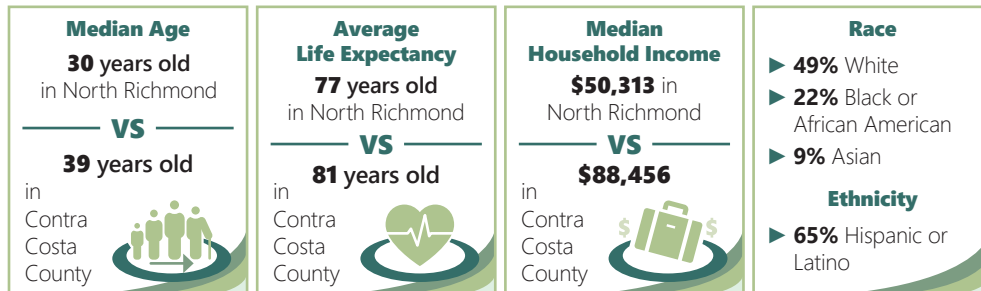


North Richmond, surrounded almost entirely by the City of Richmond, was a quiet area until the boom of World War II attracted people to the employment opportunities from the nearby Kaiser Shipyards. Due to redlining practices at the time, black and other minority workers found it challenging to identify housing options near the shipping ports and railyards, forcing them to relocate to North Richmond, which was a pocket of affordable, accessible housing for minority households, but with little neighborhood infrastructure. Following wartime, many residents stayed to work in the petroleum, railroad, and shipping industries in Richmond, and the community continued to grow.

Today, North Richmond is primarily residential south of Wildcat Creek; north of the creek, heavy industrial uses dominate. Housing is relatively affordable compared to the rest of the Bay Area, but the housing stock is aging and many households face high housing cost burdens and poor infrastructure. These factors, combined with North Richmond's proximity to job centers and its position on the Interstate 80 corridor, place it at risk of gentrification and displacement of existing residents, many of whom are renters. There are no affordable housing complexes in the community, and while the County offers housing choice vouchers to eligible applicants for use in North Richmond, residents would like more affordable housing incorporated into new development. There is a strong and growing urban farming movement that has transformed vacant lots into community gardens, improving access to fresh, healthy, and affordable food.

North Richmond residents are actively engaged in the local planning process and advocate for their community through Urban Tilth, the Verde Elementary School, the Watershed Project, and other neighborhood organizations, but planning is complicated due to the large portion of the neighborhood divided across the City of Richmond's boundaries. Given their close proximity to heavy industrial uses, including the Chevron Richmond Refinery, residents are very concerned about community health, along with other issues like crime and illegal dumping. There are regulations in place that mitigate emissions from new industrial users, and the community is working with the Bay Area Air Quality Management District (BAAQMD) to develop an action framework for community air protection, given North Richmond's status as a Community of Concern. In addition, while there have been recent levee improvements and streetscape and sidewalk improvements, community members would like additional roadway infrastructure and transit improvements that ensure safe, equitable, and affordable transportation access for all modes.







## WHO LIVES IN NORTH RICHMOND?





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

## Hazards

-  Air quality from increased ozone and diesel particulate matter
-  Coastal flooding
-  Extreme heat
-  Flooding
-  Human health hazards
-  Seismic hazards

## Major Vulnerabilities

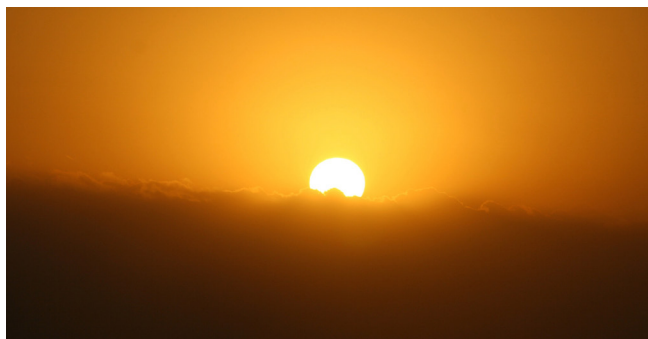
Cost-burdened households and households in poverty are vulnerable to coastal flooding and seismic hazards.

Persons experiencing chronic illnesses, homeless persons, and households in poverty are vulnerable to air quality, extreme heat, and human health hazards.

Levees located in North Richmond are vulnerable to coastal flooding.

The recycling center in North Richmond is vulnerable to coastal flooding.

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






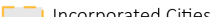

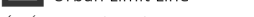

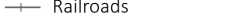


These images represent hazards to which North Richmond is vulnerable, including earthquakes, flooding, and extreme heat.

## 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

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.



## DISADVANTAGED COMMUNITY

The County has identified North Richmond 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 North Richmond'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 North Richmond 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.

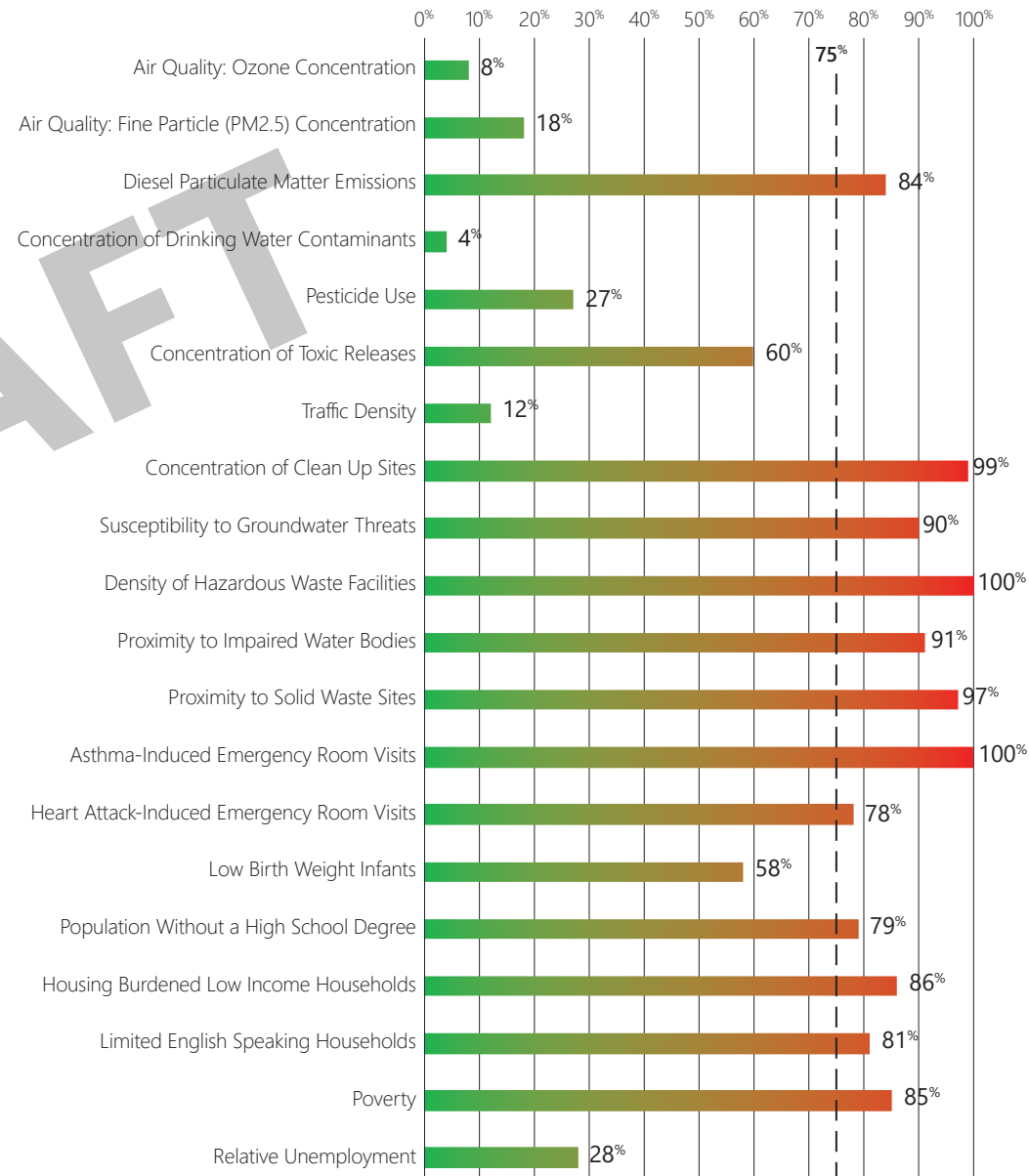
North Richmond experiences high levels of diesel particulate matter due to the oil refinery, chemical companies, highways, rail yards, shipping ports, and marine terminals located within and near the community. Exposure to these chemicals causes eye, throat, and nose irritation, along with heart and lung disease. As shown in the chart, North Richmond residents visit the emergency room for asthma conditions at a rate that is among the highest rate in the state. There are frequent violations of air quality rules from facilities in and around North Richmond, and air testing has found unsafe levels of industrial pollutants inside residents' homes.

There are also many hazardous waste facilities and generators that affect North Richmond, including the Chevron Refinery, chemical companies, and Superfund sites. Beyond the acute risks to human and environmental health, these sources also raise concerns about odors, vermin, and increased freight traffic.

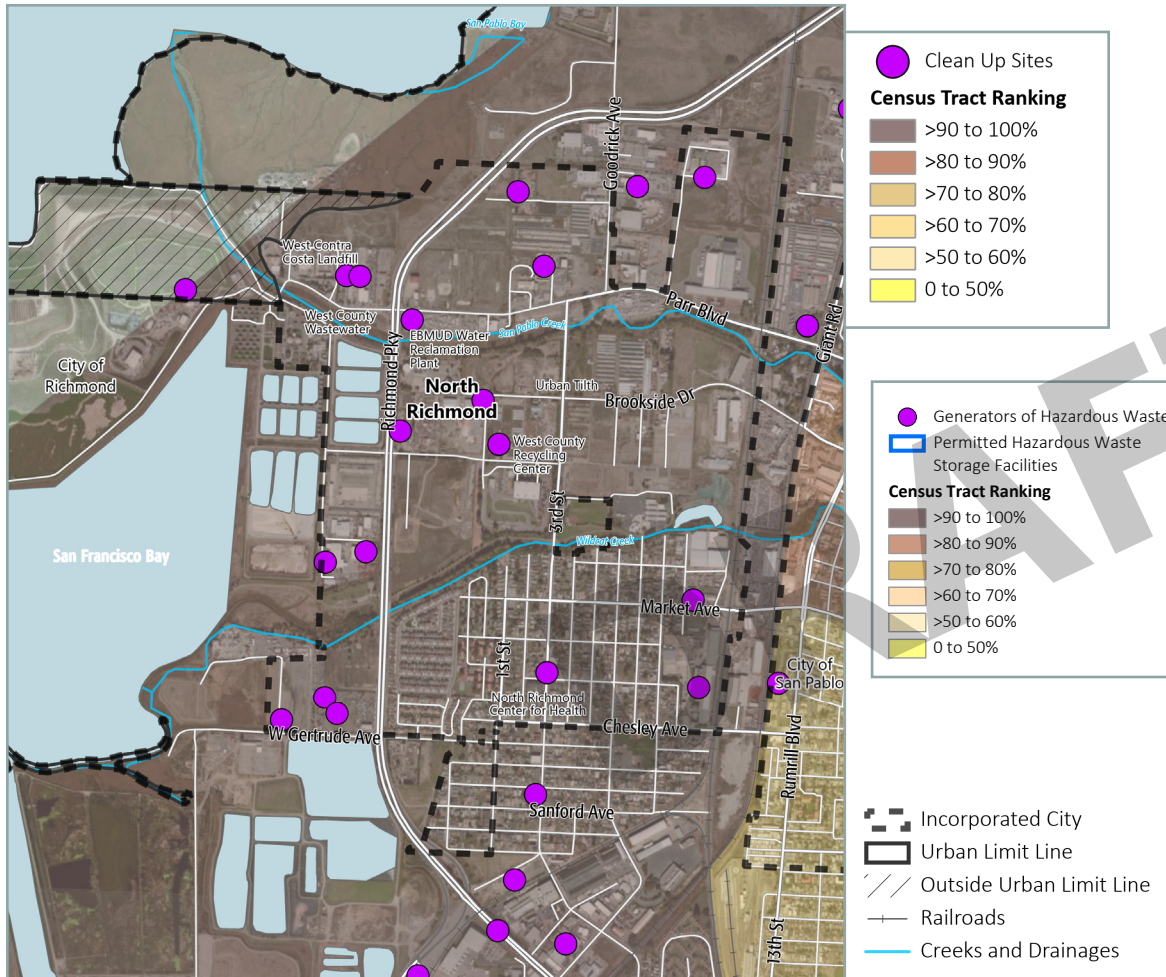
The community also is burdened by a high rate of crime, having one of the highest per-capita homicide rates in the nation. In addition to safety concerns, outdoor recreation and active transportation is also hampered by a lack of maintenance of existing trails and the need for more connected walking and biking infrastructure. Limited access to active recreation and transportation, coupled with limited access to stores that sell fresh and healthy food, can lead to poor health outcomes for local residents. However, a strong and growing urban agriculture movement is helping to bring healthy food options to North Richmond.

## DISADVANTAGED COMMUNITY INDICATORS (2017)

### Ranking of North Richmond Census Tract Relative to the State

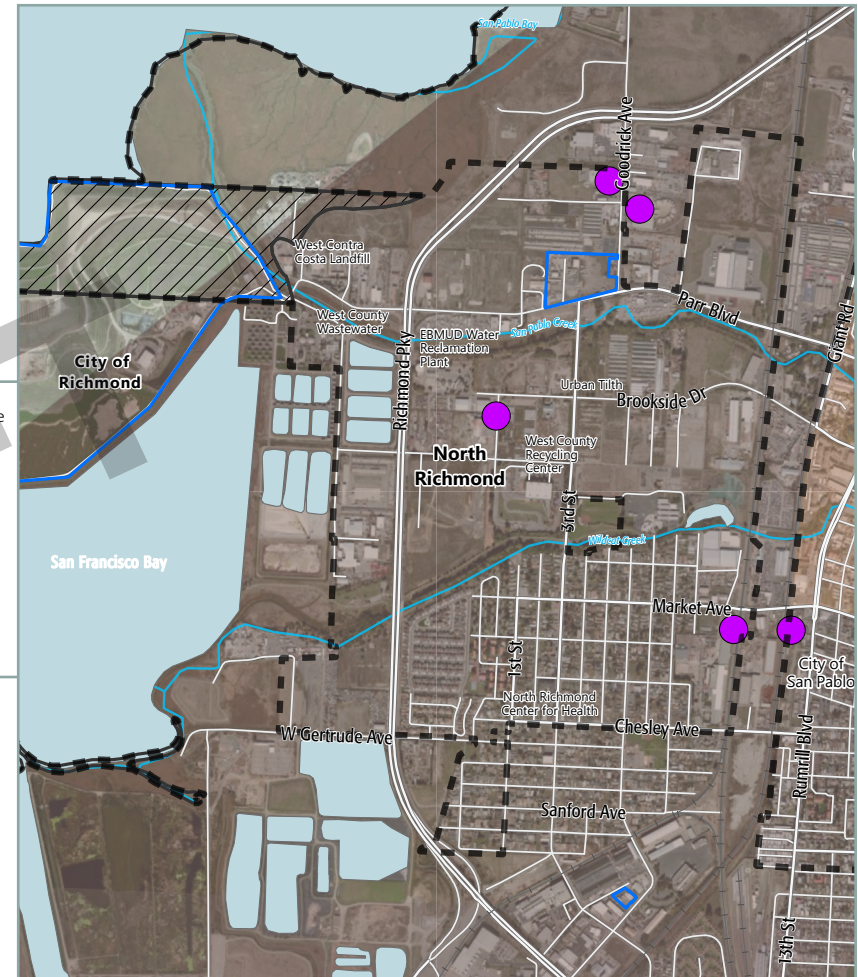






## CLEAN UP SITES

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. The North Richmond Census tract is ranked at 99 percent, meaning that the area has a concentration of clean up sites that is higher than 99 percent of the state. In addition, some of the clean up sites in North Richmond are within the 100 year and 500 year flood zones (see map on page 2), posing risk of further contamination during a flood event.



## HAZARDOUS WASTE

This map ranks Census tracts based on the density of hazardous waste facilities and generators (e.g., the Chevron Refinery), considering each facility's type and permit status and generator activities. The North Richmond Census tract is ranked at 100 percent, meaning that it has a density of hazardous waste facilities and generators that is among the highest in the state.







## SOLID WASTE

This map ranks Census tracts based on the proximity to solid waste sites and facilities, considering each facility's type, proximity to nearby communities, reported odor complaints, and more. The North Richmond Census tract is ranked at 97 percent, meaning that the area is more exposed to solid waste hazards than 97 percent of the state.

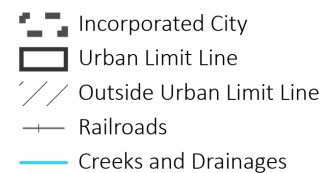
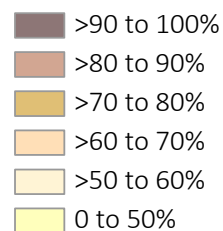


Source: CalEnviroScreen, 2018; Contra Costa County, 2018; PlaceWorks, 2020.



● Solid Waste Facilities

### Census Tract Ranking





## PLANNED LAND USE

Land use designations for North Richmond are shown on the Land Use Map and defined in the Land Use Element. The area south of Wildcat Creek is the heart of the community. In that area, land use designations plan for the continuation of residential uses at a range of densities supported by local-serving commercial development. The Mixed Use designations along Fred Jackson Way and Chesley Avenue envision a combination of affordable, multi-family residential units and ground-level retail and office uses.

North of Wildcat Creek and along the railroad tracks, there is extensive existing industrial development, which is supported by the Light Industrial designation. Land use designations also reflect existing public uses, including Verde Elementary School, East Bay Municipal Utility District water treatment facility, and the West Contra Costa Landfill.

The North Richmond Design Guidelines provide more detailed design guidance for development in this area.



Office use in North Richmond.



Multi-family senior housing in North Richmond.



Small lot single-family housing in North Richmond.



Public facilities celebrating community culture in North Richmond.

## GUIDING PRINCIPLES

In 2019, Healthy Richmond published the Quality of Life (QOL) Plan, which was developed with robust community engagement and under the direction of the North Richmond Leadership Team, a group of North Richmond residents dedicated to organizing and voicing the aspirations and concerns of the North Richmond community. The QOL Plan informed the creation of guiding principles, policies, and actions in this community profile; references to specific QOL Plan priorities are noted in parentheses at the end of relevant policies and actions.

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

1. Affordable rental and ownership housing opportunities in North Richmond should be expanded and integrated into market rate developments. A range of housing types should be available to meet extremely low, very low, and low income levels, and existing North Richmond community members should be prioritized for available housing.
2. Achievement of housing development goals should be balanced with maintaining quality of life, parking availability, circulation, and property values for current residents.
3. North Richmond residents who lack housing should have access to quality services and be treated with dignity and respect. Vital, easy-to-access community programs related to homelessness, rehabilitation, education and training, youth, and elderly services should be available.
4. Sensitive uses, like schools and senior housing, should be buffered from heavy industrial uses.
5. Industrial uses in and around North Richmond should transition to renewable energy and other clean industries that do not pose health risks to the neighborhood.
6. North Richmond residents should have better access to Wildcat Creek, the bay shore, and other parks and green spaces. Students at Verde Elementary should be able to access open spaces via a safe and connected trail network.
7. North Richmond should provide a healthy and safe environment, where vacant lots have transitioned into vibrant community assets like community gardens.
8. Streets in North Richmond should be more inviting, including by repairing and adding sidewalks, increasing street lighting, planting trees, improving parking, and eliminating illegal dumping. Public infrastructure, including green infrastructure, should be upgraded and well-maintained, and the design of the built environment should contribute to crime prevention.
9. North Richmond should be a safe place for people of all abilities to walk, bike, and drive. Speeding and cut-through traffic should be eliminated, impacts from truck traffic should be mitigated, and railway crossings should be separated from the roadway.



## GUIDING PRINCIPLES (CONTINUED)

- 10.** North Richmond residents should have access to affordable and reliable public transportation with more frequent bus connections to the BART station and bus stops that provide amenities to increase safety and comfort, such as shelters, benches, lighting, and landscaping.
- 11.** North Richmond residents should enjoy easy access to affordable, healthy, and fresh food, including grocery stores, farmers markets, and community gardens.
- 12.** New mixed use and commercial development that works with and benefits residents should be encouraged in North Richmond. The local economy should offer diverse employment opportunities that promote social mobility and the self-sufficiency of the community.

## POLICIES

- 1.** The maximum allowed density and intensity of development in the Mixed Use designation is X units per net acre and Y floor area ratio (FAR).
- 2.** Coordinate with the West Contra Costa Unified School District, the City of Richmond, and local residents, including youth to enhance existing open spaces, including Shields-Reid Park, Verde Elementary School, and Lucky A's Field, to provide the fullest civic, educational, social, and recreational benefits for the community. (QOL I.3)
- 3.** Work with the West Contra Costa Unified School District to secure permanent funding for afterschool programs in North Richmond.
- 4.** Coordinate with local non-profits to celebrate the history of diversity in North Richmond, such as through community events and public art.
- 5.** Prohibit the construction of large walls or gates that divide the community. (QOL Y.4)
- 6.** Require that new industrial development pay special attention to upgrading the visual appearance and unity of the area through quality architectural and landscape design and utility undergrounding. (3-188)
- 7.** Continue to monitor air quality through air monitoring sensors installed throughout the community as part of the Community Air Protection Program (Assembly Bill 617).
- 8.** Require that new development in North Richmond incorporate green infrastructure solutions to minimize flooding and environmental pollution, such as bioswales, detention or retention ponds, and cisterns that capture rainwater for irrigation. (QOL I.7)
- 9.** Promote the use of native plants in green infrastructure, landscaping, and parks.

## POLICIES (CONTINUED)

- 10.** Require that new private and public development, including roadway projects, incorporate Crime Prevention Through Environmental Design (CPTED) principles of access control (such as appropriately located doors and fences), visibility (such as adequate lighting, windows that look onto public and private spaces, landscaping that does not offer hiding places), clear boundaries between public spaces and private spaces (through signage, sidewalks, or other visual cues) and maintenance. (QOL I.1)
- 11.** Support workforce development and wealth-building programs for local residents and locally owned businesses, cooperatives, and other uses offering benefits to the community, such as a grocery store or community kitchen. (QOL B.1)
- 12.** Foster partnerships, including with the West Contra Costa Unified School District, to expand the continuing education opportunities for adults in North Richmond, targeting the area around Verde Elementary School.
- 13.** Seek community benefit agreements for large businesses in North Richmond. Such agreements could include requirements for local hiring, apprenticeship and training programs, and funding for school and education programs. (QOL H.4, B.3)
- 14.** Continue to support the vibrant urban agriculture operations in North Richmond. (3-194)

## ACTIONS

- 1.** Seek funding to construct a new community center in North Richmond that serves youth and families, and support programming that promotes employment opportunities and workforce development. (QOL Y.3, I.5, I.6)
- 2.** Assign a new seat on the North Richmond Municipal Advisory Council for a youth representative, and work with local schools and other youth organizations to find youth representatives. (QOL Y.2)
- 3.** Seek funding for and partner with landlords or property owners to house homeless families.
- 4.** Seek Opportunity Zone funding or support community advocacy for a social impact bond, with non-profit governance, to develop funds for renovation of North Richmond homes by the local labor force.
- 5.** Amend the Zoning Code to streamline permitting on vacant lots when proposed development includes an affordable housing component.

## POLICIES (CONTINUED)

6. Restore creeks with native plants, including planting an urban forest at the eastern end of Wildcat Creek, and develop new amenities, connections, and access points along Wildcat Creek. Consider partnering with local non-profit organizations to maintain vegetation along the creek.
7. Prepare an urban greening plan for North Richmond that would include a quantitative canopy target.
8. Develop an action plan to reduce air pollution and exposure in the North Richmond community.
9. Construct trail connections to the Bay Trail and to residential areas, including the residential areas adjacent to Wildcat Creek, and install amenities like wayfinding, educational signs, bathrooms, water fountains, and benches.
10. Seek funding for and conduct a community-led process to complete the Wildcat Creek Trail crossing to the marsh with a multi-use trail over Richmond Parkway.
11. Install and monitor security cameras in areas where illegal dumping is common.
12. Prepare and implement a street corridor and gateway beautification plan that celebrates the unique historical identity of North Richmond and instills civic pride and a sense of unity among residents. (QOL B.6)
13. Update the North Richmond Specific Plan to encompass the entire North Richmond community and integrate goals and concepts from recent planning efforts, including the 2019 Quality of Life Plan launched by the North Richmond community and the 2018 Priority Resilience Plan developed as part of the Bay Area Resilient by Design Challenge. (QOL I.8)
14. Expand the area covered by the Safe Routes to School program for Verde Elementary to provide safe connections between the school and offsite afterschool programs.
15. Develop a plan for equitable access to active transportation and to address speeding, dangerous intersections, and cut-through traffic on 1st Street and Richmond Parkway. (QOL S.1)
16. Install pedestrian and bicycle improvements to increase safety and comfort along Fred Jackson Way.
17. Designate truck routes in and to North Richmond that minimize impacts on schools and homes.
18. Study possible incentives to encourage local residents to open businesses in North Richmond, such as property tax rebates, sales tax rebates, and breaks on other taxes and fees that the County controls, and adopt the most effective incentives.

Pacheco sits just east of Martinez in central Contra Costa County. It once was a commercial hub for activity, serving as a shipping port for the county's grain shipments, before fires and earthquakes in the mid-19th century relocated many residents to Concord. Now it encompasses a variety of uses, including residential, commercial, office, and light industry, and is situated adjacent to Buchanan Field Airport. Residents take pride in being part of a neighborly, self-sufficient community with easy access to nature nearby. The community enjoys access to the Iron Horse Trail and Contra Costa Canal Trail, which connect Pacheco to other locations in the region, and they seek more connections to these trails and to the Benicia Bridge to increase walking and biking options for both commuting and recreational enjoyment.




Commercial uses line Pacheco Boulevard and Center Avenue near Interstate 680, with surrounding areas consisting primarily of single- or multi-family residences. The community appreciates the relatively affordable cost of homes in the area and aims to enhance affordable housing options like mobile homes or teacher housing. It's also important to residents that a buffer be maintained between residential areas and active commercial areas. The community would also like to strengthen businesses along main thoroughfares to reinvigorate the area's commercial corridors. In addition, residents are concerned about illegal dumping and homeless encampments and would like to beautify streets, minimize flooding, and support the homeless population with better services.

-  Existing Bikeways
-  Creeks and Drainages
-  Fire Stations
-  Unincorporated Areas
-  Incorporated Cities
-  Parks, Protected Lands, and Watersheds
-  Trails



## WHO LIVES IN PACHECO?

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






<p><b>Median Age</b> 37 years old in Pacheco</p> <p><b>VS</b></p> <p>39 years old in Contra Costa County</p> 	<p><b>Average Life Expectancy</b> 81 years old in Pacheco</p> <p><b>VS</b></p> <p>81 years old in Contra Costa County</p> 	<p><b>Median Household Income</b> \$75,700 in Pacheco</p> <p><b>VS</b></p> <p>\$88,456 in Contra Costa County</p> 	<p><b>Race</b></p> <ul style="list-style-type: none"> <li>▶ 70% White</li> <li>▶ 20% Asian</li> <li>▶ 5% Black or African American</li> </ul> <p><b>Ethnicity</b></p> <ul style="list-style-type: none"> <li>▶ 27% Hispanic or Latino</li> </ul>
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The information on this page presents a summary of hazards and vulnerabilities in Pacheco based on the Contra Costa County Vulnerability Assessment; please see the [online Vulnerability Assessment](#) for a full description of these hazards and vulnerabilities.

## Hazards

-  Air quality from increased ozone and diesel particulate matter
-  Extreme heat
-  Flooding
-  Human health hazards
-  Seismic hazards

## Major Vulnerabilities

Households in poverty, persons experiencing homelessness, and persons with chronic illnesses are vulnerable to air quality, extreme heat, and human health hazards.

Highway 680 and Pacheco Boulevard are vulnerable to flooding.

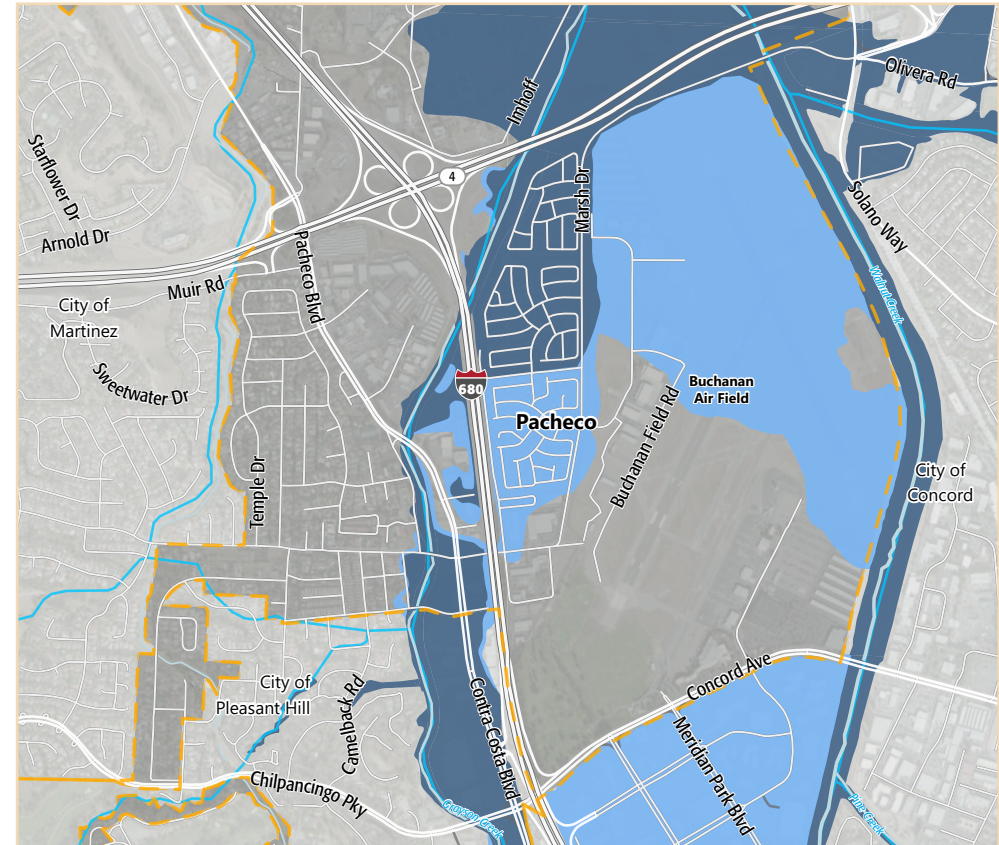
Rancho Diablo, Concord Cascade, and Sun Valley Village mobile home parks are vulnerable to flooding, extreme heat, and seismic hazards.

Commercial buildings and homes are vulnerable to seismic hazards.

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



These images represent hazards to which Pacheco is vulnerable, including earthquakes, flooding, and air quality.



## 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
-  Creeks and Drainages

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: Contra Costa County, 2018; PlaceWorks, 2020.

## PLANNED LAND USE

Land use designations for Pacheco are shown on the Land Use Map and defined in the Land Use Element. Pacheco is planned for a diverse mix of land uses, including single- and multiple-family residential, mixed use, commercial, and light industrial.

Pacheco's residential areas are located on both sides of Interstate 680. Residences west of 680 consist of single-family and multi-family buildings, while residences east of 680 consist of mobile homes. No changes are planned to these residential areas.

Pacheco's commercial and industrial areas begin at the intersection of Pacheco Boulevard and 2nd Avenue South and extend north to Highway 4. This Pacheco Boulevard/680 corridor is planned to remain the central hub of local business and industry for Pacheco residents. Establishing the Mixed Use designation along a portion of Pacheco Boulevard and Aspen Drive is intended to encourage mixed-use development on vacant and underutilized parcels in order to promote development of community-serving uses and new residential options.

Pacheco is proximate to local and regional trails, such as the Pacheco Creekside Park path, Contra Costa Canal Trail, Iron Horse Trail, and Bay Trail over the Benicia Bridge. As such, there are stretches of land designated for resource conservation and open space purposes. Pacheco also includes, or is adjacent to, several areas designated for public use such as the Pacheco Community Center, Fire Station 9, and Buchanan Field Airport. Fire Station 9 is planned to relocate to the airport. The future use of the current fire station site has not been determined. The County Zoning Code will implement the planned land uses described above.



Existing single-family residential in Pacheco.



Existing community park in Pacheco.

## GUIDING PRINCIPLES

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

1. Pacheco is a strong, friendly, and family-oriented community. The diverse, independent culture that distinguishes it from nearby cities should be preserved and cultivated.
2. The variety of the existing housing stock should be maintained and enhanced.
3. The diverse business community in Pacheco should be supported and enhanced.
4. Pacheco's rich history and heritage should be celebrated.
5. Buchanan Field Airport is integral to the community's identity and should be supported.
6. Pacheco's wildlife habitat, open spaces, and connections to nature should be preserved and expanded.



Existing commercial uses in Pacheco.



Existing office uses in Pacheco.

## POLICIES

1. The maximum allowed density and intensity of development in the Mixed Use designation is X units per net acre and Y floor area ratio (FAR).
2. Coordinate with the cities of Martinez and Pleasant Hill to ensure land use conformity across jurisdictional boundaries.
3. Encourage development of additional affordable housing to maintain and enhance Pacheco's diversity.
4. Encourage the establishment and growth of locally serving businesses that fulfill the needs of Pacheco residents, as well as larger commercial and light industrial businesses to provide job opportunities to the community.
5. Utilize Pacheco's convenient location to promote economic development along major thoroughfares, including at the Pacheco Boulevard and Center Avenue intersection.
6. Preserve Pacheco's historic buildings.
7. Improve connections to local and regional trails, such as the Pacheco Creekside Park path, Contra Costa Canal Trail, Iron Horse Trail, and Bay Trail over the Benicia Bridge.
8. Improve road maintenance and reduce traffic congestion on local roads, including by encouraging transit providers to expand public transit options and accessibility and promoting alternative transportation modes.
9. Improve fire protection services and emergency preparedness in Pacheco.
10. Improve and maintain stormwater infrastructure to prevent flooding in Pacheco.

## ACTIONS

1. Identify a suitable location for additional park facilities, including kid-friendly amenities, such as play structures, and possibly an expanded community gathering space.
2. Improve pedestrian safety and roadway infrastructure by completing sidewalk gaps and installing continuous street lighting, illuminated crossings, landscaping, and ADA facilities.
3. Implement safe bike routes and infrastructure by installing wayfinding signage and painted bike lanes along local roads.
4. Coordinate with public safety and health agencies to create a comprehensive emergency response plan for Pacheco, including establishing evacuation routes and an emergency shelter.
5. Create an inventory of historic buildings in Pacheco.



# RODEO | CONTEXT

1

Rodeo has grown from an agrarian ranching community to an industrial hub at the intersection of a railroad line and shipping port to the close-knit community it is today. Sitting on San Pablo Bay, this community values its Downtown, neighborly atmosphere, and access to open space and water-related recreational activities. Situated just north of Hercules, Rodeo maintains close ties to its industrial and ranching roots with the Phillips 66 Refinery and agricultural land to the north and east. Community members are active in the Rodeo Citizens Association and other local organizations, devoting their time and resources to address local health, safety, and environmental concerns.

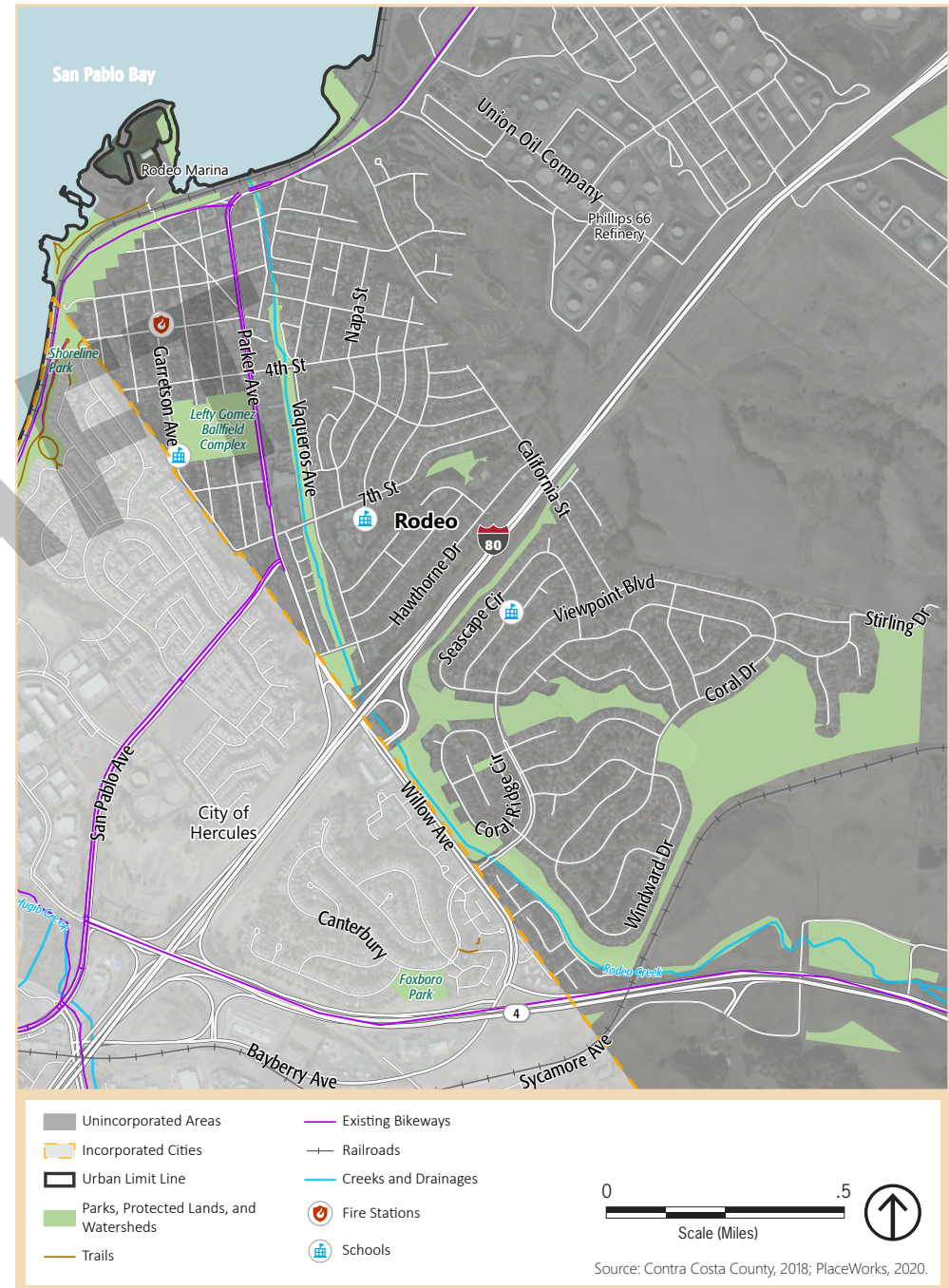
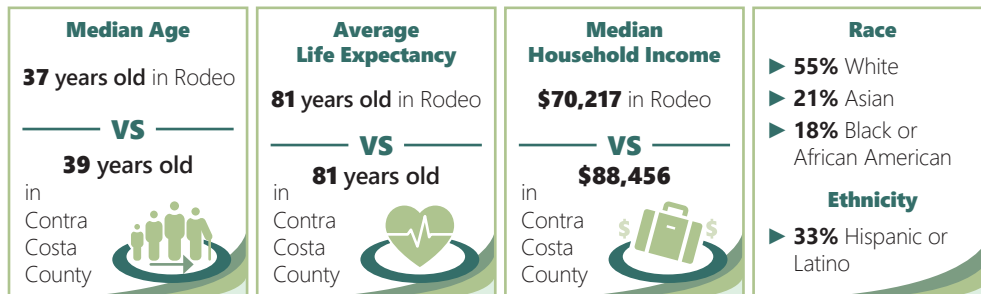


Photo by Diedra Dingman.

There are vital local-serving commercial amenities, including a grocery store, that many residents would like to see augmented to revitalize Downtown and the marina. The community's waterfront location has long been constrained by the railroad tracks that hug the shoreline, but increased infrastructure and view preservation efforts along the waterfront has increased accessibility, also helping to expand aquatic recreation and other commercial uses along the waterfront. With Interstate 80 running the length of Rodeo, coupled with the lack of BART or ferry stations, circulation is constrained at peak commute times.

While most residents do not work in Rodeo, Phillips 66 is a major employer in the county and sits on over 1,000 acres in northern Rodeo. In August 2020, Phillips 66 announced a plan to convert the Rodeo Refinery into a renewable fuels plant. Many residents remain concerned about potential refinery impacts, such as air quality and safety.

## WHO LIVES IN RODEO?





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

## Hazards

-  Air Quality
-  Coastal Flooding
-  Drought
-  Extreme Heat
-  Flooding
-  Human Health Hazards
-  Landslides
-  Seismic Hazards
-  Severe Storms
-  Wildfires

## Major Vulnerabilities

Cost-burdened and low-income households are vulnerable to coastal flooding, drought, extreme heat, flooding, human health hazards, severe storms, and wildfire.

Persons with chronic illnesses are vulnerable to air quality, extreme heat, and human health hazards.

Railways, including the Capitol Corridor Amtrak line, are vulnerable to coastal flooding, flooding, landslides, and seismic hazards.

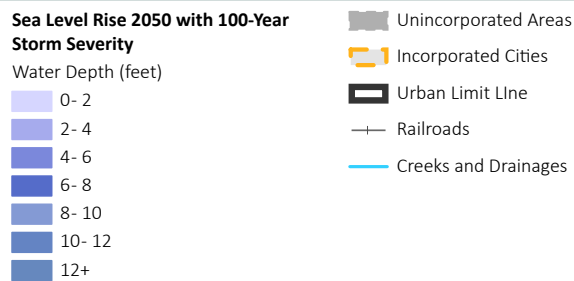
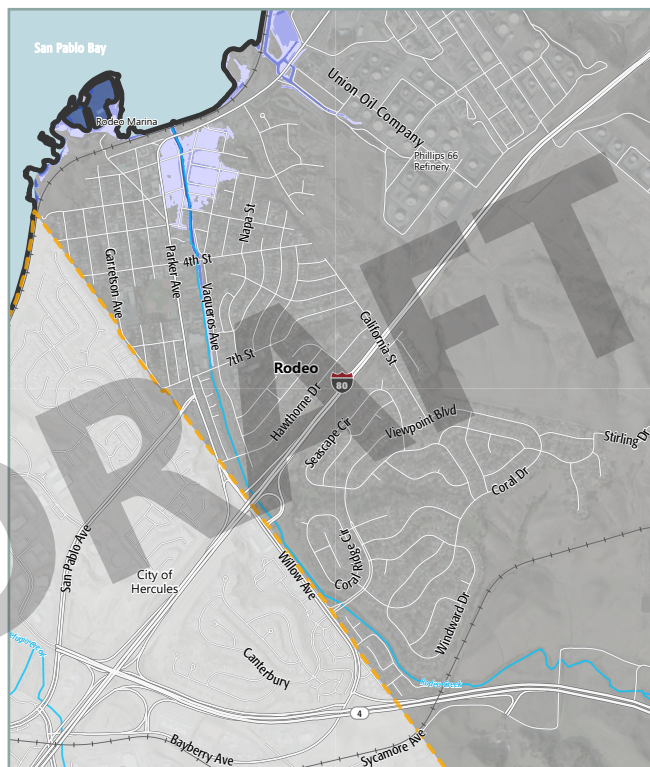
Wastewater treatment plants and services are vulnerable to coastal flooding, flooding, landslides, seismic hazards, and severe storms.

Government and commercial buildings are vulnerable to coastal flooding, flooding, landslides, seismic hazards, severe storms, and wildfires.

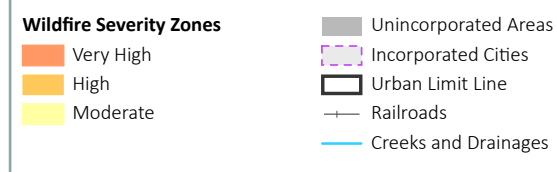
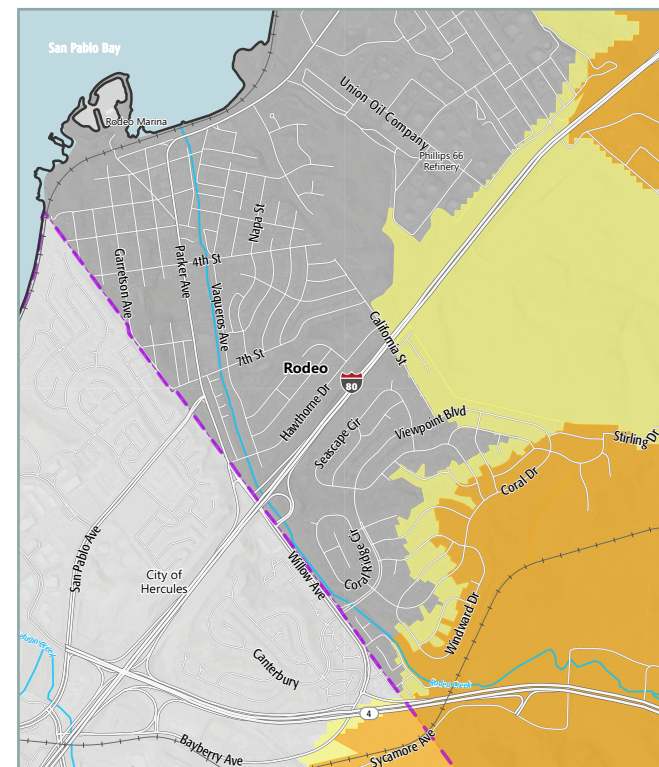
The Phillips 66 oil Refinery is vulnerable to coastal flooding, flooding, landslides, and wildfires.

Public safety response, public transit access, and solid waste removal are vulnerable to coastal flooding, flooding, landslides, severe storms, and wildfires.

## SEA-LEVEL RISE



## WILDFIRE



## DISADVANTAGED COMMUNITY

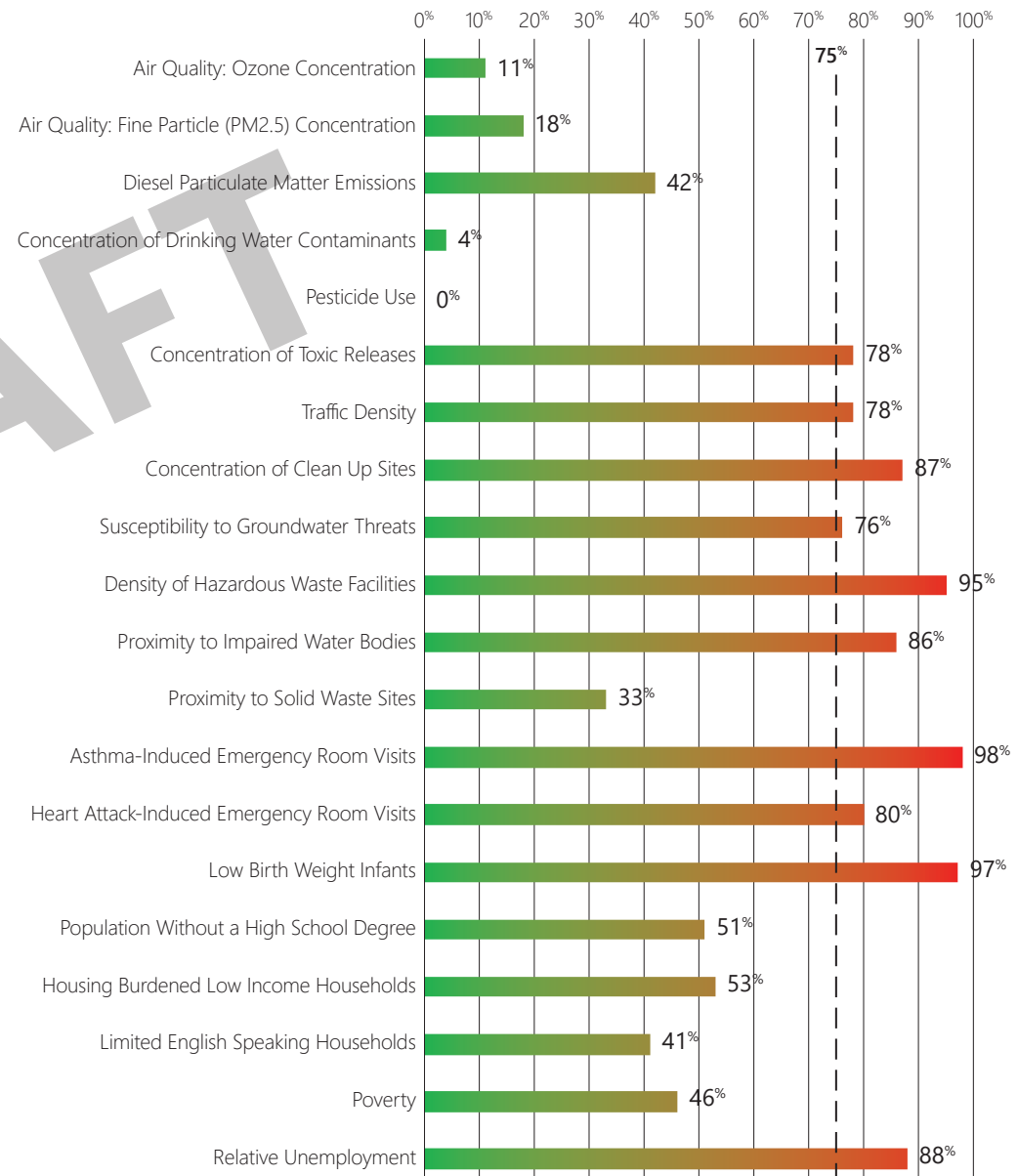
The County has identified Rodeo as a disadvantaged community under Senate Bill (SB) 1000, which requires the County to integrate environmental justice into the General Plan. This law is based on the understanding that some communities have experienced a combination of historic discrimination, negligence, 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 Rodeo'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 Rodeo 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 Rodeo, this chart presents only the most-impacted Census tract for each indicator.

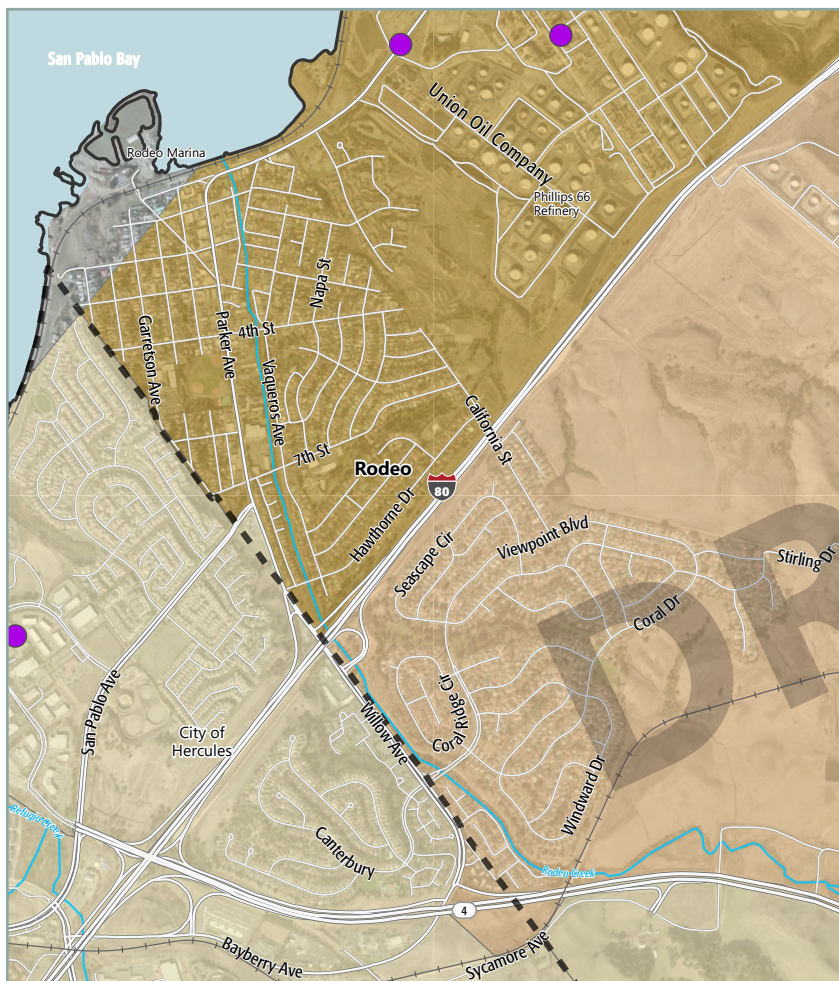
Phillips 66's activities have impacted community and environmental health, with multiple hazardous waste facilities and generators resulting in clean up sites, impaired water bodies, and air pollution. In the past decade, industrial activities in and around Rodeo businesses emitted numerous hazardous gases, ignited fires, contaminated soil, and spilled crude oil into San Pablo Bay. In addition to pollution in San Pablo Bay, Rodeo Creek is impacted by urban runoff and storm sewers, impairing aquatic life, fishing, and other beneficial uses. Meanwhile, rates of emergency room visits from heart attacks and asthma are higher in Rodeo than most other communities in California. Despite these health issues, the closest hospitals are at least a 15-minute drive to Vallejo or Martinez. Residents are concerned about access to medical care in emergencies, especially considering industrial hazards and sensitive health conditions.

### DISADVANTAGED COMMUNITY INDICATORS (2017)

#### Ranking of Most Impacted Census Tract in Rodeo Relative to the State





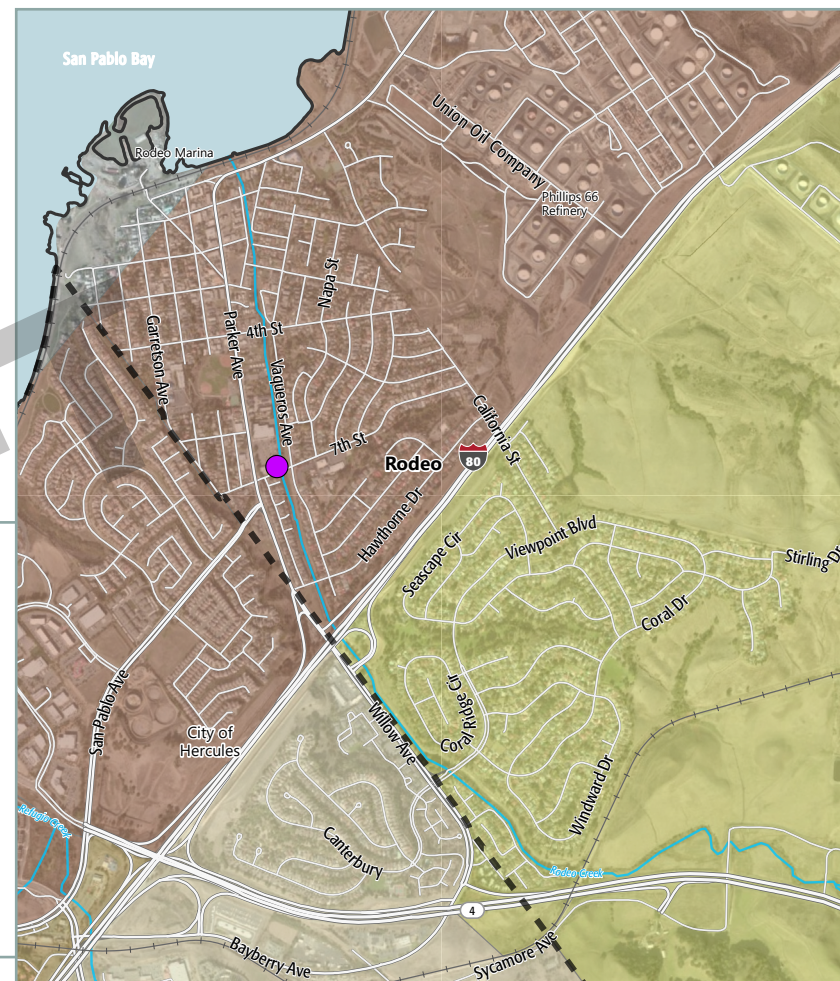


## TOXIC RELEASES

This map ranks Census tracts based on the concentration of toxic chemical releases from industrial facilities (e.g., the Phillips 66 Refinery). Parts of Rodeo are ranked at 78 percent, meaning that the area has a concentration of toxic releases that is worse than 78 percent of the state.



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

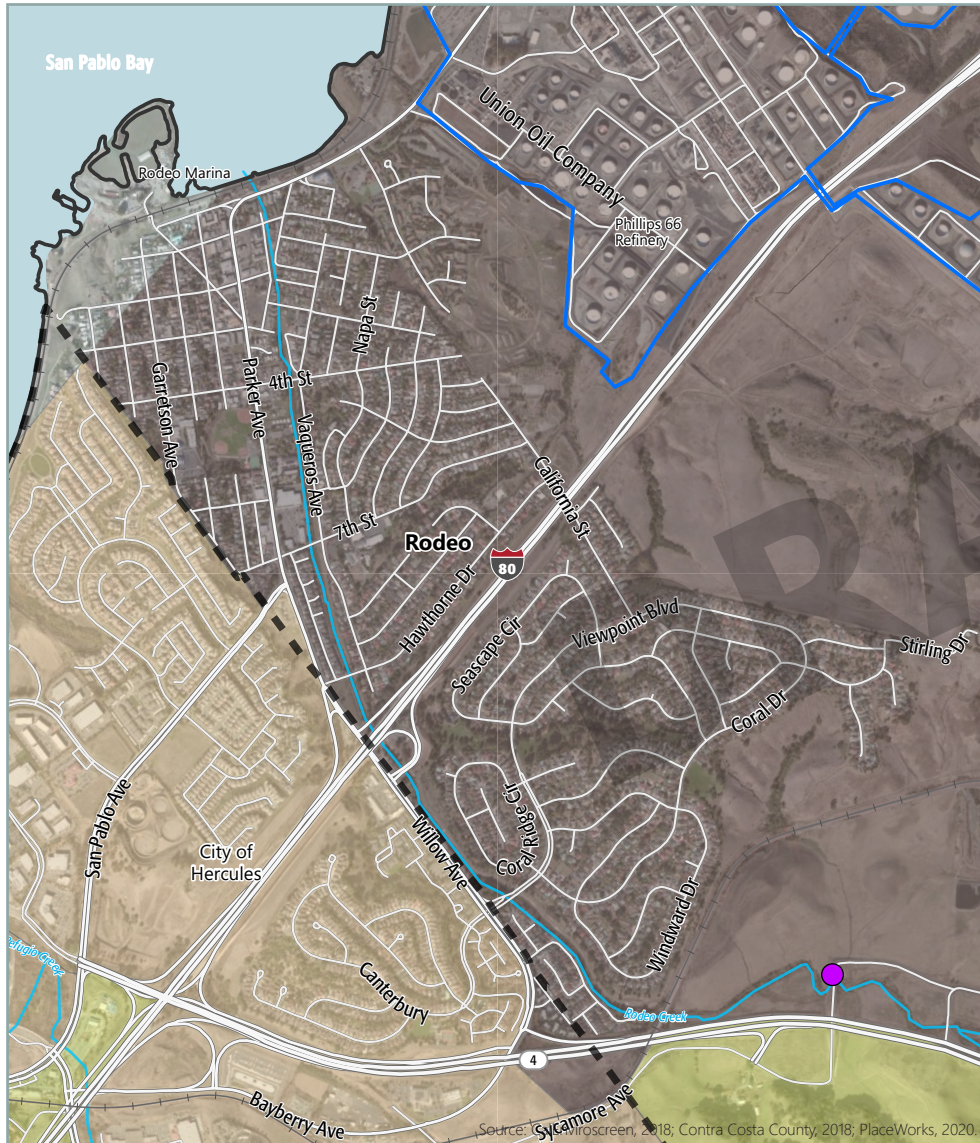


## CLEAN UP SITES

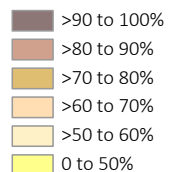
This map ranks Census tracts based on the concentration of clean up sites, which are sites undergoing clean up actions by governmental authorities or property owners due to environmental degradation from hazardous substances. The ranking also considers the nature and magnitude of the threat and the site type and status. Parts of Rodeo are ranked at 87 percent, meaning that the area has a concentration of clean up sites that is higher than 87 percent of the state.

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





## Census Tract Ranking



- Generators of Hazardous Waste
- Permitted Hazardous Waste Storage Facilities

- Incorporated City
- Urban Limit Line
- Railroads
- Creeks and Drainages



## HAZARDOUS WASTE

This map ranks Census tracts based on the density of hazardous waste facilities and generators (e.g., the Phillips 66 Refinery), considering each facility's type and permit status and generator activities. Parts of Rodeo are ranked at 95 percent, meaning that the area has a density of hazardous waste facilities and generators that is higher than 95 percent of the state.





## PLANNED LAND USE

Land use designations for Rodeo are shown on the Land Use Map and defined in the Land Use Element. Generally, the majority of Rodeo is planned for a mixture of residential and commercial land uses. Northeast of the community, the existing Phillips 66 Refinery is designated for industrial use. Between the eastern industrial and residential areas, lands are designated as open space to serve as a buffer between heavy industrial and residential uses.

Rodeo includes a Mixed Use designation along Parker Avenue, which represents the revival of a once common concept: the placement of residential units over street-level businesses. Rodeo also includes a Town Center designation in the Downtown and along the waterfront. This designation encourages the revitalization of Downtown Rodeo by concentrating commercial and office uses into logical areas and developing multi-family residential buildings, primarily townhouses.

See also the Rodeo Waterfront/Downtown Specific Plan (1997) and Rodeo Redevelopment Area Planned Unit Development Zoning Code and Design Guidelines (2005), which provide more detailed guidance for this area.



Multi-family housing in Rodeo.



Single-family housing in Rodeo.



Open space and industrial uses in Rodeo.



Mixed-use development in Rodeo.

## GUIDING PRINCIPLES

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

1. Rodeo residents know their neighbors and care about their community. This connectedness among community members should be preserved and enhanced both now and into the future.
2. Downtown Rodeo should be energized as a bustling downtown core through infill development, beautification, historic preservation, community facilities, walking and biking amenities, affordable and connected housing, and regular events that bring people together.
3. Rodeo should remain a full-service community with amenities like a fire station and grocery store, and services should expand so that residents don't need to travel outside the community for daily or weekly needs.
4. Rodeo's waterfront should serve as a focal point for the community, with easy access to the shoreline, waterfront parks and open space, and a mixture of adjacent multi-family residential, retail, and commercial recreational land uses.
5. Rodeo residents should have amenities available to make healthy lifestyle choices, including community gardens, farmers markets, parks, and medical facilities.
6. Rodeo residents should be kept safe and healthy while living adjacent to heavy industrial uses by mitigating risks from heavy industrial accidents, exposure to air pollutants, and other health hazards.
7. Rodeo should be protected from sea level rise with adequate monitoring and mitigation.
8. Rodeo residents should be able to safely walk around all parts of the community at all times of day and night.
9. People living or working in Rodeo should be able to get around the community easily without needing to drive.
10. All Rodeo residents should have access to safe, secure, and affordable housing.
11. Creeks and waterways should serve as multi-use linear parks through Rodeo.



## 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 Town Center designation, the maximum allowed density is X units per acre and the maximum allowed intensity is X FAR.
2. While providing flexibility to support housing and infill development, require that new development provide adequate parking and adhere to the Rodeo Waterfront/Downtown Specific Plan goals, policies, and design standards and guidelines, which support a vision for a visually cohesive, economically viable, and people-oriented Downtown and waterfront area. (3-155, 3-156)
3. Partner with civic organizations to market Downtown Rodeo and the waterfront to businesses that support the vision of the Rodeo Waterfront/Downtown Specific Plan.
4. Encourage more infill development in Downtown Rodeo that is flexible, varied in type and appearance, and reflects Rodeo's close-knit community character, including housing, commercial, and civic uses.
5. Support and enable consolidation of parcels along Parker Avenue to facilitate flexible mixed use.
6. Require major new development to provide recreational amenities for community enhancement.
7. Promote the development of water-oriented commercial, recreation, mixed use, and transportation uses at the waterfront.
8. Maximize public access to the Bay. (3-152)
9. Direct all new development towards infill opportunities (i.e., the development of vacant or underutilized parcels for housing, mixed use, or other appropriate uses). (3-147)
10. Use distinct signage and streetscape design on both sides of Interstate 80 to create a better sense of cohesiveness among the entire Rodeo community.
11. Design new public spaces to celebrate the historic and cultural diversity in Rodeo.
12. Work with civic organizations to support and enhance food truck events while minimizing competition with local businesses in Rodeo.

## POLICIES (CONTINUED)

13. Support beautification and walkability in Rodeo by enforcing codes related to illegal dumping, streets, sidewalks, properties, and building facades.
14. Prioritize the safety and health of Rodeo residents living adjacent to heavy industrial uses.
15. Support agreements between the community and heavy industrial uses.
16. Attract and support clean, green industry in Rodeo.
17. Continue to avoid and mitigate the effects of industrial traffic on Downtown streets. (3-146)
18. Work with the Rodeo-Hercules Fire District to ensure that appropriate response times can be met throughout the community, including in the event of a heavy industrial accident.
19. Require that new and retrofitted development 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.
  - d. Ensure adequate property maintenance.
20. Provide frequent and consistent law enforcement patrol service in Rodeo.
21. Coordinate with the City of Hercules on decisions that affect Rodeo residents.
22. Partner with local organizations to expand opportunities to engage community members in the planning process.
23. Support the East Bay Regional Park District's efforts to complete the San Francisco Bay Trail along the waterfront. (3-162)

## ACTIONS

1. Continue to implement the Implementation Tasks identified in Chapter 5 of the Rodeo Waterfront/Downtown Specific Plan, including the development of a linear park along the Rodeo Creek Trail and a waterfront promenade. (2-151, 3-155, 3-156, 3-161)
2. Study potential redevelopment options for the marina area, such as a new public or private marina or other water recreation facility. Based on the results of the study, actively market the site to potential developers and/or work with partners to pursue grant funding for a public facility.
3. Actively seek a new community market or grocery store to locate in Rodeo, ideally one that reflects the community's ethnic and cultural diversity.
4. Create a plan to develop properties in Rodeo for public uses, such as a community center, youth center, community pool, new senior center, sports center, town plaza, dog park, and/or parks and open spaces. As part of this plan, identify funding sources and strategies.
5. Create a Safe Routes to School program for Rodeo schools.
6. Complete sidewalk gaps on San Pablo Avenue, Willow Avenue, Pacific Avenue, and Vaqueros Avenue, especially near bus stops.
7. Improve safety and comfort on the Rodeo Creek Trail by installing pedestrian-scale lighting, improving fencing, and improving ongoing maintenance, especially in the area just north of Seventh Street, potentially with organized creek clean-ups.



## Attachment B

Excerpts from Current General Plan  
Policies for Specific Geographic Areas

#### **Transportation**

- 3-85. The number of streets and driveways intersecting or entering Willow Pass Road shall be minimized.
- 3-86. Well-designed projects and limited vehicular access to traffic arterials shall be encouraged through the assembly of small parcels of land along Willow Pass Road.

#### **POLICIES FOR THE MORGAN TERRITORY AREA**

- 3-87. A separate General Plan/zoning conformity study shall be initiated by the County in the Morgan Territory Road area, south of Marsh Creek Road.
- 3-88. The restriction on further fragmentation of parcels is crucial to this Plan. A rezoning study should be initiated in this planning area to apply new, more stringent zoning categories.
- 3-89. A scenic route specific plan will be implemented to ensure adequate rights-of-way for the scenic routes along Morgan Territory Road and Marsh Creek Road.
- 3-90. Development on the Pacini property (Mountain Meadows) east of Morgan Territory Road will be considered in accordance with this land use designation of Single-Family Very-Low Density and subject to conditions and terms imposed on approved maps and plans.

#### **POLICIES FOR THE CLYDE AREA**

- 3-91. Although the small town of Clyde is mostly built out, there are vacant properties adjacent to the Contra Costa Canal and near Clyde Park which are being developed. Any future infill within the area must conform to the following policies:
  - (a) The existing residential neighborhood is designated Single-Family Residential-High Density (5.0 to 7.2 units per net acre), but in the Clyde area the density of any infill housing (excluding the area described in (b) below), is not to exceed 6 units per net acre;
  - (b) Vacant land adjacent to the Contra Costa Canal is designated Single-Family Residential-Medium Density (3.0 to 4.9 units per net acre). This reduced density reflects larger lots in this steep area and will help to avoid excessive traffic along narrow Park Street;
  - (c) New construction should be compatible with the existing architecture to the extent possible. Ultra-modern design in architecture should be discouraged; and
  - (d) The burden of providing adequate utilities and traffic circulation for new construction shall be borne solely by the developer.



- 3-97. A range of commercial uses are allowed in both the CO and BP land use designations. The actual uses allowed will be finalized through review of projects and leases for the use of the land.
- 3-98. For these two non-aviation commercial areas to be developed, transportation improvements are required to be constructed or committed. Such improvements will be tied directly to the County leasing of these areas for development. The extent of improvements is to be determined by the Board of Supervisors as part of the bid package.
- 3-99. The area designated for Commercial (CO) use at the entrance of John Glenn Drive is limited to development of 220,000 square feet of space; the area designated Business Park (BP) at Marsh Drive and Sally Ride Drive is limited to 52,300 square feet. New development undertaken pursuant to the Buchanan Field Master Plan (2008) shall not cause cumulative automobile trip generation to exceed 99 peak-hour trips unless a traffic impact analysis has been performed consistent with the most recent version of the *Technical Procedures Manual* adopted by the Contra Costa Transportation Authority and the appropriate documentation has been prepared pursuant to the requirements of the California Environmental Quality Act.
- 3-100. The major privately-owned lands within the area are designated for light industrial use and are located along I-680, west of the airport, between the existing mobile home park and the golf course.
- 3-101. The California Public Utilities Code requires that the intent and purpose of the plans and policies adopted by the County Airport Land Use Commission be incorporated into the County General Plan. The Commission has adopted numerous regulations which strictly define what types of land use, and the design of those uses, will be allowed within the Commission's airport "planning area" and within designated "safety zones" under the airport's flight path. These policies and regulations are detailed in the "Airports and Heliports" section of the Transportation and Circulation Element.

#### **Transportation**

- 3-102. See the policies listed under the "Airports and Heliports" section of the Transportation and Circulation Element (Chapter 5).

#### **POLICIES FOR THE CENTER AVENUE (PACHECO) AREA**

- 3-103. The plan for the area in Pacheco located generally along Center Avenue west of the flood control channel is designated for Multiple-Family Residential-Medium and High Density (12.0 to 21.9 units and 22.0 to 29.9 units per net acre, respectively). The plan endorses efforts to consolidate smaller parcels into logical groupings for the private redevelopment of areas from single-family homes to multiple-family residential uses.

Projects covering smaller existing lots should lead to higher densities and better designed projects.

Additionally, consolidation of lots should lead to fewer access points onto arterial and collector roads such as Center Avenue and Deodar Drive. North of Center Avenue, it is hoped that projects can be grouped into three or four applications, and south of Center Avenue applications should include all of existing blocks or the remnants of existing blocks.

- 3-104. This Plan recognizes the historical significance of the W.T. Hendrick House (218 Center Avenue) and encourages its continued preservation. Developments that surround the house should be designed in a fashion that compliments the structure and works toward its continued preservation.

#### **POLICIES FOR THE VINE HILL/PACHECO BOULEVARD AREA**

##### **Land Use**

- 3-105. The scenic assets and unstable slopes of the Vine Hill Ridge are to be protected for open space/agricultural use.
- 3-106. The residential neighborhood east of I-680 shall be buffered from the industrial/landfill-related uses.
- 3-107. Approximately 40 acres of land south of the Burlington Northern Santa Fe tracks, between Morello and Pacheco, is designated Agricultural Lands, to encourage the continued operation of the Viano family vineyards and winery.

#### **POLICIES FOR THE PLEASANT HILL/CONTRA COSTA CENTRE BART STATION AREA**

##### **Land Use**

- 3-108. The area immediately adjacent to the Pleasant Hill/Contra Costa Centre BART Station is the subject of special development standards outlined in the Pleasant Hill BART Station Specific Plan, adopted in 1983 and as amended through 1988. Most of the residential and commercial development allowed under this Specific Plan has already been approved by the County, with the exception of development on a large parcel owned by the BART District, much of which has not yet been approved for construction. To assist in the assemblage of development sites and to finance required infrastructure to support the development, the County, in 1984, adopted a Redevelopment Plan for the area. The Redevelopment Plan was amended in 1988 to facilitate the development of affordable rental housing in order to achieve a jobs/housing balance.
- 3-109. The overall goals for the Pleasant Hill/Contra Costa Centre BART Station area are to:

Projects in the area shall be designed in such a way as to minimize traffic and drainage impacts in the area. Multiple-family projects will be required to participate in off-site traffic improvements such as widening Oak Road to its planned ultimate width across the Contra Costa Canal, signaling the Oak Road/Walden Road intersection, and area-wide drainage improvements. In addition, any project shall be designed to prevent runoff onto neighboring properties except through specific flood control improvements.

#### **POLICIES FOR THE SARANAP (WALNUT CREEK) AREA**

- 3-114. The undeveloped hillside south of Olympic Boulevard and west of Tice Valley Boulevard is designated for Single-Family Residential-Medium Density development along the base of the hill along Olympic, with the remainder of the site designated as Agricultural Lands and Open Space, to reflect the steep, unbuildable slopes.

#### **POLICIES FOR THE ALAMO-DIABLO-BLACKHAWK AREA**

- 3-115. Promote the individuality and unique character of each community based on existing community images.
- 3-116. The character of the area as one of predominantly single-family residences shall be developed, and multiple-family residential units shall be provided in suitable densities and locations. A range of densities shall be offered in order to provide for a variety of family sizes, income levels, and age groups.
- 3-117. Commercial development specifically directed to the needs of the neighborhood and community shall be encouraged. Large-scale commercial uses which rely on drawing business from outside the community are inconsistent with this Plan.
- 3-118. Alamo's commercial district serves primarily the surrounding residential areas. This Plan allows for continued commercial growth within the defined commercial area, which is separated from existing residential areas by the railroad on the west and the Alamo Orchard mixed-use project along Jackson Way and Orchard Court. This Plan limits expansion of these transitional uses to their existing boundaries north and south along Danville Boulevard.
- 3-119. It is the intent of this Plan that the viability and desirability of single-family residential uses on Jackson Way, South Jackson Way, and Linden Court be preserved. No land use changes or project characteristics shall be permitted which would diminish these residential areas or induce land use transition.
- 3-120. The portion of Danville Boulevard north of Del Amigo Road should remain a two lane road; however, minor improvements to provide additional safety and increased capacity are acceptable.



Master Plan that a regional shoreline trail extending from Martinez to Point Pinole shall be implemented.

The trails plan also shows a trail along Rodeo Creek from the southwestern edge of the planning area to the waterfront downtown.

- 3-163. The majority of open space in this Plan is located in the Franklin Canyon area and the adjacent hills. The steep topography and unstable slopes which characterize the hills limit their fitness for development.

Open Space designations for this area reinforce the countywide goal of agricultural preservation for continued agricultural productivity. The existing pattern in the open space area of relatively large parcels under consolidated ownership is necessary to successful range practices and will be maintained under this Plan. The scenic value of the Franklin Canyon area has been asserted by the Rodeo community and is reflected in the scenic route designated for State Route 4 in the scenic routes section of the Transportation and Circulation Element. The hills and ridges along this route are the primary source of the corridor's visual quality and every effort should be made to protect its scenic characteristics.

- 3-164. Because of noise-related impacts, both from transportation sources and industry, acoustical studies will be required for major new developments and multiple-family projects in the planning area, even those extending beyond the 60 CNEL Noise Contours.

#### **POLICIES FOR THE EL SOBRANTE AREA**

- 3-165. El Sobrante is a diverse and beautiful community, which cherishes its unique character, especially its scenic beauty, open spaces, and local charm. The community is dedicated to protecting and enhancing the quality of life while addressing development pressures that are common in the Bay Area, including, the effects of suburbanization and urban sprawl, regional traffic congestion, and demand for public services. The overall goal of the area is to retain and reinforce the semi-rural and suburban character of the community with its strong emphasis on single-family residences, the feature which has drawn most of the residents to the area. The following principles are to be used in guiding development and the land use decision-making process in El Sobrante:

- (a) Change should be harmonized to enhance El Sobrante's unique semi-rural/suburban character and to preserve its scenic environment.
- (b) Growth and economic development should be targeted in a manner to preserve open space and agricultural land, to meet community needs, to help revitalize the commercial core, and generally to enhance the quality of life of area residents.
- (c) El Sobrante is envisioned as a culturally diverse residential community with vibrant local-serving businesses, amenities and

services for children, families, and the elderly, and parks and recreational facilities to meet community needs.

- (d) El Sobrante's built environment should be designed and developed at a human scale, incorporating healthy community concepts that make provisions for walking, bicycling, and other non-motorized transportation, recreation, access to healthy foods, and energy and resource efficient buildings and development.
- 3-166. In consultation with El Sobrante residents, affected businesses, landowners, and other interested parties, including the City of Richmond, develop a new precise alignment for the segment of San Pablo Dam Road between El Portal and Appian Way. The precise alignment is intended to replace the San Pablo Dam Road bypass couplet concept, which was formerly describe in both the Land Use Element and Transportation and Circulation Element. The new precise alignment should be based on the "Complete Streets" concept, whereby the roadway is designed and operated to accommodate safe access for all users. The aim is to design this segment of San Pablo Dam Road to move motorists, transit vehicles, bicyclists, and pedestrians of all ages and ability safely along and across this roadway. In addition, the new precise alignment should make provision for a new collector street connecting Pitt Way to Hillcrest Road. To the maximum extent practicable and feasible, the "Complete Streets" concept should be incorporated into the alignment plan along with appropriate measures to implement the new alignment. The County will routinely examine the pedestrian and bicycle environment and will make improvements at every opportunity.
- 3-167. Given San Pablo Dam Road's designation as the I-80 bicycle route, and its critical importance in connecting West and East Contra Costa County, every effort should be made to add a Class II bicycle lane along the roadway or to provide and alternate bicycle path through the corridor.
- 3-168. The County will pursue mechanism to assist in the beautification of the community, such as tree planting and other landscaping, lighting, and visually pleasing signage. These improvements may be accomplished by establishing a landscape and lighting district, a business improvement district, and/or implementing other such mechanisms.
- 3-169. In order to reduce the demand for auto trips through the community, the County will work with AC Transit and other local public transit agencies to improve service to the El Sobrante area. Bus stops and bus routes will be improved, so that residents can efficiently travel directly from El Sobrante to Del Norte BART, Richmond BART/Amtrak, and Orinda BART, as well as to other destinations.
- 3-170. To ensure residents have adequate access to healthy food, grocery stores, farmer's markets, produce markets, and other such establishments should be encouraged, and businesses selling primarily unhealthy foods and beverages should be discouraged.

- 3-171. Minimize the number of streets and driveways intersecting or entering San Pablo Dam Road, Appian Way, and Valley View Road.
- 3-172. Provide for well-designed projects and limited vehicular access to traffic arterials through the assembly of the deep, narrow parcels of land along San Pablo Dam Road and Appian Way.
- 3-173. Discourage new areas of strip commercial development in the community.
- 3-174. Require development of more public off-street parking in the commercial core area along San Pablo Dam Road, so as to increase the traffic bearing capacity of the arterial.
- 3-175. The El Sobrante community values healthy living and places great value on local opportunities for outdoor recreation. According to the 2001 El Sobrante Valley Parks Study, the community lacks sufficient park and recreation space to adequately serve area residents. The County shall seek to identify acquirable parcels of land that can be developed into parks and open spaces, including public spaces in commercial corridors. New development project will be evaluated in terms of the contribution to public recreation and their support of parks and open space. Developers will be encouraged to collaborate on the development of parks and open spaces in order to optimize recreational opportunities for area residents. Mechanisms to support park and open space maintenance funding through development fees and other sources shall be pursued.
- 3-176. Development of a full-service community center in El Sobrante will be pursued. Currently, the community lacks adequate space for community meetings and events, recreational, cultural, and educational activities. The community center will be operated by a public entity and will provide multiple purpose functions in the community.
- 3-177. The creeks running through the El Sobrante community (Appian Creek, Wilkie Creek, San Pablo Creek, etc.) will continue to flow along their natural path. To the extent possible, efforts will be made to enhance public views of the creeks, particularly San Pablo Creek, as it runs along San Pablo Dam Road.
- 3-178. To improve traffic in the community, the Highway Patrol will be encouraged to patrol the area in order to encourage drivers to obey posted speed limits and other traffic rules.
- 3-179. Upgrade the community's drainage system to eliminate problems caused by local inundation, ponding, and sheet overflow during storms, and eliminate open drainage ditches along portions of Appian Way and San Pablo Dam Road and throughout the community.
- 3-180. In view of the existing traffic problems and limited ability of the circulation system to adequately handle substantial growth in traffic volumes, new development should be approved at the low- to mid-range



of the respective single-family and multiple-family residential land use densities. The County shall work with neighboring jurisdictions to limit the impact of large development on the El Sobrante community. To improve the provision of urban services, enhance quality of life of area residents, and decrease environmental impacts, the addition of housing units will be focused in the urban core and sprawl development in the surrounding areas, particularly the hillside areas, should be restricted.

- 3-181. Due to proposed General Plan changes on San Pablo Dam Road and Appian Way, the County will study the traffic impacts on Hilltop Drive, from Interstate 80 to Manor Road, including the heavily traveled streets of Pebble Drive, La Paloma, and Manor Road. Proposed development projects will also study these roads in their traffic analyses. The County will mitigate traffic impacts to these streets by implementing traffic calming or other necessary measures in consultation with affected residents and interested parties.
- 3-182. This Plan calls for residential development to be directed primarily to areas where infilling of previously "passed over" property can occur, as well as to a limited number of larger parcels of undeveloped acreage. These larger parcels include the western slope of Sobrante Ridge, and the lower portions of the north face of San Pablo Ridge.
- 3-183. A major policy of this Plan is to eliminate deep, narrow lots through the aggregation of parcels in areas designated for multiple-family use. Every effort should be made to encourage the aggregation of such lots to provide for better-designed projects.
- 3-184. Areas outside the present and committed area of service capability of EBMUD and West Contra Costa Sanitary District are to be retained in the Open Space designation.
- 3-185. In order to retain the ridgelines around El Sobrante in their natural state, it is recommended that a ridgeline preservation ordinance be developed which would prohibit the placement of any structure on or near the crest of a scenic ridge, such as San Pablo Ridge or Sobrante Ridge. All land above the 400' elevation shall not be developed for suburban purposes unless in conformance with the Land Use Element Map.
- 3-186. Appian Way is identified as a Route of Regional Significance under the West County Action Plan. The segment of Appian Way from the Pinole city limits to Valley View Road (at the Appian Triangle), which is currently three lanes with one lane in each direction plus a center two-way left turn lane, is planned as a four-lane arterial. There is limited room to secure additional right-of-way along this roadway segment for further widening and there are likely to be significant costs for right-of-way acquisition and construction to widen this segment of Appian Way to the planned four-lane configuration. Retention of the current three-lane cross section for this segment of Appian Way as the ultimate or planned roadway may be

more economically feasible than widening to four lanes while providing sufficient traffic capacity in the future.

- 3-187. In conjunction with the cities of Pinole and Richmond and the West Contra Costa Transportation Advisory Committee (WCCTAC), the County will evaluate the feasibility of the planned or ultimate four-lane roadway configuration for this segment of Appian Way compared to retention of the current three-lane configuration. This feasibility study will determine the footprint of a four-lane cross-section for this segment of Appian Way to be used in estimating the right-of-way and construction costs for the planned roadway configuration as a four-lane arterial roadway. The feasibility study will then compare projected traffic volumes and levels of service for the planned four-lane arterial roadway versus the existing three-lane cross-section (one lane in each direction plus a center two-way left turn lane) and evaluate any differences between the two in terms of traffic operations and safety. The feasibility study will also identify the usage of this road segment by new development in the cities of Pinole and Richmond, and unincorporated El Sobrante. Additionally, consistent with the principles of existing General Plan policies related to "Complete Streets," the feasibility study will examine whether improvements for this roadway segment are needed for pedestrians, bicyclists, and public transit and whether such improvements can be provided within the existing public right-of-way. A criterion for feasibility is whether the cities and County can agree on a funding plan for: a) improvements to this section of Appian Way; or, b) construction of this four-lane arterial. The feasibility study will commence on or before the start of Fiscal Year 2011-12 (pending a funding source) and will be completed by January 1, 2013, with the report to be submitted to the Board of Supervisors and WCCTAC. The results of the study will then be used as the basis for the County to determine whether to amend the Transportation and Circulation Element, Roadway Network Map, changing this segment of Appian Way from a planned four-lane roadway to retention of the existing three-lane cross-section (one lane in each direction plus a center two-way left turn lane) as the planned roadway configuration.

#### **POLICIES FOR THE NORTH RICHMOND AREA**

- 3-188. For all industrial categories, this Plan should accommodate and guide the growth and development of industry. With growth and development there needs to be a recognition of environmental, social, and economic values which will work to minimize land use conflicts, to establish a reasonably pleasing setting and to protect natural resources that are irreplaceable. Through appropriate regulatory mechanisms (e.g., zoning ordinance, nuisance ordinance, etc.) provide for the following:
- ◇ Require a setback from San Pablo and Wildcat Creeks for new structures. The size of the setback will be developed through site development review in conjunction with responsible agencies (e.g., California Department of Fish and Wildlife, Flood Control District).