

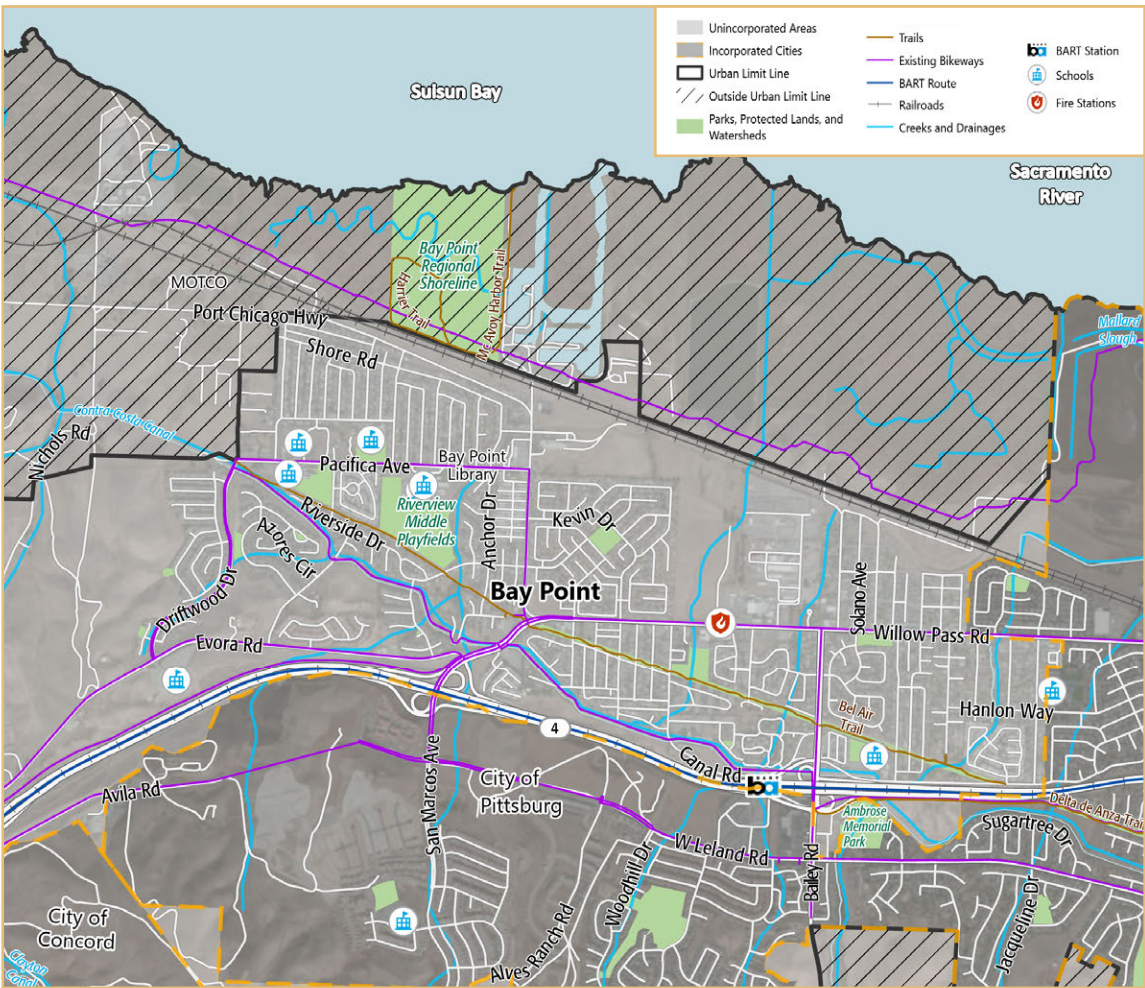
# BAY POINT - CONTEXT - 1

Originally bordered by a large swath of tule marsh, Bay Point was settled for ranching in the 1800s. It became a lumber manufacturing and distribution port in the early 1900s. The area's prime location along the Southern Pacific Company's trans-continental 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.

Today, most of the community consists of single- and multiple-family residential uses. While there are some commercial uses in Bay Point, primarily along the major thoroughfares of Willow Pass Road and Bailey Road, local neighborhood-serving amenities are limited. The Bay Point waterfront, meanwhile, has retained its industrial character.

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 are concerned about the need for increased services and coordination among service providers. This includes the Ambrose Recreation and Park District (ARPD), an important special district (independent from the County) that provides park facilities, programs, and activities for the community. Park safety and homelessness are issues of concern, particularly along the waterfront. Along major thoroughfares, street lighting and pedestrian safety improvements are local priorities. Community-led organizations advocate to address these local issues.

The nearby BART station is an important node for the community, as well as a key development opportunity. BART provides many residents with an essential regional transportation link to jobs in Walnut Creek and beyond. Many in the community also would like improved Tri Delta Transit bus services and improved transit stop amenities. Bay Point is also within the planning area of the 2020 Pittsburg/Bay Point Community-Based Transportation Plan, a plan developed by the Contra Costa Transportation Authority to address the community's mobility needs.












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

## WHO LIVES IN BAY POINT?

<b>Median Age</b> 32 years old in Bay Point  <b>VS</b> 40 years old in Contra Costa County	<b>Average Life Expectancy</b> 78 years old in Bay Point  <b>VS</b> 81 years old in Contra Costa County	<b>Median Household Income</b> \$67,908 in Bay Point  <b>VS</b> \$103,997 in Contra Costa County	<b>Race &amp; Ethnicity</b> ► 68% Hispanic or Latino ► 11% White ► 9% Black or African American ► 8% Asian
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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.	

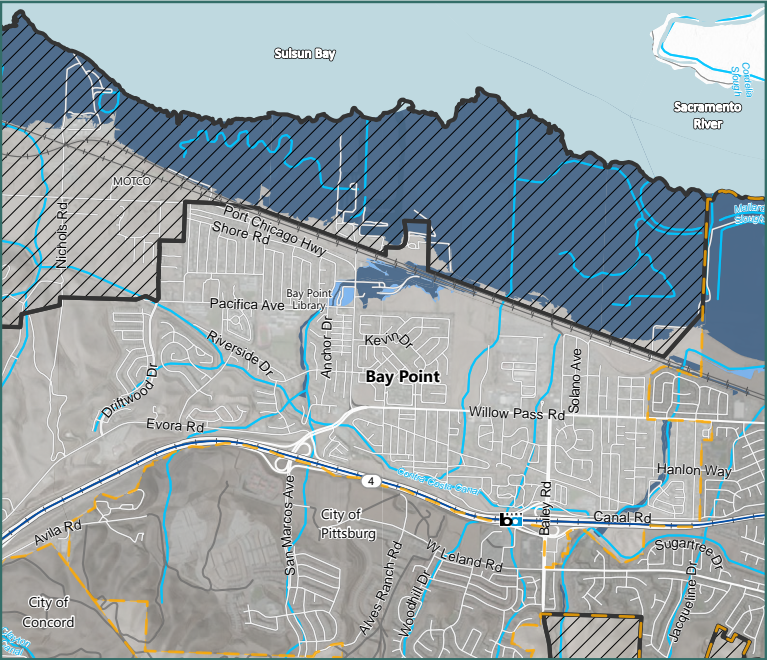
The information on this page presents a summary of hazards and vulnerabilities in Bay Point based on the Contra Costa County Vulnerability Assessment; please see the [online Vulnerability Assessment](#) for a full description of these hazards and vulnerabilities.



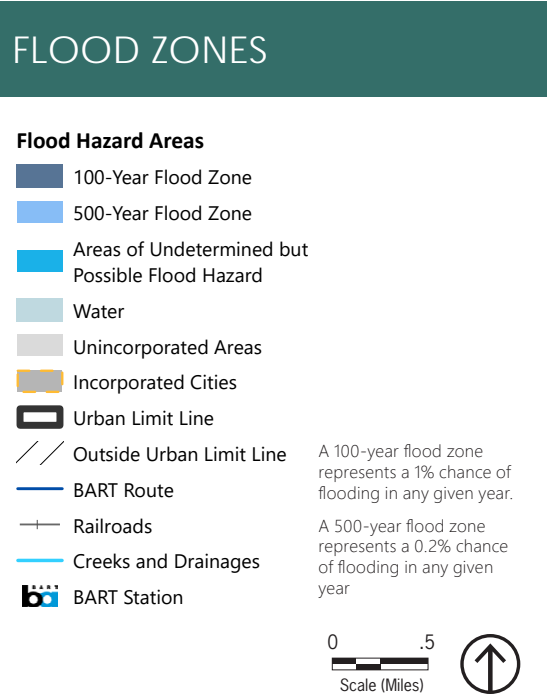
Traffic on Highway 4 poses air quality hazards to Bay Point residents. Photo by Trish Dominguez.



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



Source: FEMA, 2019; Contra Costa County, 2018; PlaceWorks, 2022.



# IMPACTED COMMUNITY

The County has identified Bay Point as an Impacted 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.

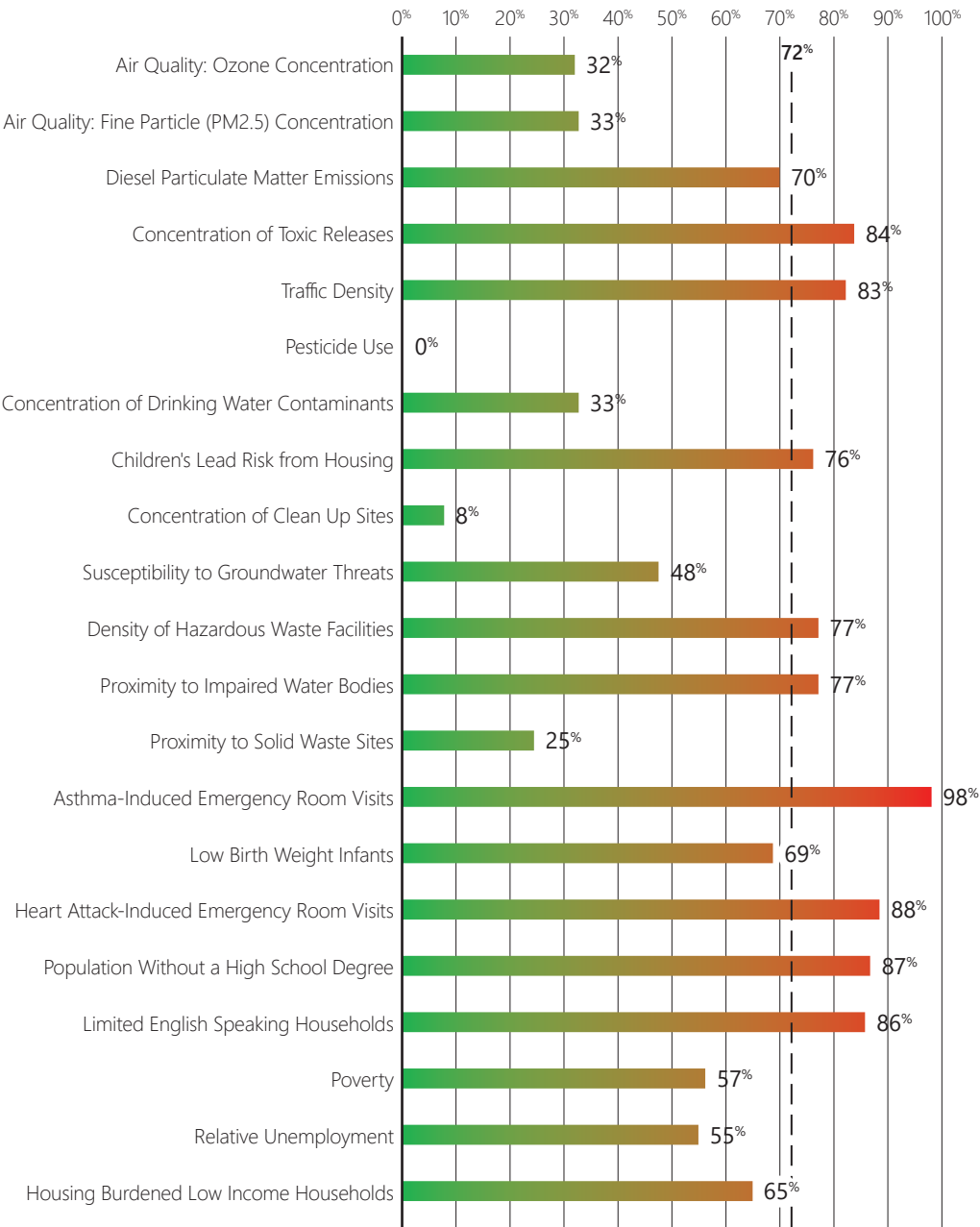
The 21 indicators that contribute to Bay Point's identification as an Impacted Community are highlighted in the chart to the right, with additional details provided in the maps that follow, based on State data from **CalEnviroScreen**. The chart shows how Bay Point ranks for each indicator compared to the rest of the state. The County identifies Impacted Communities as those where the combined ranking for all factors is 72 percent or higher. While there are multiple Census tracts that make up Bay Point, this chart presents only the most-impacted Census tract in Bay Point.

Chemical pollution from nearby heavy industrial and manufacturing uses has severely impacted Bay Point. While remediation efforts are underway, the continued presence of these uses creates the risk of community exposure to associated hazards. Meanwhile, 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.

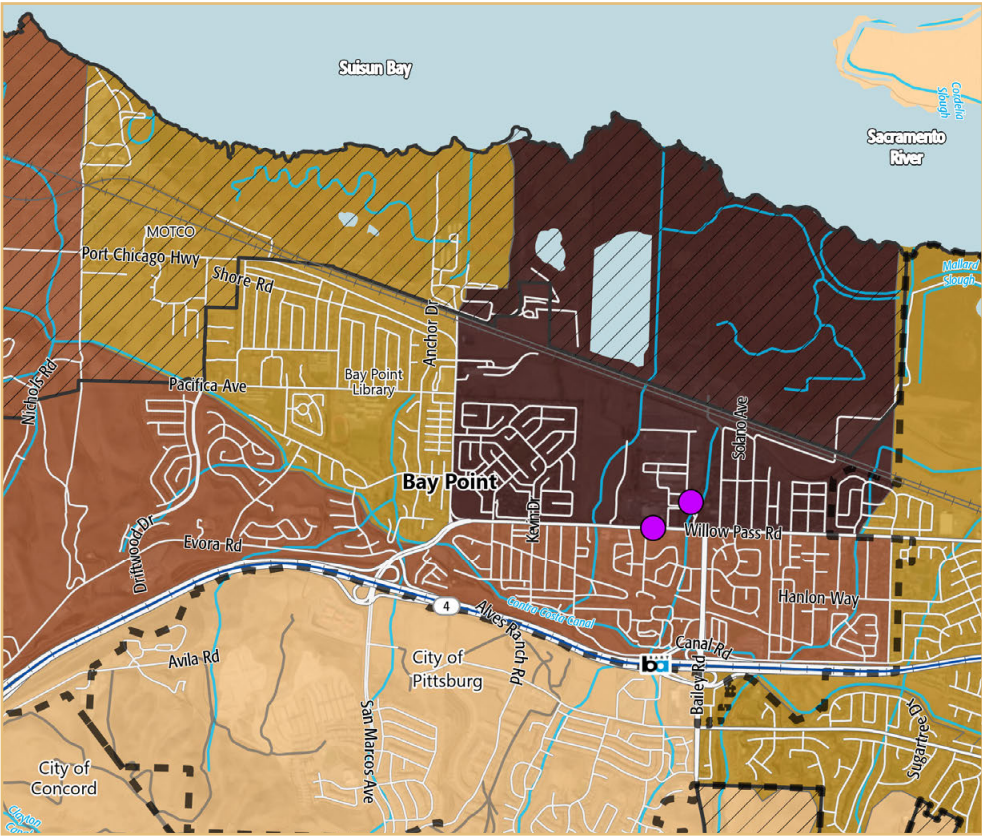
Water quality has long been a concern among Bay Point residents. In the last decade, relatively high levels of disinfection byproducts were identified in the drinking water. After strong community advocacy, the local private water company began purchasing treated water, and today the water company is compliant with all water quality standards. However, residents still cite concerns about bad tastes and odor in the water.

## IMPACTED COMMUNITY INDICATORS (2021)

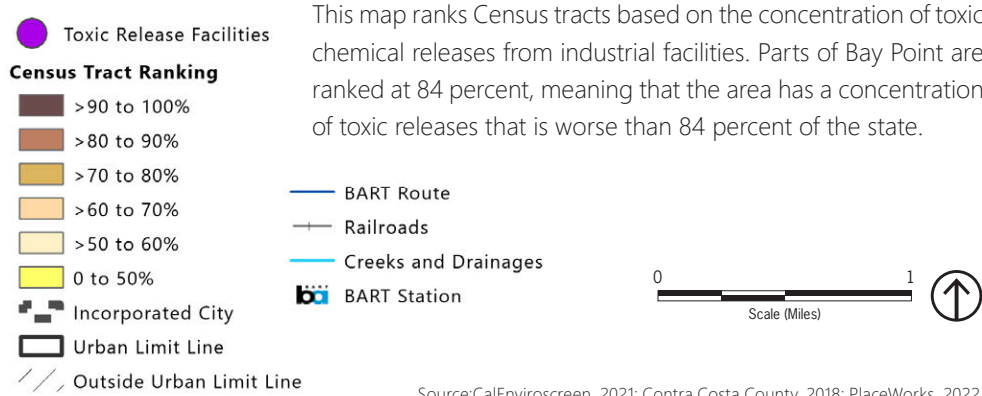
Ranking of Most Impacted Census Tract in Bay Point Relative to the State



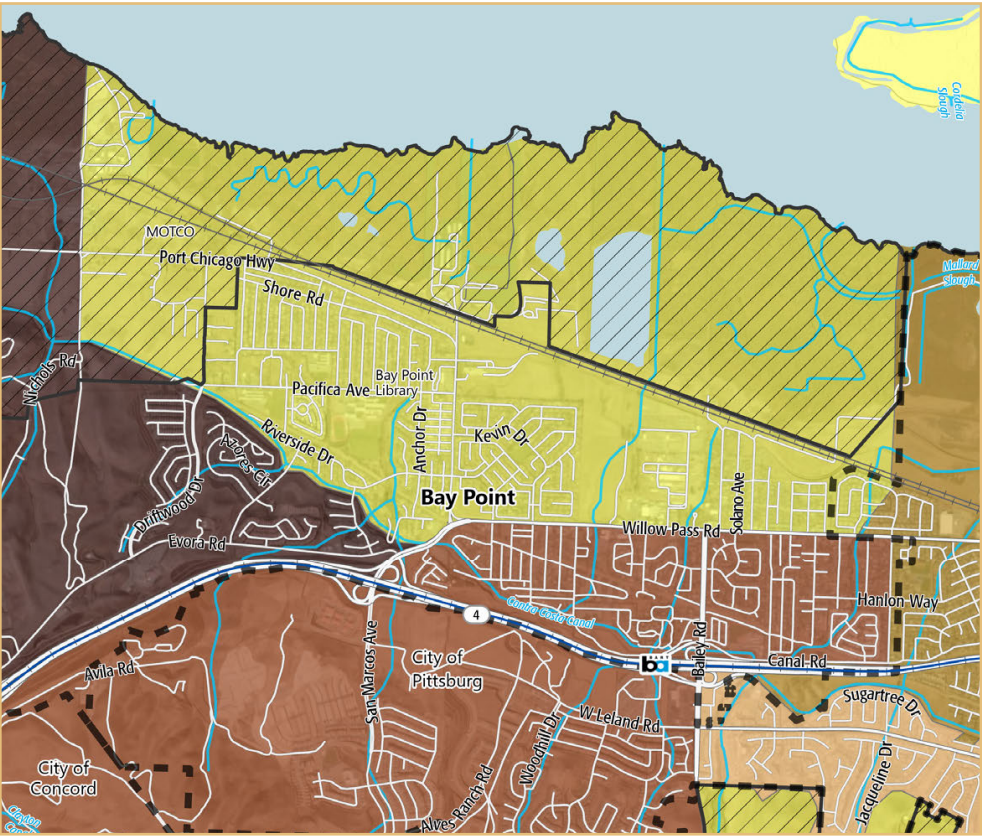




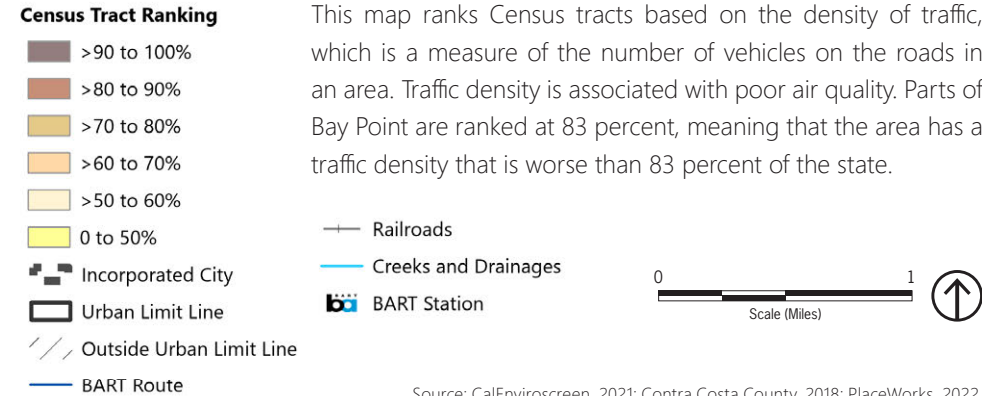
TOXIC RELEASES



Source: CalEnviroScreen, 2021; Contra Costa County, 2018; PlaceWorks, 2022.

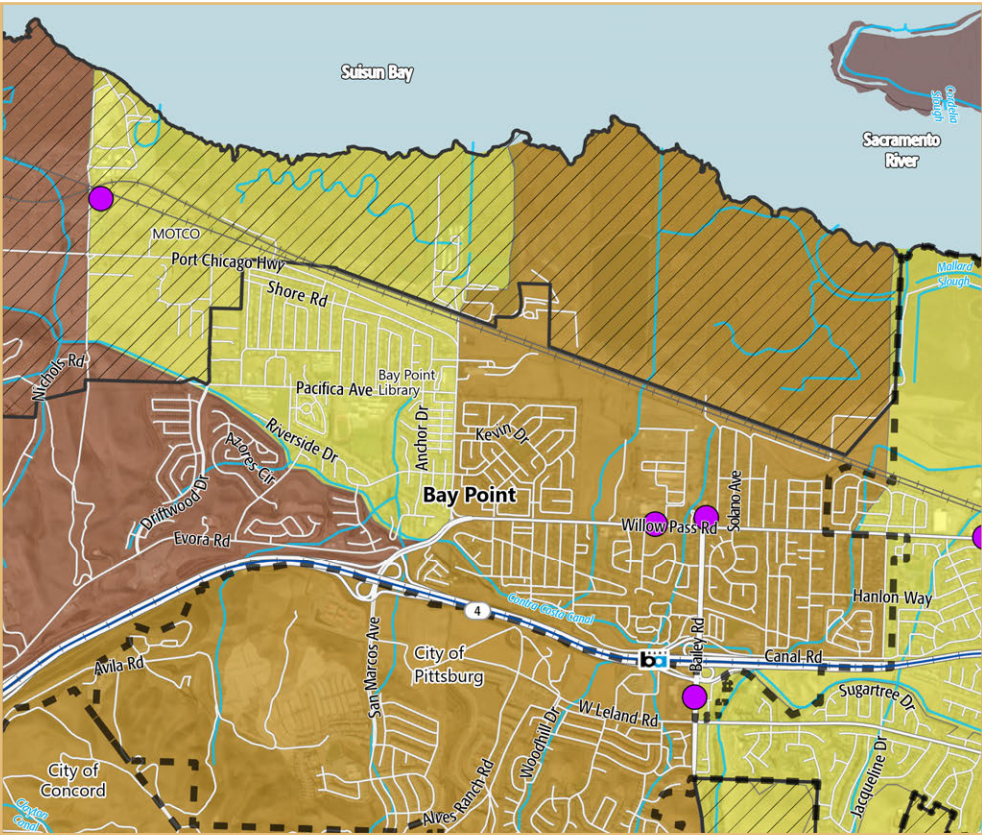


TRAFFIC DENSITY



Source: CalEnviroScreen, 2021; Contra Costa County, 2018; PlaceWorks, 2022.





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. Parts of Bay Point are ranked at 77 percent, meaning that the area has a density of hazardous waste facilities and generators that is higher than 77 percent of the state.



Source: CalEnviroScreen, 2021; Contra Costa County, 2018; PlaceWorks, 2022.





## PLANNED LAND USE

Land use designations for Bay Point are shown on Figure LU-1, General Plan Land Use Map, and are defined in the Land Use Element. Most of the community is planned for continued residential uses at a variety of densities, surrounded primarily by park, conservation, public, and industrial uses. Hillside areas will be preserved through Resource Conservation, Parks and Recreation, and Agricultural Lands designations.

The Land Use Map envisions the area around the Pittsburg/Bay Point BART Station transitioning to a denser and more vital community. This vision will be accomplished by creating three distinct mixed-use areas, each with a slightly different character. The three mixed-use areas share a common set of design principles intended to create a more walkable, pedestrian-friendly environment. Key principles include allowing varied setbacks, encouraging new buildings to be located close to the street frontage, and locating surface parking to the rear of the buildings rather than in the front. The text to the right provides a summary of the three mixed-use areas and the vision for each.



Multi-family housing in Bay Point.



The Pittsburg/Bay Point BART Station.



Mixed-use development in Bay Point.



Commercial use in Bay Point.

### Willow Pass Road Corridor

The mixed-use area along Willow Pass Road is envisioned as a unified, well-designed corridor, with new mixed-use development and improved services. Public and private improvements in this area will stimulate reinvestment. The area will incorporate a range of neighborhood shopping, residential, and office uses, with parking located behind commercial uses along Willow Pass Road.

### Bailey Road Urban Center

This mixed-use area north of the Highway 4/Bailey Road interchange aims to create a more unified and vibrant urban center offering a mix of uses at a compact and walkable scale. Multiple-family residential development proximate to employment uses and services is highly encouraged. This area should develop into a pedestrian-oriented district serving residents who live nearby, with access to quality local and regional transportation.

### Pittsburg/Bay Point BART Station Area

This mixed-use area south of the Highway 4/Bailey Road intersection is planned for dense residential development that takes advantage of the area's proximity to the BART Station and Ambrose Park. Limited commercial uses are secondary to residential development and should provide goods and services to commuters, neighborhood residents, and visitors to Ambrose Park. The Pittsburg/Bay Point BART Station Area Specific Plan (2002) is still in effect and provides more detailed guidance for this area.



## 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 community should enjoy streetscapes and open spaces that are free from abandoned cars, debris, and litter, with ample street lighting to improve visibility when walking at night.
3. Bay Point residents need more local, high-quality jobs from a more 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. Easy 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, including a new shelter, increased mental health and substance abuse services, and facilities that are tailored 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 greater resilience to near-and long-term hazards associated with sea-level rise.
8. Park and recreation facilities should be safe and inviting to residents and families through quality amenities and ongoing maintenance. The ARPD should have the funding it needs to enhance park and recreation services, including improving the community center and Ambrose and Lynbrook Parks and establishing a new community-oriented park, potentially in Shore Acres.
9. The agencies that provide community services should coordinate efforts to maximize effectiveness and reach all those who need their services.
10. Bay Point residents should be safe from short- and long-term hazards associated with industrial facilities in and near the community.

## POLICIES

1. Ensure that land use and development projects will not create negative impacts such as increased toxic exposure, a net loss of affordable housing, or the displacement of residents and local legacy businesses.
2. 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, couples, families, youth, seniors, and people with disabilities.
3. 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 and expand engagement efforts to schools and community centers.
4. Proactively enforce County codes to support community beautification and safety, curb illegal dumping, improve trash collection, and remove graffiti. Encourage improved community appearance through graffiti removal, litter reduction, street and sidewalk maintenance, abatement of illegal dumping, and code enforcement.
5. Support implementation of the 2020 Pittsburg/Bay Point Community-Based Transportation Plan.
6. Encourage neighborhood-oriented shopping and services to be developed within walking distance of housing.
7. Actively seek and incentivize commercial development, including grocery stores, on vacant lots near the BART station while avoiding concentrating all development along Willow Pass Road.
8. Encourage assembly of parcels in medium or higher density residential areas to allow for higher-quality, denser residential development, including adequate infrastructure for drainage and traffic. (3-79; 3-86)
9. 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)



## POLICIES (CONTINUED)

- 10.** 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))
- 11.** Support ARPD efforts to meet the community's recreation needs effectively and efficiently.
- 12.** Engage with schools, non-profit organizations, and faith-based organizations to recognize and work with at-risk youth to support their meaningful growth.
- 13.** Support healthy relationships between the community and law enforcement.
- 14.** Support proposals for high-quality redevelopment of McAvoy Harbor.
- 15.** 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 at Port Chicago Highway and Driftwood Drive and along Pullman Avenue and Suisun Avenue and pursue stricter enforcement with higher penalties and improved regulation.
- 2.** Conduct education and outreach to inform residents about proper waste disposal opportunities beyond curbside trash and recycling collection. Promote 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 sidewalks (including widening and closing gaps), 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.

## ACTIONS (CONTINUED)

- 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 residents with BART.
  - c.** Extend first- and last-mile services with micro-mobility infrastructure for BART commuters.
  - d.** Increase ADA-accessible options on public transit.
- 6.** When coordinating with the ARPD, highlight the following goals identified by the community:
  - a.** Expand sports programs and after-school activities.
  - b.** Develop new youth recreation opportunities through bike trails, a new skate park, and a youth center.
  - c.** Locate facilities to ensure visibility along public roadways where appropriate.
  - d.** Provide clear access points.
  - e.** Plant appropriate vegetation that provides shade and aesthetic benefits.
  - f.** Maintain vegetation and regularly clean up trash to maximize visibility and demonstrate active attention to each park.
  - g.** Install more lighting to improve visibility.
  - h.** Use signage to clearly convey site ownership and rules.
- 7.** Use the County's outreach platforms to promote available park and recreation services and programs, based on information provided by the ARPD.
- 8.** Work with the East Bay Regional Park District to develop a trail network connecting Bay Point residents to nature, recreation opportunities, the waterfront, and regional destinations.
- 9.** Create a mural or public art program to provide a positive alternative and deterrent to graffiti.
- 10.** Conduct outreach about the negative effects of old pipes and water fixtures on water quality in older homes.