

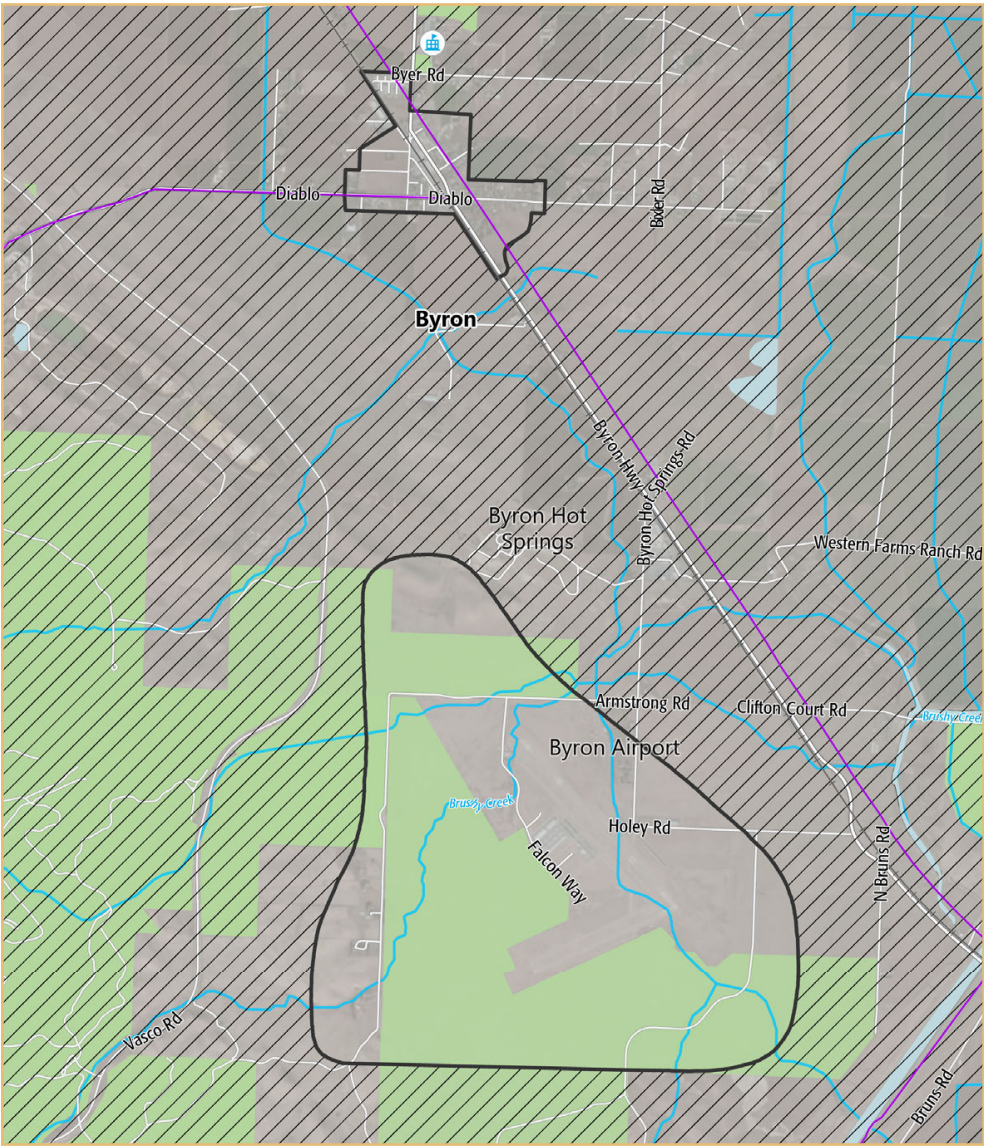
Located near the eastern edge of the county, Byron is an agricultural community that prides itself on its rural roots. The area's fertile soil supported its initial settlement as a farming center. In 1878, Byron was the site of a new Southern Pacific railroad line that allowed the community to quickly expand. Early Byron attracted visitors from across the nation to the renowned Byron Hot Springs. This resort featured warm mineral pools and luxury accommodations prior to its closure during World War II. In 1994, the County opened Byron Airport, providing opportunities for general aviation and recreational flight operations.



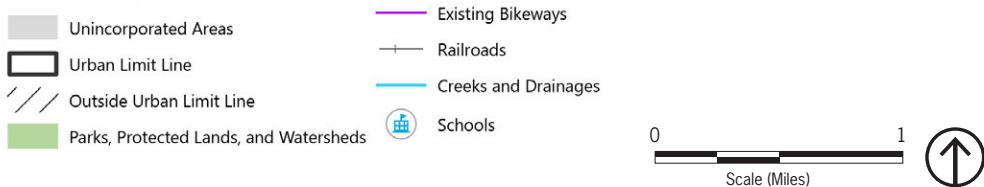
Now an established community, residents enjoy the area's respite from busy city life, preferring Byron's small-town nature. Businesses in Byron are generally concentrated in the downtown along Camino Diablo and the Byron Highway. However, business development and retention has been challenging. The County's Urban Limit Line (ULL) prohibits growth outside of Byron, preserving this land for farming and open space. Residents identify the surrounding agricultural land as a part of their community, although a lack of trail connections prevents residents from accessing potential recreational benefits. While growth is constrained by the ULL, traffic through the community to nearby cities has continued 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. Community members in Byron are also concerned about housing affordability and homelessness.

WHO LIVES IN BYRON?

Median Age 35 years old in Byron VS 40 years old in Contra Costa County	Average Life Expectancy 78 years old in Byron VS 81 years old in Contra Costa County	Median Household Income \$79,500 in Byron VS \$103,997 in Contra Costa County	Race & Ethnicity <ul style="list-style-type: none">► 62% White► 32% Hispanic or Latino► 2% Black or African American► 2% Asian
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Source: Contra Costa County, 2018; PlaceWorks, 2022.



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.

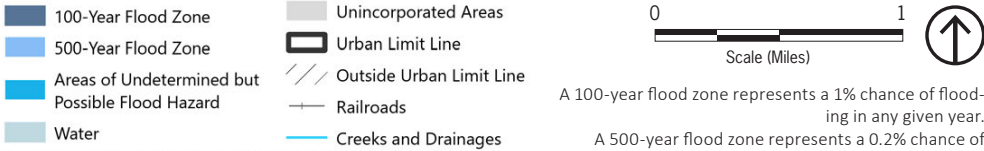
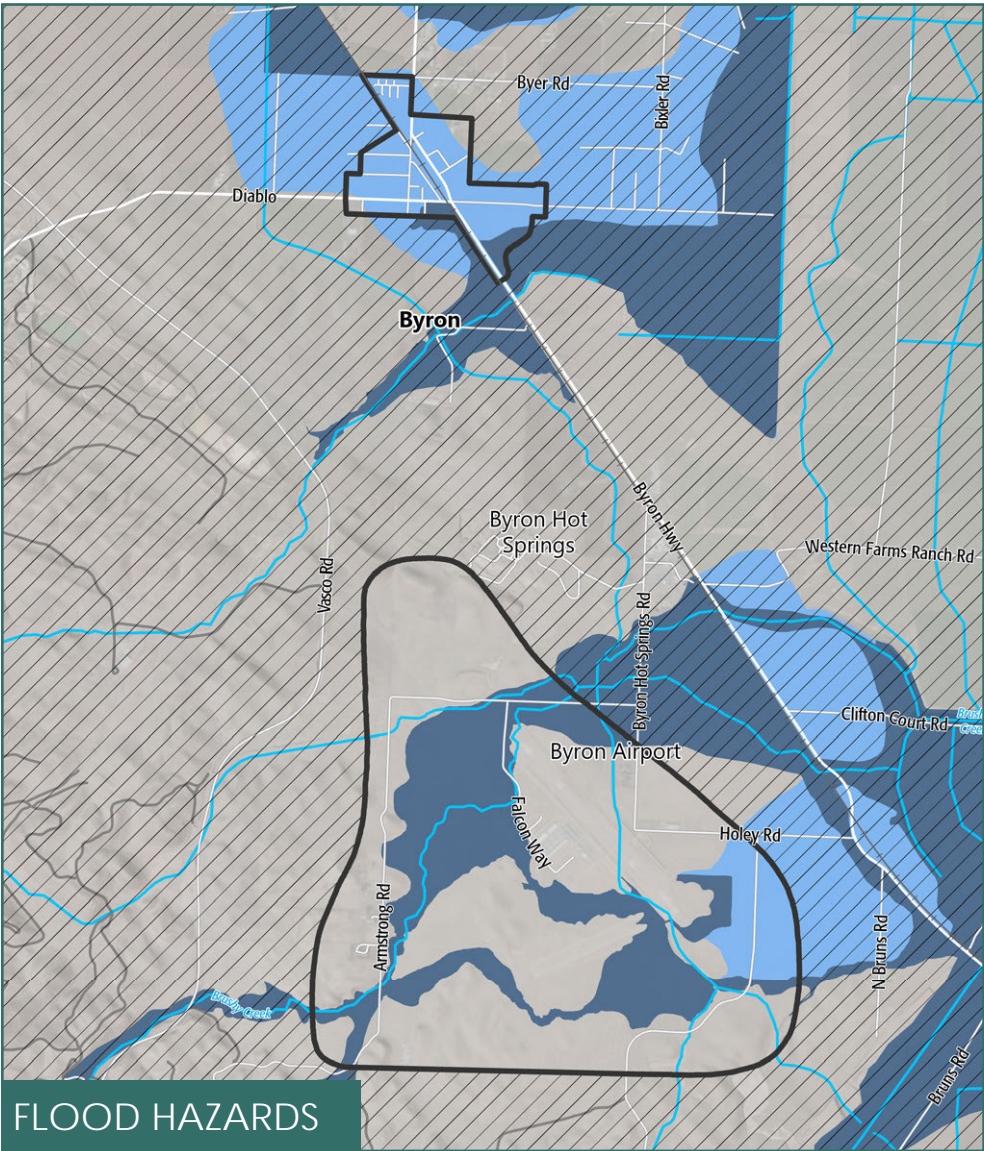
HAZARDS	MAJOR VULNERABILITIES
Agricultural pests and diseases	Outdoor workers are vulnerable to all hazards in Byron.
Air quality	The Byron Airport is vulnerable to coastal flooding, extreme heat, flooding, and severe storms.
Coastal flooding	The Byron Highway is vulnerable to coastal flooding, flooding, extreme heat, and severe storms.
Drought	Agricultural operations are vulnerable to agricultural pests and diseases, coastal flooding, drought, extreme heat, flooding, and severe storms.
Extreme heat	Water and wastewater services are vulnerable to coastal flooding, drought, and severe storms.
Flooding	Energy delivery systems, such as high-voltage transmission lines, are vulnerable to extreme heat and severe storms.
Human health hazards	
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.



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

PLANNED LAND USE

Land use designations for Byron are shown on Figure LU-1, General Plan Land Use Map, and are defined in the Land Use Element. Downtown Byron, which encompasses the triangle-shaped area bounded by Byron Highway, Camino Diablo, and Holway Drive, is designated for Mixed-Use, allowing business uses that both manufacture and sell goods and services, particularly those that exemplify the historic and agricultural roots of the community. Residential uses will also continue in parts of this downtown area. Main Street is planned primarily for commercial uses that support redevelopment, provide a wide array of services for residents, and boost local tourism.

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



Existing agricultural use outside the ULL around Byron.



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



Existing residential neighborhood in Byron.



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 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 make the area 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 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 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 Road project.
7. Housing growth should be deliberate, incremental, and supportive of the community's economic development goals.
8. Residents 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.
9. Redevelopment and development should align with the community's rural character.
10. 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 residents and 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. Attract small businesses and facilitate community events downtown.
4. Maintain and enforce regulations to curb illegal dumping and littering.
5. Encourage reuse of the previously developed portion of the Byron Hot Springs property in a way that is compatible with operations at Byron Airport, rehabilitates historic buildings, attracts regional tourists, and is not growth inducing.
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 Road 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/State Route 239 project, as shown in Figure TR-3, Roadway Classifications, in the Transportation Element.
10. Support community efforts to establish a community services district to provide basic services to Byron.

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. Adopt zoning that provides more flexibility for downtown development, including relaxing parking requirements when street parking is available and expanding allowed uses to include light manufacturing for businesses that both manufacture and sell products on-site.
3. Install sidewalks and bikeways with street trees, signage, and crosswalks that connect downtown Byron to Byron Park and Saint Anne Church.
4. Maintain street trees in downtown Byron to support walkability and a more vibrant downtown.
5. Study the feasibility and need for traffic calming along Byron's roadways.
6. Upon completion of the Vasco Road-Byron Highway Connector Road, designate a truck route to separate truck traffic from other modes of transportation, including around U-Pick agricultural areas, such as along Marsh Creek Road, Vasco Road, and Walnut Boulevard.
7. Work with local and regional stakeholders to develop a trails plan that provides local and regional trail connections for Byron, including trails that connect to local destinations like Byron Hot Springs and trails that provide regional connections to recreational and commute destinations. As part of the 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)