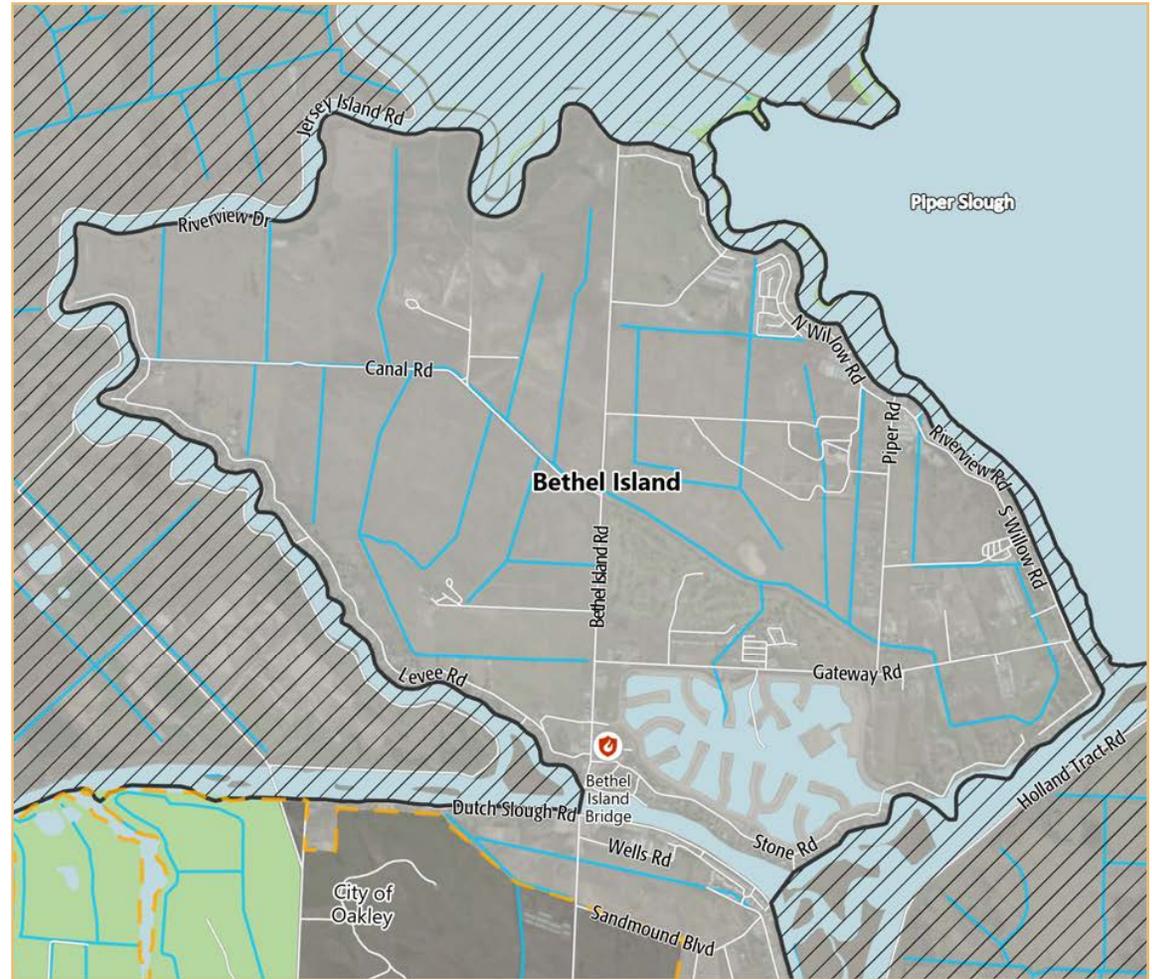


BETHEL ISLAND - CONTEXT - 1

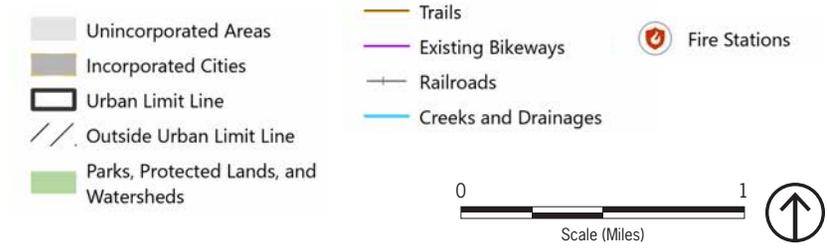
Situated in eastern Contra Costa County at the heart of the Delta, Bethel Island has welcomed visitors and new residents alike since the 1930s. For nearly a century, residents have been attracted to this island community for its water-related recreational activities and agricultural assets. Bethel Island's marinas were 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, but also causes roadway congestion during commute hours. Given the island's low elevation, there are also significant flooding and levee maintenance issues, as well as a 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 marinas with more retail uses, increased parking, and more family-oriented and/or water-related annual community events. The community may support limited job-generating uses, but seeks to retain and enhance local agricultural vibrancy and character.



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



WHO LIVES IN BETHEL ISLAND?

<p>Median Age 36 years old in Bethel Island</p> <p>VS</p> <p>40 years old in Contra Costa County</p>	<p>Average Life Expectancy 78 years old in Bethel Island</p> <p>VS</p> <p>81 years old in Contra Costa County</p>	<p>Median Household Income \$78,500 in Bethel Island</p> <p>VS</p> <p>\$103,997 in Contra Costa County</p>	<p>Race & Ethnicity</p> <ul style="list-style-type: none"> ▶ 58% White ▶ 25% Hispanic or Latino ▶ 9% Black or African American ▶ 4% Asian
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(Community-submitted photo.)



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

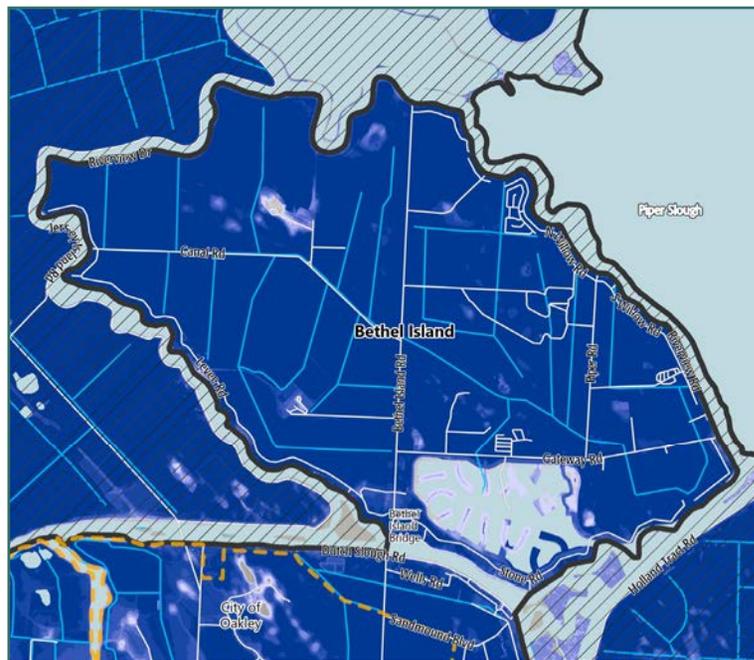
-  100-Year Flood Zone
-  500-Year Flood Zone
-  Areas of Undetermined but Possible Flood Hazard
-  Water
-  Incorporated Cities
-  Urban Limit Line
-  Outside Urban Limit Line
-  Creeks and Drainages

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, 2022.



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, 2022.



PLANNED LAND USE

Land use designations for Bethel Island are shown on Figure LU-1, General Plan Land Use Map, and defined in Table LU-1 in the Land Use Element. The majority of Bethel Island is planned to preserve its rural agricultural character while supporting and enhancing local tourism businesses and water-oriented recreation. Most of the area is designated Agricultural Lands, Commercial Recreation, and Resource Conservation. The commercial core of Bethel Island is located along Bethel Island Road and supports public, recreation, and residential uses. This core is envisioned to expand east along Gateway Road to allow for more retail uses, increased parking, and community events, enhancing community character and vibrancy. The perimeter of the island will continue to host most of the community's residences.



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, such as a grocery store, to provide services to the community.
3. To maintain a safe community, public services such as the Contra Costa County Fire Protection District and Sheriff's Office 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. Retain the characteristics of Bethel Island that make it a unique Delta community by limiting development to a low overall density and supporting uses that enhance the rural, relaxed, water-oriented character.
2. Preserve and protect agriculture, open space, wetlands, and rare plant communities found on Bethel Island.
3. Encourage rehabilitation of distressed properties, including by improving aging structures and reducing vegetation overgrowth, on land and along waterways.
4. To the extent permitted by State law, limit new residential development to already-approved development and one dwelling unit per legal parcel.
5. Deny requests for General Plan amendments that would increase residential density 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. Levee improvement plans are approved by the Bethel Island Municipal Improvement District (BIMID) and US Army Corps of Engineers.
 - c. Subsidence and impacts on wetlands are adequately mitigated.
6. Prohibit levee breaches unless the entire perimeter levee is improved to US Army Corps of Engineers standards.
7. Require that any new internal levees meet US Army Corps of Engineers standards.
8. Require new construction to be set back from levee centerlines a minimum of 100 feet unless adequate substantiation for reduction of the setback is approved by Reclamation District 799 or BIMID.
9. Require any new construction that is not protected by certified levees to meet FEMA flood protection standards.

POLICIES (CONTINUED)

10. Support Diablo Water District's efforts to consolidate independent water mutuals on Bethel Island and extend service island-wide.
11. Encourage establishment and growth of locally-serving businesses that fulfill the needs of Bethel Island residents.
12. Allow temporary uses, such as food trucks, pop-up restaurants, retail shops, and recreation equipment rentals, to provide visitor-serving amenities during special events like fishing tournaments and the annual lighted boat parade.
13. Coordinate with the City of Oakley to implement roadway improvements that reduce traffic congestion on Bethel Island and directly connected public roads. Incorporate pedestrian, bicycle, and stormwater infrastructure improvements to improve safety and facilitate mobility throughout the island and onto the mainland.

ACTIONS

1. 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.
2. Work with the California Department of Boating and Waterways to improve signage along waterways to minimize boat wakes and reduce accidents.
3. Work with the community to determine the feasibility of establishing a centralized parking area in the commercial core.
4. Study the feasibility of providing additional evacuation options, including by boat.