



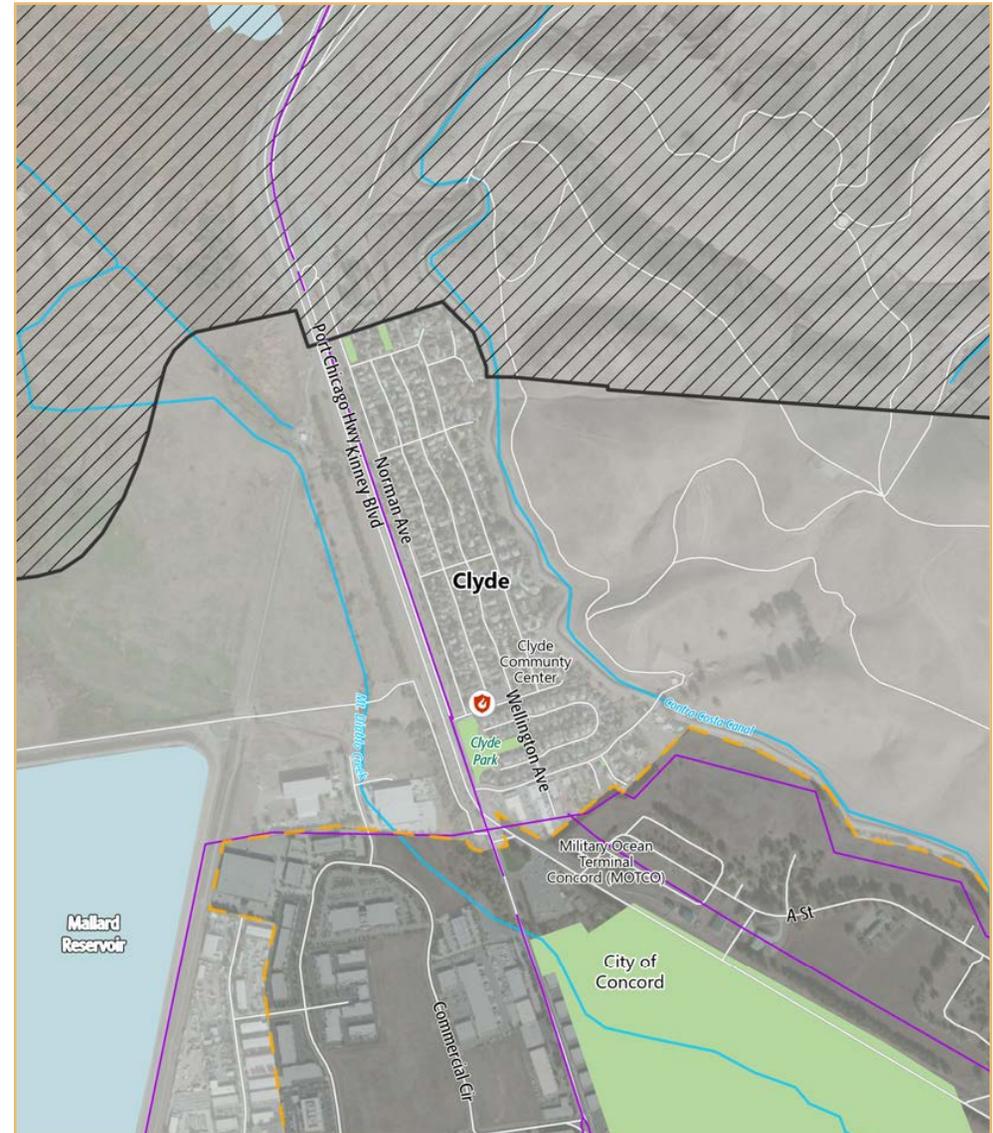
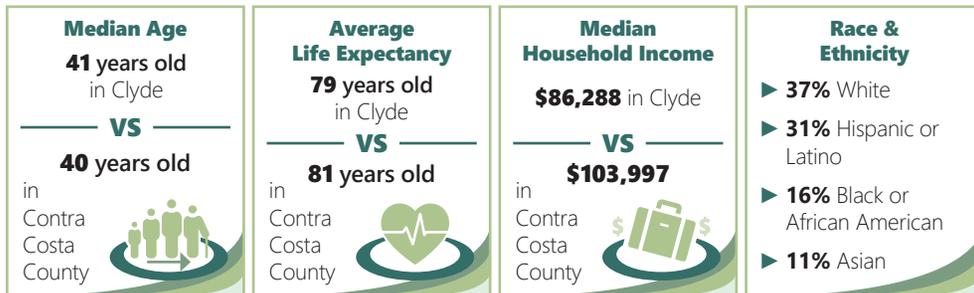
Clyde is located 3 miles from downtown Concord on the east side of the Port Chicago Highway, north of Highway 4. The community is entirely within the County's Urban Limit Line and the City of Concord's Sphere of Influence. Clyde is also included in the Concord General Plan, though Concord has no plans for annexation.



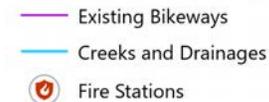
The community was founded in 1917 as a company town for the Pacific Coast Shipbuilding Company. In the waning years of World War I, worker housing was needed to support the Port Chicago shipyards a few miles to the north. Bernard Maybeck was the supervising architect; he oversaw the design of 140 of 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 static. 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?



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



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.	

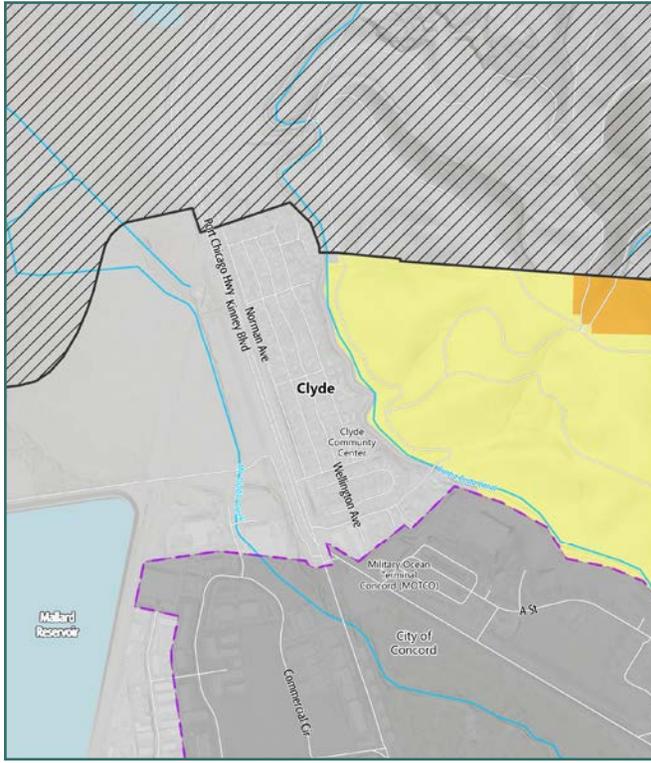


FLOOD ZONES

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

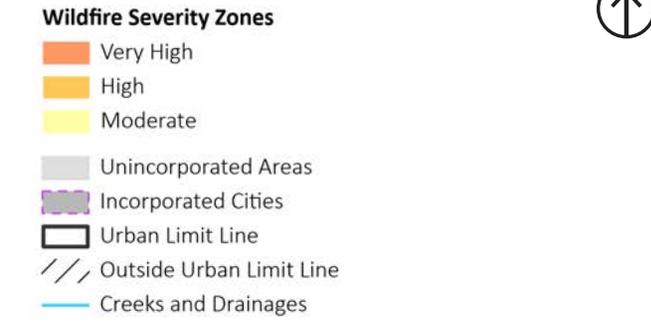


A 100-year flood zone represents a 1% chance of flooding in any given year.
 A 500-year flood zone represents a 0.2% chance of flooding in any given year



WILDFIRE

Source: CAL FIRE, 2024; Contra Costa County, 2018; PlaceWorks, 2022.



IMPACTED COMMUNITY

The County has identified Clyde 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, neglect, 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.

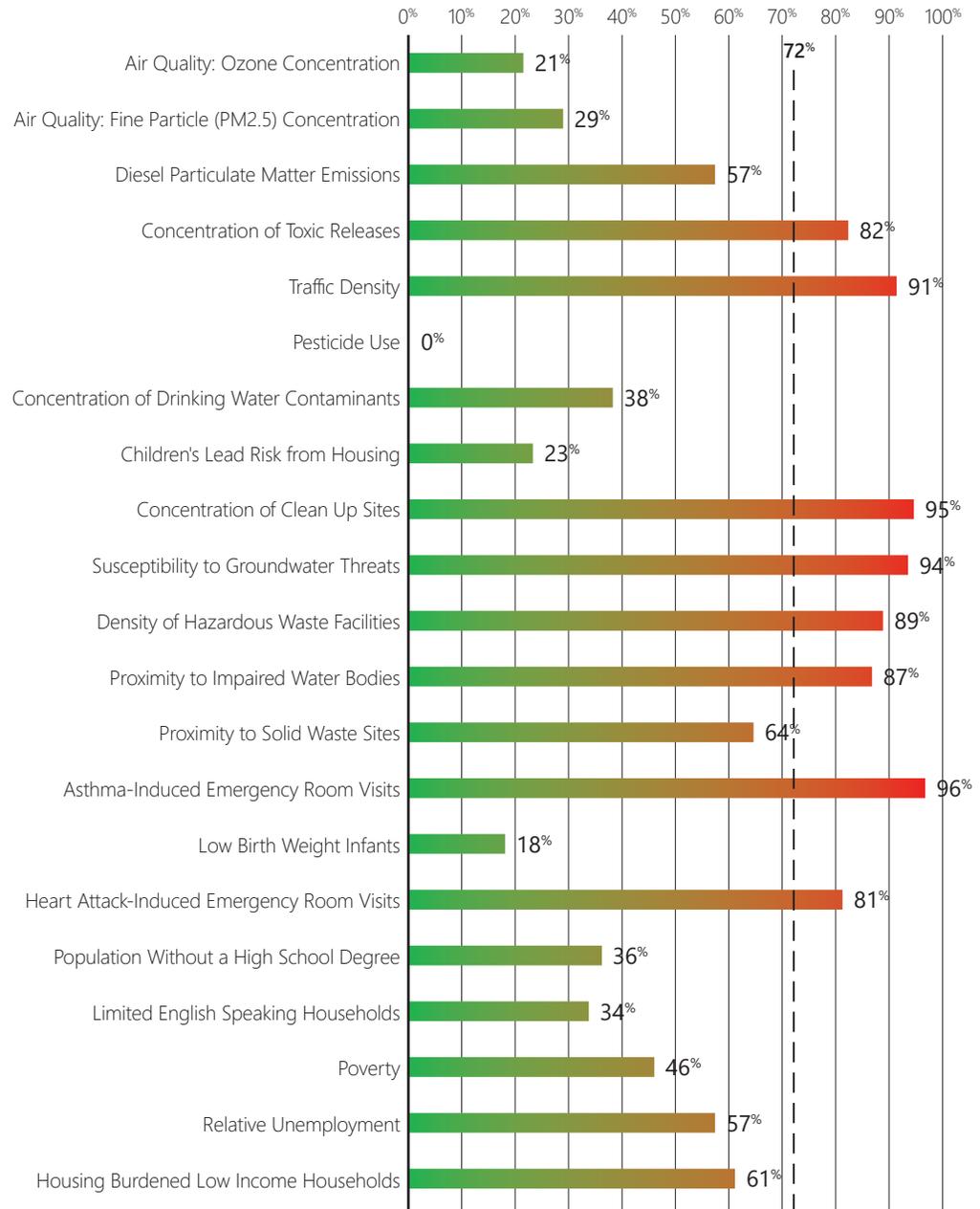
The 21 indicators that contribute to Clyde's identification as an Impacted Community are highlighted in the chart to the right, with additional details provided in the maps that follow, based on State data from **CalEnviroScreen**. The chart shows how the Census tract encompassing Clyde ranks for each 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.

Clyde has been close to heavy industrial land uses since its founding. Chemical pollutants from these industries have contaminated the surrounding soil and water, and there is a high concentration of clean-up sites near the community. The community also has high rates of asthma-related hospital visits compared to the rest of the state; this is often associated with proximity to heavy industry and traffic.

Major industrial facilities near Clyde include the Marathon Refinery, Contra Costa Hazardous Materials disposal facility, and Military Ocean Terminal – Concord (MOTCO). Residents have raised concerns about foul odors coming from the refinery along with poor air quality caused by heavy industrial land uses. Also among the top concerns for residents are the lack of affordable housing in the area and the resulting increase in homelessness, lack of access to nearby open space, and poor drainage near Port Chicago, resulting in standing water and associated health risks, including mosquitos.

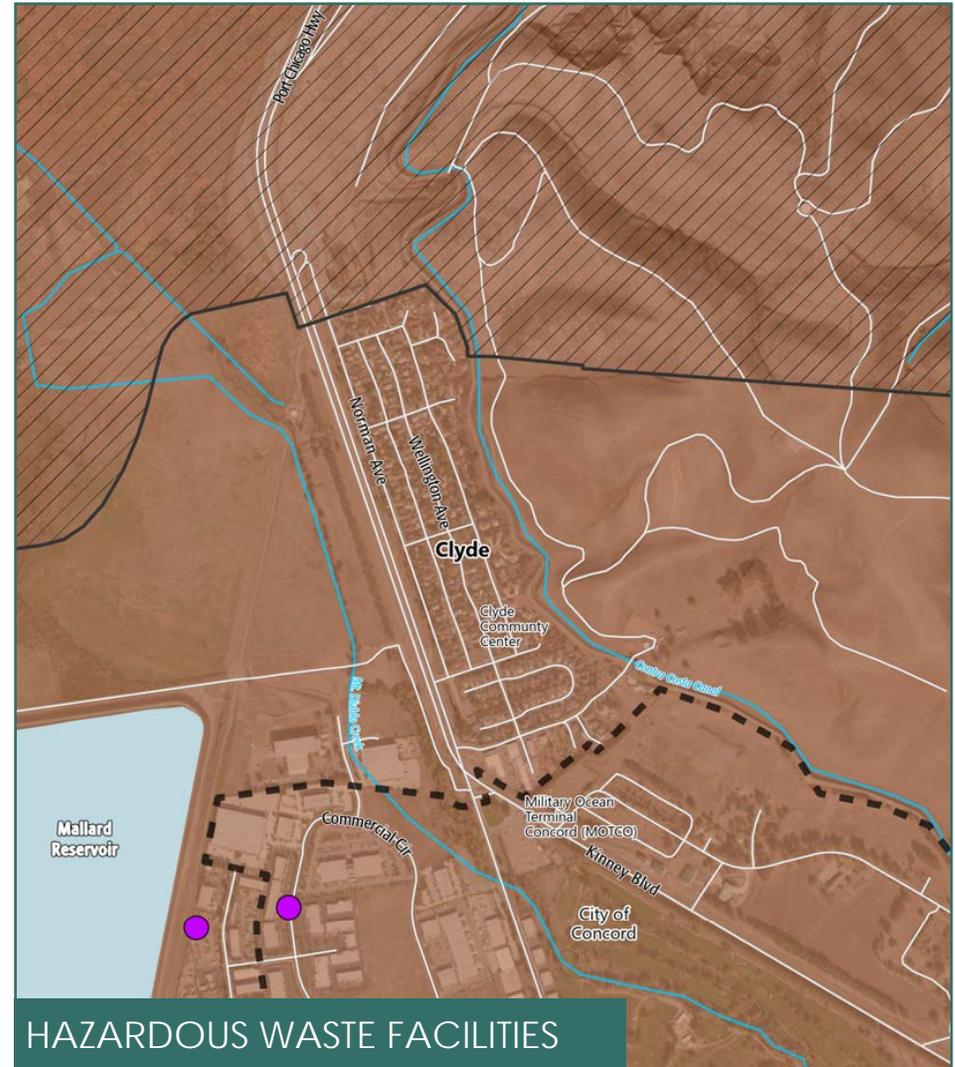
IMPACTED COMMUNITY INDICATORS (2021)

Ranking of Most Impacted Census Tract in Clyde Relative to the State





This map ranks Census tracts based on the density of traffic, which is a measure of the number of vehicles on the roads in an area. Traffic density is associated with poor air quality. Parts of Clyde are ranked at 91 percent, meaning that the area has a traffic density that is worse than 91 percent of the state.



This map ranks Census tracts based on the concentration of hazardous waste facilities and generators, considering each facility's type and permit status and generator activities. Parts of Clyde are ranked at 89 percent, meaning that the area has a concentration of hazardous waste facilities and generators that is worse than 89 percent of the state.

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

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



PLANNED LAND USE

Land use designations for Clyde are shown on Figure LU-1, General Plan Land Use Map, and defined in Table LU-1 in the Land Use Element. This community is primarily residential, with a handful of light industrial parcels at its southern edge. Most of the community is planned for continued residential use at a density consistent with existing development. A greenway and Port Chicago Highway separate Clyde from light industrial lands immediately to the west. A wide area designated for resource conservation provides additional buffer from heavy industrial uses farther west; this buffer is intended to remain undeveloped. Directly east of Clyde are the Contra Costa Canal and large parcels owned by the United States government and private landowners. These lands, characterized primarily by undeveloped rolling hills, are planned to remain in public and agricultural use.



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 cohesive 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 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 living adjacent to heavy industry and MOTCO.
2. Expand access to local and regional parks and recreational facilities, such as the Delta de Anza Regional Trail and Thurgood Marshall Regional Park.
3. 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 various regulatory agencies to mitigate the impacts of surrounding uses on the community, both acute and long-term.
2. Improve pedestrian and community safety, including closing sidewalk gaps and incorporating better lighting.
3. Coordinate with East Bay Regional Park District and Contra Costa Water District to enhance Clyde's bicycle and pedestrian connections to local and regional trails and open spaces. This may include a bikeway along Port Chicago Highway connecting to the countywide bicycle network or a bicycle and pedestrian path along the Contra Costa Canal that provides a future connection to Thurgood Marshall Regional Park.
4. Work to improve maintenance of County parks in the vicinity of Clyde.
5. Encourage tree planting and beautification projects.

