



## ENVISION CONTRA COSTA 2040

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### **Crockett and Port Costa Community Meeting: Issues and Vision**

Crockett Community Center  
880 Pomona St, Crockett, CA 94525  
Thursday, March 28<sup>th</sup>, 2019

A community meeting for Crockett and Port Costa residents as part of Envision Contra Costa 2040 took place on Thursday, March 28, 2019, from 6:30 to 8:30 PM at the Crockett Community Center. The purpose of this workshop was to begin establishing a vision for the future of each community and identify issues the General Plan should address to achieve that vision. County staff and consultants facilitated the workshop and approximately 50 residents attended and participated. After a presentation about the Envision Contra Costa 2040 process, community members worked in six small groups discussing questions regarding the future of these communities. Responses to each question are summarized below. Detailed notes from the small group discussions, as well as letters submitted at the workshop, are attached to this summary.

***Question 1: What do you like most about Crockett and Port Costa? What would you like to see supported, preserved, or enhanced as part of this planning effort?***

- Enhance the downtowns' small-town and historic feel.
- Enhance the walkability of the downtowns.
- Preserve and enhance public facilities and amenities, such as schools, parks, open space, and restrooms.
- Support stewardship of lands and historic assets.
- Preserve the economic diversity and affordability of both communities.
- Preserve the unique character of each community, including the "chicken walk" trails.
- Support local artists.

***Question 2: What are the challenges facing Crockett or Port Costa? What would you like to see changed in Crockett and Port Costa in order to make them better places to live and work?***

- Improve waterfront access.
- Revitalize the downtowns, including through easier permitting for local businesses.
- Increase parking and support better transportation by all modes.
- Reduce flooding and address wastewater issues in Port Costa.
- Address refinery impacts.
- Address illegal dumping on hillsides.
- Address issues associated with homeless encampments.
- Improve resiliency to sea level rise and other climate change challenges.



***Question 3: Do you think changes are needed to the planned land uses shown in the General Plan land use and zoning maps? If so, what changes are needed?***

- Change zoning to match the unique historic community character.
- Allow small lot development for businesses and homes.
- Continue to work with the State Lands Commission, the railroad, and private landowners to allow accessible open space and bike paths along the waterfront.



Proposed site for 6 propane/butane storage tanks:

## AN EARTHQUAKE LIQUIFACTION ZONE

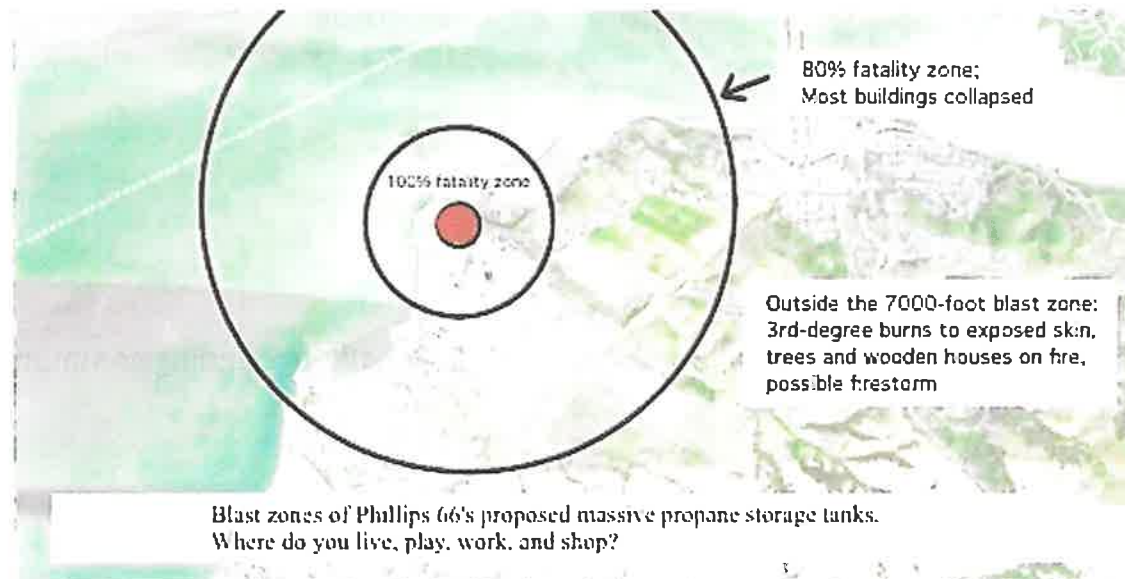
Where will you be when the “Big One” hits, the tanks catch on fire and then explode?

### WORST CASE SCENARIO: LARGE EARTHQUAKE

- Pipes transporting propane or butane to the tanks will break. The propane or butane will fall to the ground and will form a low “cloud.”
- The edge of the cloud will be set on fire by spark. Likely ignition source: metal on metal (trains rocking back and forth on tracks)
- The fire will travel up the propane or butane stream, back to its source: the tank. It will set the contents on fire. If there is a mechanical failure with pressurization system, the tank will explode. This type of explosion is called a “BLEVE” (*Boiling Liquid Expanding Vapor Explosion*)
- Experts have likened this type of explosion to a small thermonuclear bomb.
- In areas closest to the explosion: Concrete buildings collapse. Depending on the proximity, severe air pressure from the “Blast Wave” can rupture lungs, cause abdominal hemorrhaging and perforations, eye ruptures and brain concussions.

### FATALITY ZONES OUTSIDE THE FIREBALL:

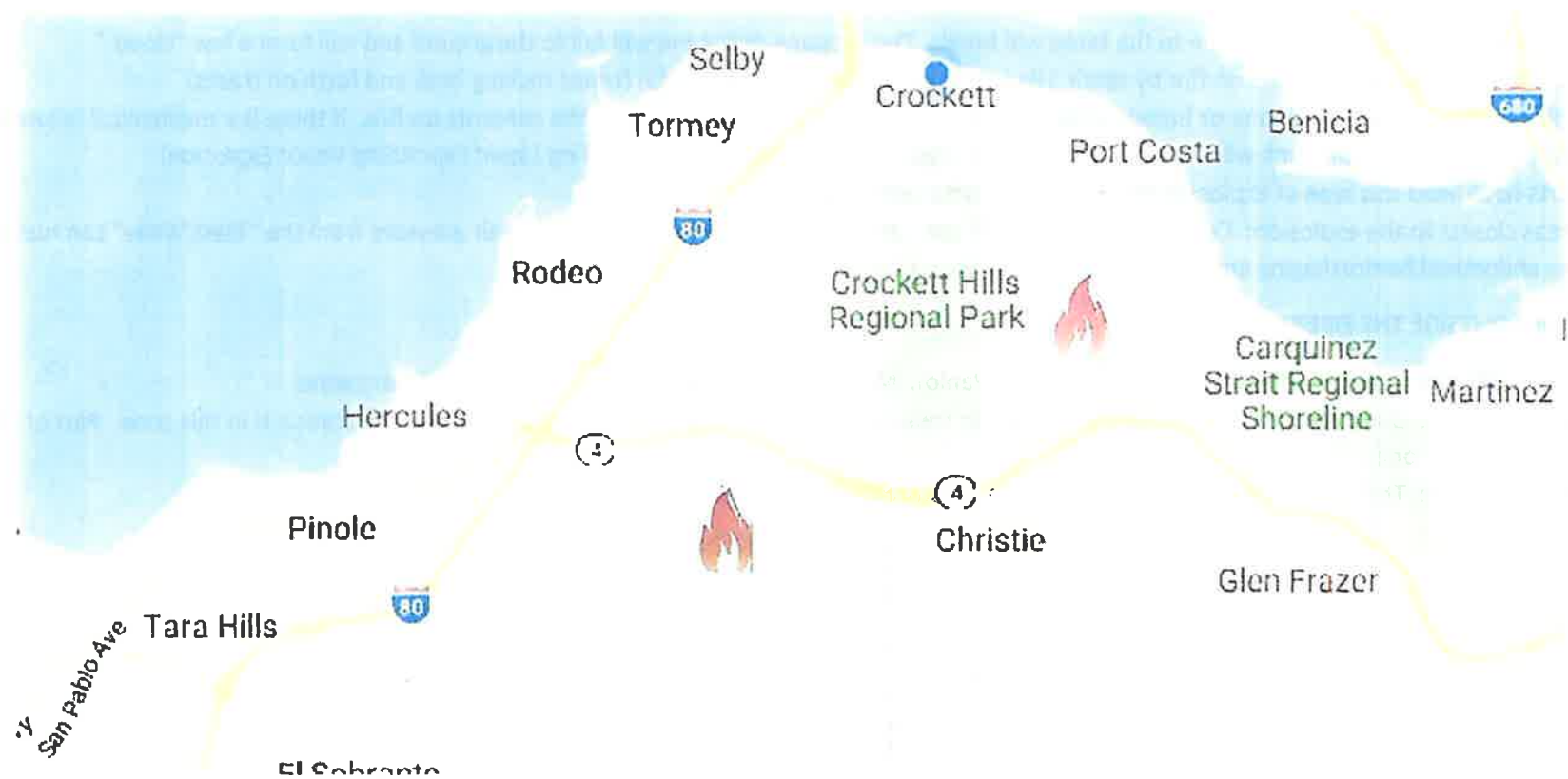
- 100% fatality rate: Center of P66 (on either side of San Pablo). Most likely, P66’s First Responders will be in this zone.
- 80% fatality rate: Bayo Vista neighborhood and the water treatment plant down to 4<sup>th</sup> Street. Rodeo’s only fire station is in this zone. Part of Highway 80 is also in this zone.
- 20% fatality rate: The area South of 4<sup>th</sup> Street. Possible firestorm.





# WILDFIRE RISK

The communities of Rodeo, Crockett, Port Costa, Martinez, Hercules and Pinole all edge the same open parkland



A massive fireball igniting nearby grasslands will involve *all* surrounding communities.





- Contra Costa County has the highest number of refineries in the Bay Area. There are three refineries located in the unincorporated County and a fourth in the incorporated City of Richmond. [Will – I have read and heard references to both five and four refineries. Can you clarify?] Although they are located in County boundaries, the County does not have the authority regulate operations at these refineries.
- The refineries predate existing regulations. All were legally established. They are legal uses according to the Zoning Code, and therefore the County does not have the legal authority to reduce or prevent refinery operations.
- The toxic air pollutants and greenhouse gas emissions from refineries are regulated by a number of agencies at the regional, State, and federal level, including the:
  - Bay Area Air Quality Management District (BAAQMD)
  - California Air Resources Board (CARB)
  - Department of Toxic Substances Control (DTSC)
- The County does have the authority to permit certain types of building or modernization projects at the refineries.
- The Envision Contra Costa 2040 process is not a tool that will change or expand the County's existing legal authority.
- However, we know that refineries are a major factor in the County as a component of the County's economy and as a public health and environmental issue, and the Envision Contra Costa 2040 process will not ignore this.
- The General Plan will include policies and implementation measures responding to a variety of issues associated with refineries, including appropriate land uses around refineries, transportation infrastructure serving refineries, coordination with State and regional agencies regarding air quality, and emergency response planning.
- The Climate Action Plan will include information about GHG emissions from refineries, although the County has limited ability to require reductions in those emissions beyond what is regulated by the State through the cap and trade program.
- The Zoning Code will address allowable uses and required permits for projects at refineries, within the County's legal authority.
- Because the refineries are in operation today as an "existing condition," and none of the Envision Contra Costa 2040 project components can legally affect current refinery operations, refineries are not considered part of "the project" that will be analyzed in the EIR. The EIR will not analyze or mitigate the environmental impacts of the refineries because they are not part of an action the County will be responsible for under the adopted General Plan.



From: The Concerned Neighbors of the Rodeo CA  
Phillips 66 San Francisco (SF) Refinery

Phillips 66 San Francisco (SF) Refinery in Rodeo is expanding its operations in multiple interrelated ways, which will greatly facilitate its ability to refine Canadian tar sands, the worlds most polluting type of crude oil. (1) The Refinery is currently one of the most capable in the world for refining high-sulfur, ultra-dense crudes and these changes, when considered in *totality*, will make the Refinery fully tar sands capable and friendly.

We find this to be very alarming, given the grave climate crisis facing the planet. According to the IPCC report dated October 2018, we have only 12 years to forestall future climate disaster if carbon emissions abatement is not begun in earnest. We believe fossil fuel companies must scale back the descent into higher greenhouse gas emitting, climate changing, and more polluting industrial processes.

Phillips 66 is doing the opposite, and is planning to expand in exactly the wrong direction. We seek redress by challenging the Bay Area Air District's (2) determination that the Refinery's proposed *Marine Terminal Permit Revision Project* is non-hazardous. We also must challenge the Air District's sole jurisdiction. Therefore, we contend that the Project is a "*Change of Risk*" Project, which must be placed under Contra Costa County's land-use authority according to their Industrial Safety Ordinance. It would have a significantly higher *cumulative* hazard score than before the Project, despite the Project's lack of new construction. (3)

The following are key examples of these interrelated Refinery projects, which make the Marine Terminal Project both a massive wharf crude oil delivery increase project and a hazardous "Change-in-Risks" Project, subject to County land-use authority:



1) Fundamentally, the *Marine Terminal Permit Revision Project* is a proposed, large-scale – 160% increase - of crude oil delivery by ship, which is designed to host many more ships per year, raising the count from 59 to 135. (4)

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(1) Know Your Oil: Creating a Global Oil-Climate Index. Carnegie Endowment for International Peace. (2015) NOTE Fig. 6 and 7, esp. *footnote*: "Unlike the other OCI test oils, Cold Lake DilBit [from tar sands] is not composed of a full barrel of oil". The principle form of transported tar sands crude is a 30%/70% mixture (by volume) of a light hydrocarbon diluent and a semi-solid hydrocarbon, bitumen. Refining bitumen's 70% partial portion of a barrel produces as much or more carbon dioxide (CO2) greenhouse gas compared to the next most energy intensive global crude oil (when refining an *equal* portion of crude into gasoline).  
2) The nine-county regional Bay Area Air Quality Management District, i.e. BAAQMD or the "Air District".  
3) In the context of "ISO 84-63.406 "Change-in-Risk Project...not involving construction...and which use will result in a hazard score higher than the hazard score of the previous use". (Ords. 98-48 § 5, 96-50, 96-20)  
4) This amount by ship, 131,000 barrels per day, would utilize the entire refinery's productive capacity.

Phillips 66's wharf *delivery expansion* would represent more than a four-fold increase in wharf delivery capacity in just the past six years. This alone is especially troubling, given that the proposed TransMountain pipeline in British Columbia would soon triple the amount of tar sands leaving on ships from Vancouver, if the Canadian government (who nationalized the pipeline from Kinder Morgan) overrules BC in court. The wharf project is, in part, Phillips 66's response to their failure a few years ago to receive San Luis Obispo County approval for a crude, by rail project at their twin-connected Mesa Refinery, which would have pipelined pre-processed tar sands crude 200-miles north to Rodeo.

2) The *Propane Recovery Project* is currently underway to provide the preliminary steps for processing more of the problematic tar sands crude, which yields a vast excess of propane far beyond traditional refining. This project required the Refinery's addition of 6,000 *barrels of oil equivalent* of natural gas per day, yielding more product output and adding potential dangers involved with the increased production and storage of propane near County residents.

3) The Air District has given administrative approval for a 4,000 barrel per day increase in the Refinery's "*High Pressure Reactor Train*" hydrocracker unit, which would process greater amounts of the heaviest and most toxic "bottom-of-the-barrel" tar sands



portions. This could mean a significant increase in tar sands crude oil input to the Refinery, totaling 10-12,000 barrels per day.

4) Contiguous with the wharf area, there is a massive toxic dump site, Selby Slag, which contains over 2.5 million cubic yards of heavy metal-laden slag from an historic metal refinery for ore processing, such as for gold, silver, copper and lead. The “clean-up” project as outlined in the DEIR, does not cover the areas adjacent to Selby Slag, which are also contaminated, with a century-and-a-half of heavy metal leakage from the Slag derived from the Selby smelter plant (opened in 1872 and dismantled in the late 1970’s).

A draft environmental impact report (DEIR) for the *Selby Slag Remediation Project* has outlined a partial “remediation” of the toxic dump site, but not the adjacent portions of metals-refining slag exuded along the entire wharf area and the adjacent area up to the slag itself. (5)

The *Selby Slag Remediation Project* DEIR proposes a nearly mile-long sheet metal seawall imbedded into Bay mud at the Slag’s edge in order to contain the

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5) For well over a century, the (66-acre asphalt-covered) Slag’s nearly mile-long horizontal face has been exposed to massive 2-way inward-directed bayside and outward-directed aquifer water intrusions only several hundred yards from the Refinery’s 40-million gallons per day Once-Through Cooling (OTC) system intake. The OTC outfall has documented emissions of toxic heavy metals and dioxin (emitting one-half mile southward from the OTC intake and only one-half mile north of Rodeo’s Lone Tree Park), per SFWQCB. The Slag has legacy sulfuric acid pits and releases toxic metals e.g. arsenic, cadmium, nickel and lead. (DEIR)

ongoing heavy metals “leachate” leaking from the slag, there would be open water dredging with no protective berm to prevent plumes of minute or dissolved

slag being released during construction. The Selby Slag Project and dredging would be accompanied by a large increase in adjacent Marine Terminal activity. We are also aware that the approval agencies for all four of these projects are mostly different and designated via diverse processes, which is very convenient for Phillips 66:

For the Selby Slag toxic dump the lead agency is the California State Department of Toxic Substances (DTSC); For the Propane Recovery Project, it is



Contra Costa County;

- And for the wharf delivery expansion and hydrocracker expansion, only the Bay Area Air District (BAAQMD).

Unfortunately, Air District authority to regulate greenhouse gases was called into question with last minute language inserted into Governor Brown's recent cap and trade extension bill, AB 398. This bureaucratic "piece-mealing" of these projects has the effect of obscuring Phillips 66's true intentions, as does the Air District's involuntary recusal in both greenhouse gas analysis and regulation for large refinery projects.

The potential for a massive increase in tar sands crude raises another serious environmental concern. Specifically, there is the threat of tar sands crude spill into San Francisco/San Pablo Bay waters, which would be non-remediable. This was the lesson learned from the 2010 Enbridge Kalamazoo River pipeline spill which has a remediation cost of \$1.2 billion dollars to date, and the cleanup still remains incomplete. The spill cleanup procedures for the SF Bay initiated after the 2007 Cosco Busan oil spill, such as containment booms, are designed for floating oils only and not for tar sands, a distinctly non-floating "oil", which is actually bitumen, a semi-solid. Experience indicates that, if spilt, tar sands crude would immediately sink deep into the Bay and spread throughout the adjacent intertidal zone, beginning at the wharf, which is or should be Contra Costa County jurisdiction.

In the event of a tar sands crude spill, the lightweight and flammable (solvent-like) hydrocarbon diluent, which is used to liquefy the bitumen for transport, would immediately separate out and rise to slightly above the waters surface. If this were to occur, the diluent would become a low-lying toxic airborne cloud and very probably float into the nearby communities of Rodeo, Crockett or Vallejo. Two years ago, over 120 Vallejo residents went to the



emergency room after the wharf spill at Phillips 66 in September.

Placing these piece-meal projects in perspective, the Phillips 66 refinery has one of the highest “Complexity Scores” (scoring 14.3) in the world (6), even before new additional investments in heavy crude processing equipment have been factored in, such as the permitted *Propane Recovery Project* and hydrocracker increase. (6) Collectively, these projects and investments give the Phillips 66 Refinery the very profitable capability to derive high-value gasoline from the least expensive, lowest quality crudes, which are the most dense, highest in sulfur and toxic metals and most polluting, such as tar sands (or the vastly-diminished California Kern County crude).

A “deep conversion” refinery, such as Phillips 66 in Rodeo, is an industrial analog of an alimentary canal, where the densest portions of such extra heavy crudes become a solid-coal-like residue with a higher heat value than coal, called petroleum coke. Phillips 66’s raw or so-called “green” PetCoke, which is also more toxic than coal, has two destinations as a value-added product of its oil refining. Raw PetCoke is either shipped to Asian power plants in place of coal (7) or is sent to the Refinery’s own PetCoke burner, called the Carbon Plant, which burns off the remaining hydrocarbons to make a graphite-like form of carbon, called “calcined” PetCoke, for use in steel and aluminum making.

The Phillips 66 Carbon Plant, which accepts 2/3-of-a-million tons of raw PetCoke per year or 90 truckloads per day, is only several hundred yards from people’s homes and is the highest sulfur dioxide source in Northern California, using only baking soda for SO<sub>2</sub> containment. (8)

According to the EPA, 20-22% of the raw PetCoke heat content is consumed by combustion in the calcining process, which is not documented as carbon dioxide emissions in the Refinery’s Title V permit or for California’s cap-and-trade accounting, as required.



(9) Already, prior to implementation of the projects, Phillips 66's SF Refinery in Rodeo is a prodigious PetCoke-combusting, high greenhouse gas emitting and highly-complex "bottom-of-the barrel" refinery.

6) The Nelson Complexity Index (NCI) is already 14.3, before these multiple projects, as advertised on the Phillips 66 SF Refinery's website.

7) Raw PetCoke combustion in power plants was recently banned in New Delhi India (and in the three states in and around the Indian capital) by that country's Supreme Court, explicitly because of PetCoke's *greater* toxicity than coal.

8) With a gross SO<sub>2</sub>-capturing inefficiency of 60% and 80% at the Carbon Plant's two calcining units.

9) 20-22% average and up to 30% maximum, according to the EPA and Oxbow Calcining LLC. (2008) The Carbon Plant's PetCoke CO<sub>2</sub> emissions are about half-a-million tons per year, which is several times the reported amount. The reported CO<sub>2</sub> emissions (inadequately) only accounts for the Plant's use of electricity and the natural gas used to initiate the combustion of the raw PetCoke input. *Know Your Oil* (Fig.10): "Each barrel of combusted petroleum products has different emissions, ranging from gasoline at 370 kilograms of CO<sub>2</sub> equivalent per barrel to petcoke at 645."

The *Phillips 66 Marine Terminal Permit Revision Project* is both a massive *wharf crude oil delivery increase project* and the critical piece needed to expand the refinery's tar sands portfolio, which is contrary to fundamental climate, public health and environmental justice concerns. This situation is too crucial an issue to be left just to one agency, the Air District, whose approval process is very opaque, regional (but not local) and also not suitable for a project of this scale.

Therefore, we are requesting that the Contra Costa County Board of Supervisors assert its land-use authority over the approval process of the proposed Phillips 66 Marine Terminal Project and bring all of these aforementioned facts and concerns into consideration within the context of the County's ISO 84-63.406 as a "Change-in-Risk Project...not involving construction...and which use will result in a hazard score [significantly] higher than the hazard score of the previous use." (10)

Thank you.

Sincerely,

***Concerned Neighbors of Phillips 66 SF [Rodeo] Refinery***





# The future of my community is...

## Crockett

Beautiful & dynamic waterfront +1+2+3

bustling downtown

stop dumping on outskirts

Concerned with infrastructure maintenance

Need zoning change  
to R 2.5 ALL <sup>most</sup> lots in  
Crockett are UNDER 6,000  
+

Zoning change to protect  
all legal non-conforming  
properties in case of total loss

water access

Railway access.

## Port Costa

Healthy watershed, engaged community

STEWARDSHIP OF LANDS & HISTORIC ASSETS

Businesses in town thriving enough to  
keep the buildings standing



# ISSUES

public access to water-  
front

inadequate parking downtown  
(both)

Zoning - 5,000 sf. lots - non-  
conforming ~~#~~ discourages  
investment

losing chicken walks

non conforming zoning downtown  
sidewalk safety -



Q: Status of Wickland?  
property btwn San Pablo Ave  
and Vista Del Rio - PD zoning?

Important factors:

- future of CH? Still open 2040?
- future of Phillips bldg?

Align zoning with physical  
properties of town



- Marina - waterfront  
access ← recreation  
designation

↓ pedestrian bridge

→ preserve open space/  
EBRPD lands

- bike trail along water-  
front - Port Costa ↔ Crockett

- alternative energy on the  
Superfund site (Selby)

- preserve small local parks  
+ bocce ball courts



Post-it Easel Pad  
Port Costa-sewage is a  
big problem

Protect/preserve ↗ restore  
historic

School

Work with UPRR to preserve  
access to parking



# Table 3

3/28/19

- \*Zoning 1) Non-conforming lots;  
creates compatibility issues; Chg G.D. dens  
ranges to match
- 2) Downtown Parking (off-street) too  
stringent; also consider allowing on-street  
parking
- 3) Other jurisdictions can be ex.  
of how to deal w/ non-conforming lots

- Emphasize historic preservation
- Access to shoreline over RX12; SLC lobbying
- Residential parking solutions
- Shared Mobility (a.k.a. "Lime")
- Public Services (i.e. police, etc.)

State Lands Commish.



- Stop Building / Keep as is
- American Legion finish it
- Make a new GP density for smaller lots
- Vacant lots should not be seen as illegal



- maintain public access to waterfront
- Redue back vineyards at community center
- Promote retail Business
- Public transit for community



- Get a grocery store
- Clean the water front docks
- feel safe at the water front
- Community pool!!



- Install a ferry terminal
- Preserve the Bass Club make it a historic landmark
- More fishing piers for public use



- Develop Whites pier
- Need parking
- Need a theatre
- less restrictive development
- Renovate Carquinez middle school



- We need an elementary school
- Utilize high school message board to adv. these meetings
- Bathroom facilities to be open in park & operating



- Get the cervical  
back



GROUP ①

- SMALLNESS, OPEN SPACE
- OLD BUILDINGS
- BRING MORE BUSINESSES DOWNTOWN  
(SO THERE'S SOMETHING TO DO)
- WATERFRONT
- BRIDGE
- OPEN SPACE ALONG RIVER
- CONCERN THAT MORE BUSINESSES WILL TRANSFORM TOWN — ~~THE~~ BUSINESSES SHOULD PRESERVE CHARACTER. DON'T OVERBUILD
- KEEP SMALL TOWN CHARACTER
- NEED CLEAN AIR TO THRIVE — EMISSIONS CONTROL
- TOWN IS BECOMING MORE UPSCALE — SAFETY IS A PRIORITY
- DON'T IMPOSE PROHIBITIVE REGS ON BUSINESSES
- MAINTAIN COMMERCIAL GROUND FLOORS
- ADVOCATE FOR SMALL MARINAS
- EXPLORE USING COMMERCIAL SPACE FOR TECH + START-UPS



- UNIQUE NATURAL SETTING, BEAUTIFUL
- SURROUNDED BY PARKLAND + WATER (+ TURKEYS!)
- WILD LIFE + FARMS
- MANY POSITIVE THINGS ARE GONE

(2)

(GROUP 1)

## CHALLENGES

- CLEAN AIR
- CLEAN WATER
- CLIMATE CHANGE / SEA LEVEL
- DUMPING / <sup>ILLEGAL</sup> SQUATTING ON HILLSIDES
- HOME BUSINESS
- GARBAGE (NEED TO REDUCE DUMP FEES!)
- SIDESHOWS / PUBLIC SAFETY + CRIME
- SENSE OF NO REPRESENTATION (UNINCORP. AREA)
- REFINERY SAFETY
- SELBY SLAG - HUGE SAFETY + TOXINS ISSUE
- ↳ ZONING + GEN PLAN ARE OUT OF PLACE
- PLAN IS FLAWED (SPIERS PLANNED)

- CREATE A MAC?



## MAP CHANGES

GROUP 1 P. 3

- TURN SELBY SLAG INTO OPEN SPACE
- PUT SOLAR THERE
- CAPITOL CORRIDOR STATION
- IF C+H BECOMES AVAILABLE, THEN  
ARTISTS LOFTS + MIXED USE
- REZONE BRICKYARD AT EAST EDGE  
OF MAP TO REFLECT OPEN SPACE

## MORE POSITIVES

THE HIGH SCHOOL  
CARQUINEZ MIDDLE SCHOOL (SAVE IT)



# Assets

Table 8 ①

Unique community (Cockett) - like a movie set. Keep unique.

Love the art scene

Waterfront: big asset - need to preserve & improve, but access limitations from State.

- Parking lot - adjacent = park opportunity

Surrounding nature + ag/cows

- Balances adj. urbanization

Walkability

Historic DT / entire community



## Assets (cont'd)

Table 8 (2)

Art scene: some galleries; community is accepting / supportive. Plus inspiring physical space.

- Also still relatively affordable → need to preserve / protect housing affordability.
- Also affordable commercial space, esp. by Bay Area standards.

## Challenges

Homelessness - reports of police dropping off people here.

- Camp under bridge - safety concerns, illegal activity. Also a long waterfront

Waterfront access - both communities

- RR separates it from community.

Crockett: Need more centralized parking so can park & walk to reach all destinations. Port Costa good on that front.

Port Costa: Flooding is a huge issue → DT Flood every 10 yrs.



# Challenges (cont'd)

Table 8 (3)

Port Costa: DT parking = homeless issues  
(N ent)

Generally safe, except around homeless camps.

Need lighting on 4th St.

Truck traffic DT → issues w/ routing/  
wayfinding to C & H.

Most of Crockett built pre-Code

- Δ Code to reflect what's here - keep quirky.

- Part of CA history - Crockett

Property tax increases b/c ↑ in property values, but no ↑ in services.

Would like more Sheriff ~~sec~~ operations here, esp. re: homeless-related crime.

- Substation so community can access.



Should invite State lands / RR rep  
to comm. mtg.

Map Δ's

Land stewardship + education programs.

- ↑ parks / open space / preservation →  
serve as classrooms.

- This should happen countywide.

- Allow school's to use adjacent open  
space for education

Issue - Cont'd

1) Illegal dumping along Crockett Blvd +  
Cumming's Skyway. Co. is slow to  
respond & need to prevent in 1<sup>st</sup> place.



- Nantucket restaurant, community treasure
  - ↳ keep water access,
- State lands & Railroad issues
- Bass Club, need water access
- keep commercial & OS access ✓ Marine Bay trail
- Premium on maintaining character of town. Preserve charm of downtown.
- Lack of downtown parking { better public transit, O right now BART access to area, ~~Herst~~ Heronks
- More access to waterfront
- in General. Low surrounded by parks, small town
- Preserve existing housing stock
- Not a fan of heavy industry, C & H ok
- Industry do more for the community
  - Illegal dumping big problem
  - Crocks as a
  - Destination

Table #2

3/28/19



- Maintaining current infrastructure (pools, <sup>community</sup> services)
- Long-term Sea level Rise & Sewage plant concerns for Port Costa & Crockett
- Concerns for flooding & Refinery fires
- Better evaluation Plan, only 1 key in / act
- Zoning Code reflect existing buildings
- Revitalizing current downtown in terms of commercial opportunities.



*Restaurant  
Marina  
Kayak access  
Open space*



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



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CONTRA COSTA 2040

## General Plan Land Use Designations for Crockett and Port Costa



Table 2

*Handwritten notes:*  
 3 should be parks / open space (parking 2)  
 Commercial District  
 along st. from the fire station  
 & C-1

*Handwritten notes:*  
 can use as open space to west of

CROCKETT & PORT COSTA COMMUNITY MEETING



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



Zoning Designations for Crockett and Port Costa





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





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





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