

# CROCKETT | CONTEXT

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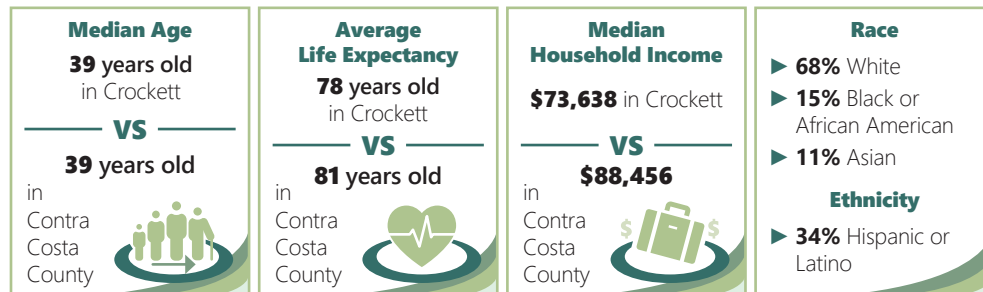
Crockett is located on the south side of the Carquinez Strait just east of San Pablo Bay. The town has a colorful history and eclectic character, and is best known as the home of the C&H Sugar refinery, which has been in operation since 1906. Crockett was a “company town” during the refinery’s boom years in the early and mid-1900s. Today, the town is home to about 3,000 residents. Its picturesque waterfront setting and relative affordability have attracted a large population of artists. Crockett is home to two museums, two regional parks, a middle school and high school, and a downtown business district along Pomona Street and 2nd Avenue. In hillside residential neighborhoods, quaint homes on small lots boast sweeping views of the strait. In addition to the C&H Sugar refinery, the community is also close to heavy industrial uses west of Interstate 80, including the Phillips 66 Refinery and NuStar Energy storage facility.

While nearby communities like Vallejo and Martinez experienced substantial growth during the late 1900s, Crockett remained isolated. More than half of the community’s housing stock was built before 1940. Recent improvements to Interstate 80 and the Carquinez Bridge have made Crockett more accessible, and the town’s historic charm is attracting a growing number of visitors and new residents. Committed, civic-minded residents are involved in various local organizations like the Crockett Community Foundation, strengthening this tight-knit community. Crockett seeks to preserve its relative affordability, diversity, and history while attracting new investment, sustaining a more vibrant downtown business district and connecting to its waterfront. Residents also seek to address long-standing concerns about hazards and toxins, ensuring a safe future and healthy environment for all.










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

## WHO LIVES IN CROCKETT?



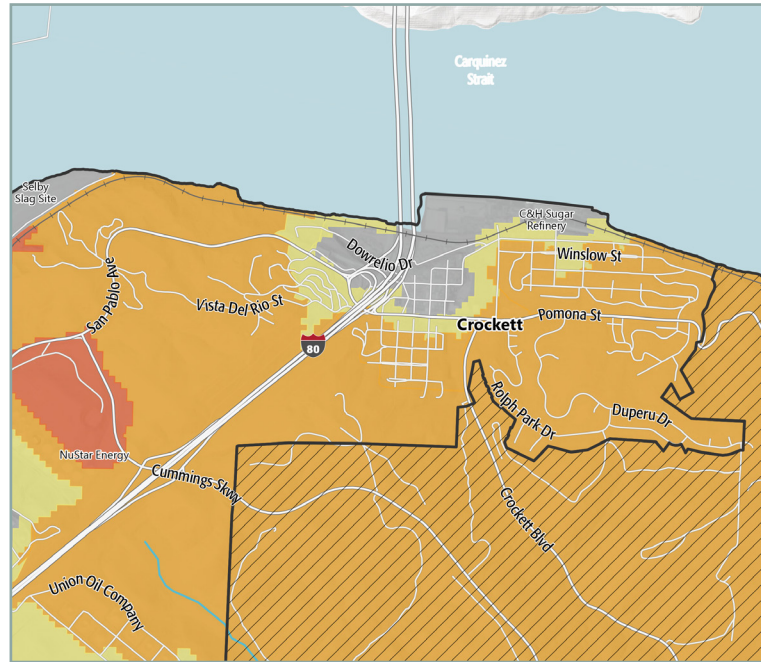
The information on this page presents a summary of hazards and vulnerabilities in Crockett based on the Contra Costa County Vulnerability Assessment; please see the [online Vulnerability Assessment](#) for a full description of these hazards and vulnerabilities.

## Hazards

-  Coastal flooding
-  Extreme heat
-  Human health hazards
-  Landslides and debris flows
-  Sea level rise
-  Seismic hazards
-  Wildfire

## Major Vulnerabilities

- Cost-burdened households and households in poverty are vulnerable to landslide and debris flows.
- Households in poverty are vulnerable to seismic hazards.
- Crockett Library is vulnerable to coastal flooding and sea level rise by 2100.
- Crockett Cogen powerplant is vulnerable to sea level rise, landslides, and debris flows.
- C&H Sugar Factory and commercial buildings are vulnerable to sea level rise.



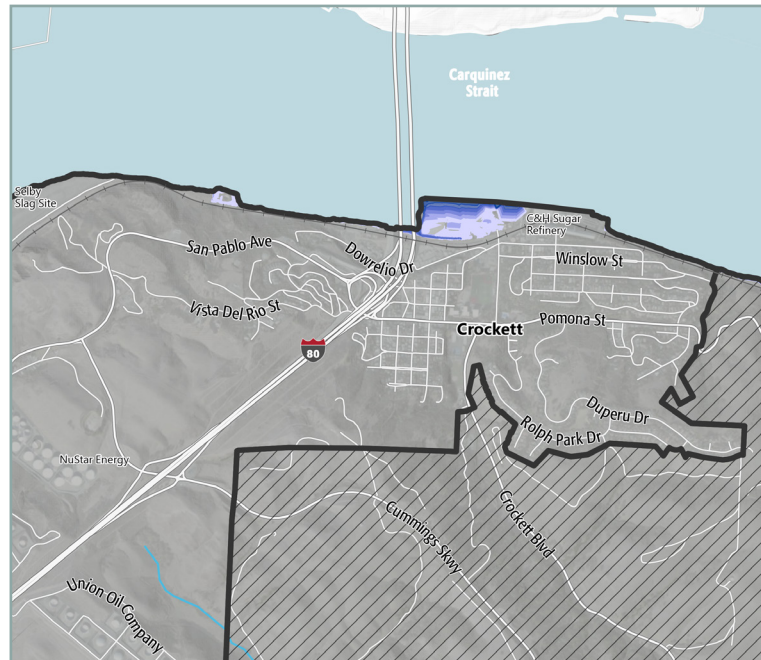
## WILDFIRE

### Wildfire Severity Zones

- Very High
- High
- Moderate
- Unincorporated Areas
- Urban Limit Line
- Outside Urban Limit Line
- Railroads
- Creeks and Drainages



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



## 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+
- Urban Limit Line
- Outside Urban Limit Line
- Creeks and Drainages

Source: San Francisco Bay Conservation and Development Commission, 2017; Contra Costa County, 2018; PlaceWorks, 2020.

## DISADVANTAGED COMMUNITY

The County has identified Crockett as a disadvantaged 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, with the result that today they are struggling with both a disproportionate burden of pollution and health impacts and disproportionate social and economic disadvantages.

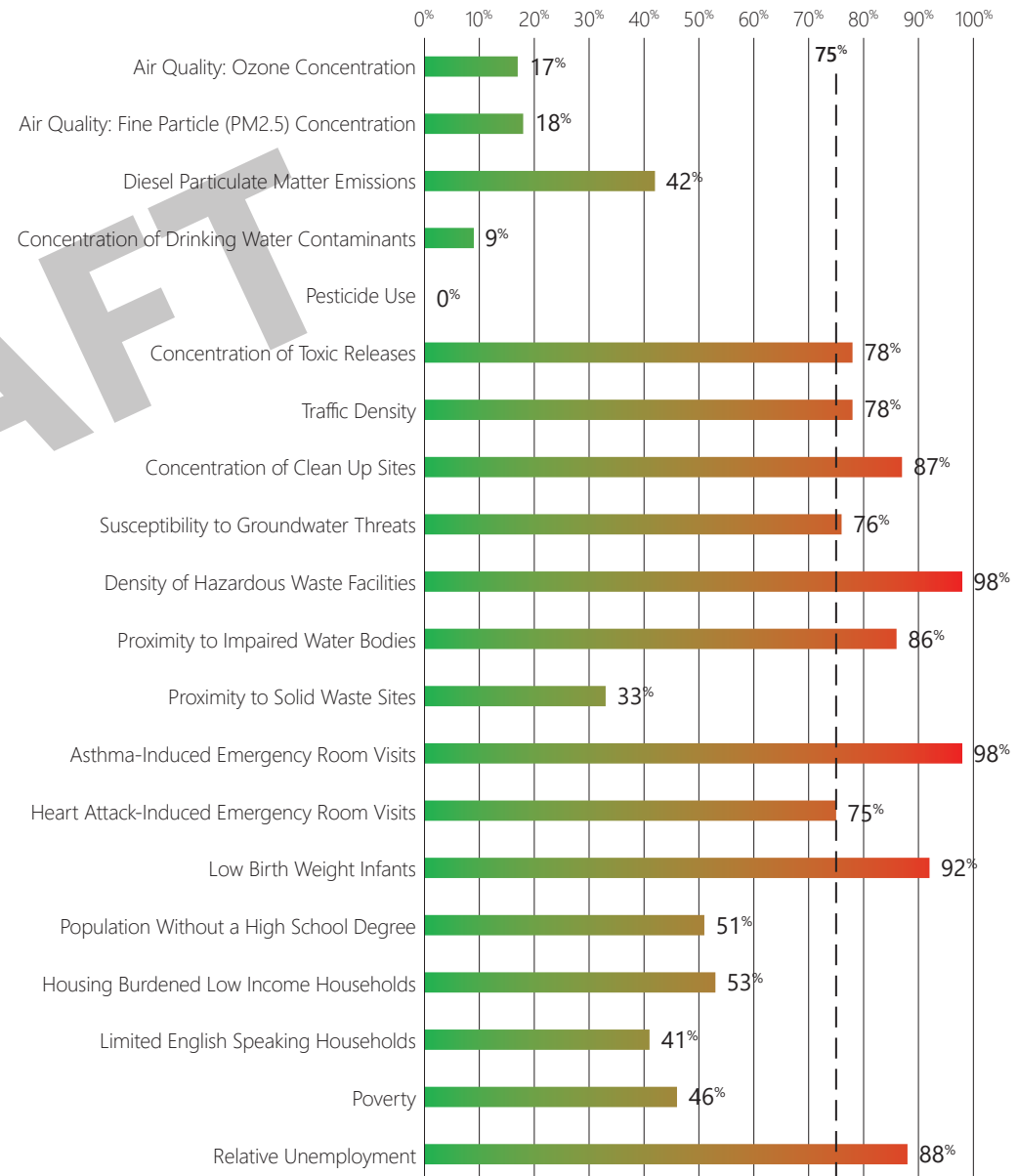
The 20 indicators that contribute to Crockett's identification as a disadvantaged community are highlighted in the chart to the right, with additional details provided in the maps that follow, based on State data from [CalEnviroScreen](#). The chart shows how Crockett ranks for each indicator compared to the rest of the state. The State identifies disadvantaged communities as those where the combined ranking for all factors is 75 percent or higher. While there are multiple Census tracts that make up Crockett, this chart presents only the most-impacted Census tract in Crockett.

Some of the factors that contribute to Crockett's identification as a disadvantaged community relate to its industrial roots – both past and present. The Selby Smelting and Lead Company, operated as a metal smelting and refining plant into the 1970s, polluted land in Crockett and accompanying groundwater north of the bridge with slag. Remedial efforts in previous decades have protected residents from direct site exposure but did not fully prevent slag from leaching into the bay. Full remediation plans, overseen by the California Department of Toxic Substances Control, are underway to protect groundwater, preserve aquatic habitats, and prevent human exposure to these toxic substances.

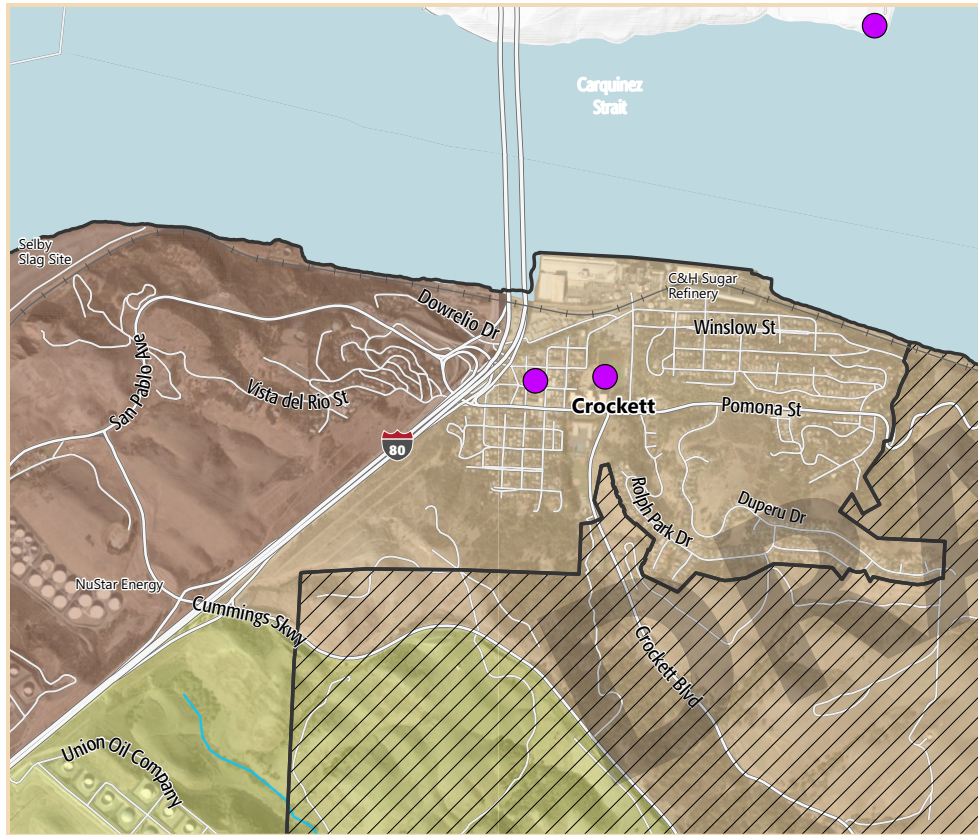
Near the Selby site, NuStar Energy leases land previously owned by the Wickland Oil Company, where petroleum products were released at the site through the 1980s. The site currently stores petroleum products from nearby refineries before transfer to gas stations and other consumers. Fires at the storage facility in 2019 required Crockett residents to “shelter in place” and put the community at risk of evacuation and toxic airborne particulates.

### DISADVANTAGED COMMUNITY INDICATORS (2017)

#### Ranking of Most Impacted Census Tract in Crockett Relative to the State



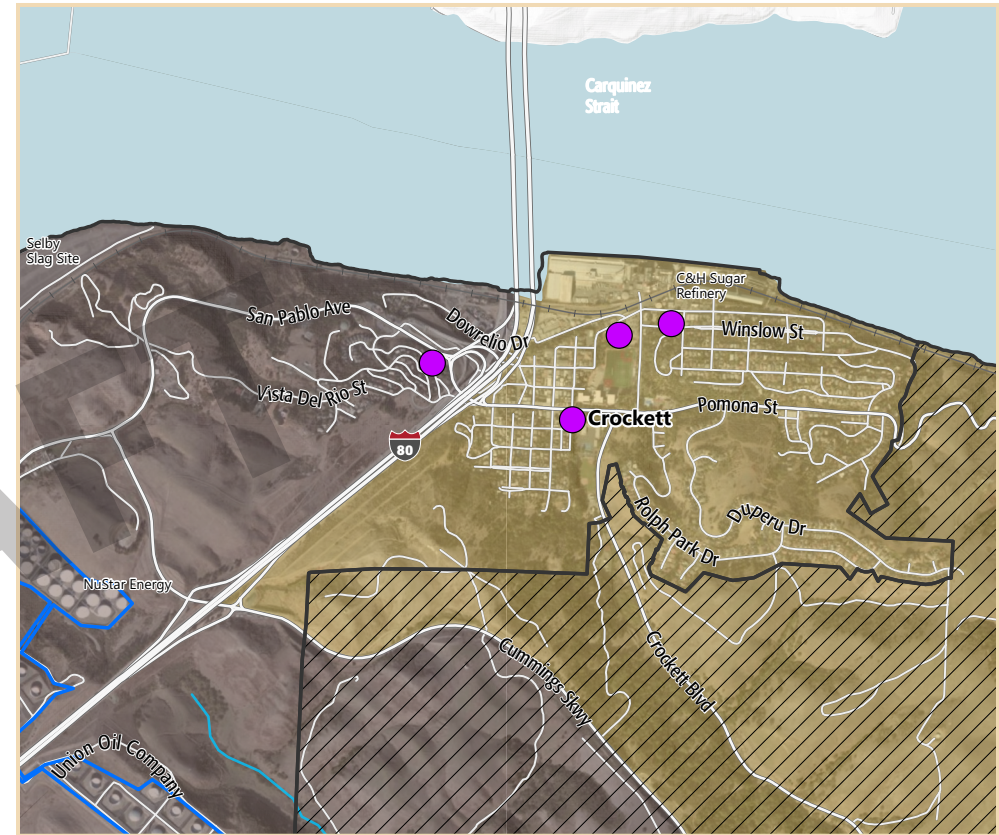




## CLEAN UP SITES

- Clean Up Sites
- Census Tract Ranking**
- >90 to 100%
- >80 to 90%
- >70 to 80%
- >60 to 70%
- >50 to 60%
- 0 to 50%
- Urban Limit Line
- Outside Urban Limit Line
- +— Railroads
- Creeks and Drainages

This map ranks Census tracts based on the concentration of clean up sites, which are sites undergoing clean up actions by governmental authorities or property owners due to environmental degradation from hazardous substances (e.g., the Selby slag site). The ranking also considers the nature and magnitude of the threat and the site type and status. Parts of Crockett are ranked at 87 percent, meaning that the area has a concentration of clean up sites that is higher than 87 percent of the state.



## HAZARDOUS WASTE

- Generator of Hazardous Waste
- Permitted Hazardous Waste Storage Facilities
- Census Tract Ranking**
- >90 to 100%
- >80 to 90%
- >70 to 80%
- >60 to 70%
- >50 to 60%
- 0 to 50%
- Urban Limit Line
- Outside Urban Limit Line
- +— Railroads
- Creeks and Drainages

This map ranks Census tracts based on the density of hazardous waste facilities and generators (e.g., the Phillips 66 Refinery and NuStar Energy), considering each facility's type and permit status and generator activities. Parts of Crockett are ranked at 98 percent, meaning that the area has a density of hazardous waste facilities and generators that is higher than 98 percent of the state.





## PLANNED LAND USE

Land use designations for Crockett are shown on the Land Use Map and defined in the Land Use Element. An important principle of the map is to make the General Plan and zoning consistent with actual building and parcel patterns, thereby reducing the need for zoning variances. The heart of Crockett is the business district along Pomona Street and the blocks along 1st, 2nd, and 3rd Avenues extending north to Starr Street. A secondary business district is located around the public library and extends east along Loring Avenue facing the waterfront. These areas are designated Town Center, recognizing the historic mix of ground floor commercial uses, upper story apartments, and small multi-family, office, and civic buildings.

Residential densities in Crockett neighborhoods generally range from 5 to 15 units per acre, with a few pockets of multi-family use. There are several planned developments in the community that mix residential and open space uses. The C&H Sugar refinery retains its industrial designation along the waterfront, and areas to the west around the base of the Carquinez Bridge are planned for light industrial uses.

West of Interstate 80, low-density residential designations apply to the single-family neighborhood centered along Kendall Avenue and Merchant Street. Along the waterfront, a mix of open space and public land extends to industrial uses along Cummings Skyway and San Pablo Avenue. Public and semi-public uses in Crockett include John Swett and Willow High Schools, Carquinez Middle School, the railroad, and PG&E facilities. Much of the area south and east of Crockett is parkland, including Crockett Hills Regional Park and Carquinez Strait Regional Shoreline. Agricultural land provides a buffer to nearby refinery properties. The Urban Limit Line defines the edge of the developed area on the south and east.



Single-family home in Crockett.



Historic C&H Sugar refinery in Crockett.

## GUIDING PRINCIPLES

The following guiding principles articulate the values, priorities, and aspirations for the future shared by Crockett community members:

1. Crockett should be a resilient community, with residents who are informed and well-prepared for emergencies, and property that is safe from sea level rise impacts, wildfire hazards, and the acute and long-term risks of nearby industrial uses.
2. The rich history, heritage, creativity, and quirkiness of Crockett and its residents should be celebrated, cultivated, and leveraged to improve the community's economic well-being.
3. New development should preserve Crockett's character, which includes small lots, varying setbacks, and quaint architecture. Zoning regulations should reflect real-world conditions.
4. Downtown Crockett should return to its role as a bustling and self-sustaining town center by infusing it with historic building renovations, new independent businesses, restaurants, and pedestrian improvements.
5. Crockett residents should have access to a variety of transportation modes that provide convenient connections to the areas where they need to travel.
6. Crockett should remain a relatively affordable place to find a home and a community with residents of all incomes and ages.
7. Public facilities and amenities in Crockett, including regional parkland, community parks and open spaces, schools, and the Crockett Community Center, should be preserved and enhanced. Open spaces should be inviting, clear of trash and debris, support community health and wellness, and serve as classrooms for outdoor education.
8. Crockett residents should enjoy convenient access to the shoreline and nearby open space.
9. Crockett's artists should be celebrated and sustained.
10. Parking issues in the community should be proactively addressed and managed.



Commercial uses in Downtown Crockett.



Residential street in Crockett.

## POLICIES

1. The maximum allowed density and intensity of development in the Town Center designation is X units per acre and Y floor area ratio (FAR).
2. Maintain Crockett's unique character while removing barriers to economic vitality, making the housing stock more resilient and sustainable, and creating new and diverse housing opportunities.
3. Maintain the safety of life and property through a high level of emergency preparedness, and by reducing potential hazards associated with industrial activities and wildland open space in and around Crockett. Address potential impacts related to wildfires, earthquakes, and other natural and human-caused disasters.
4. Coordinate with the C&H Sugar refinery to ensure that plans for future use of its properties are consistent with the community's vision for long-term growth.
5. Maintain and enforce standards for community maintenance and appearance in Crockett, including graffiti removal, litter reduction, street and sidewalk maintenance, vegetation management and brush clearance on nearby hillsides, abatement of illegal dumping, and code enforcement.
6. Encourage Caltrans to beautify and maintain their rights-of-way in Crockett, particularly along pedestrian pathways.
7. Encourage the preservation, sensitive rehabilitation, and adaptive reuse of Crockett's older buildings, particularly those that have been identified as local historic places, and recognize Crockett's authentic character, walkable scale, and inventory of historic buildings as assets and amenities to attract businesses, visitors, and investment to the community. (3-144)
8. Consider opportunities for increased heights and densities in Downtown Crockett, provided that parking issues are addressed and historic context is respected.
9. Address parking problems in Crockett by developing new parking areas, implementing parking management strategies, and requiring sufficient off-street space when new development is approved. Adaptive reuse or re-tenanting of older Downtown buildings should be exempt from compliance with off-street parking requirements where appropriate.

## POLICIES (CONTINUED)

10. Elevate Crockett's role in the Bay Area as a regional hub for arts and culture, and strongly encourage galleries, artists housing, performance space, special events, and other activities that support the arts as an important part of local identity.
11. Support improved access to medical facilities and services in northwestern Contra Costa County.
12. Ensure that new construction is designed to enrich the scenic quality of the community and generally preserve public views of Carquinez Strait, San Pablo Bay, and other defining natural elements of the local landscape. (3-141)
13. On hillside sites in Crockett with development potential, encourage clustering and planned unit development as a means of preserving open space. (3-142)
14. Support the long-term preservation of the Crockett Hills as open space by protecting the hillsides, ridgelines, and canyons around Crockett, which are essential to the community's scenic beauty and character and serve as "green infrastructure" that supports stormwater management, water quality, and climate change strategies. Prohibit extreme topographic modification, such as filling in canyons and removing hilltops. (3-142 and 3-143)

## ACTIONS

1. Assess whether emergency response plans, warning/notification systems, and media communication are adequate, particularly as they relate to industrial and open space land uses in and around Crockett, including the Phillips 66 Refinery, NuStar Energy, and EBRPD parklands, and implement any necessary improvements.
2. Develop design guidelines for Crockett that are tailored to the unique setting, historic fabric, lot patterns, design character, and mix of uses in the community.
3. Update historic building inventories to add structures that may not have been considered historic at the time of the last inventory. Include information on nearby legacy communities such as Selby and Tormey. (3-144)



## ACTIONS (CONTINUED)

4. Develop an economic development strategy for Crockett aimed at attracting retail, restaurants, grocers, services, and locally owned and independent businesses.
5. Improve waterfront access, including access to the shoreline from Crockett and lateral access along the shoreline itself. Work with the State Lands Commission to provide new amenities along the shoreline, improve pedestrian and bicycle crossings of the railroad, and encourage water-oriented business and commercial activities that enhance Crockett's identity as a waterfront community.
6. Develop a communitywide parking management plan that addresses both Downtown parking and residential street parking.
7. Close sidewalk gaps and improve pedestrian connections within the community.
8. Further develop and enforce truck routes in order to limit industrial traffic on Crockett streets and enable safer, more efficient road operations. (3-134)
9. Work with the West Contra Costa Transit Authority, the San Francisco Bay Area Water Emergency Transportation Authority, Caltrans, and Amtrak to improve transit connections between Crockett and other communities, potentially including ferry service and a rail stop on the Amtrak/Capitol Corridor. In addition, encourage transit agencies to improve transit signage and waiting areas.
10. Work with EBRPD and other landowners to improve non-motorized trails in the Crockett area, including bike lanes to Rodeo and Port Costa, and better access for hikers from Crockett to the Bull Valley Staging Area and Carquinez Strait Regional Shoreline Park.
11. Establish a scenic waterway designation along the shoreline that protects and preserves its scenic quality, and encourage access for fishing, boating, hiking, cycling, and other recreational activities. (3-142)