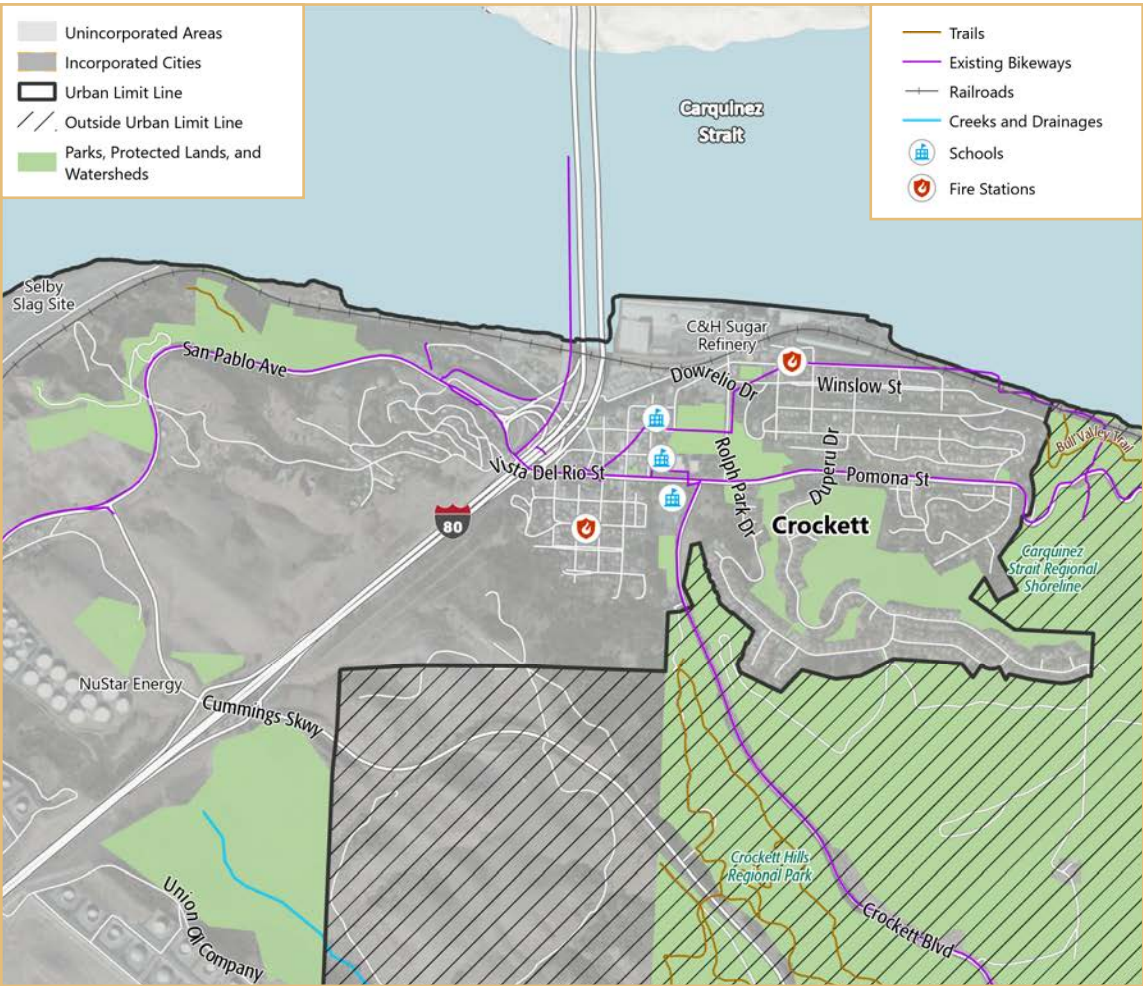
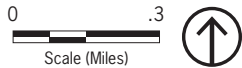


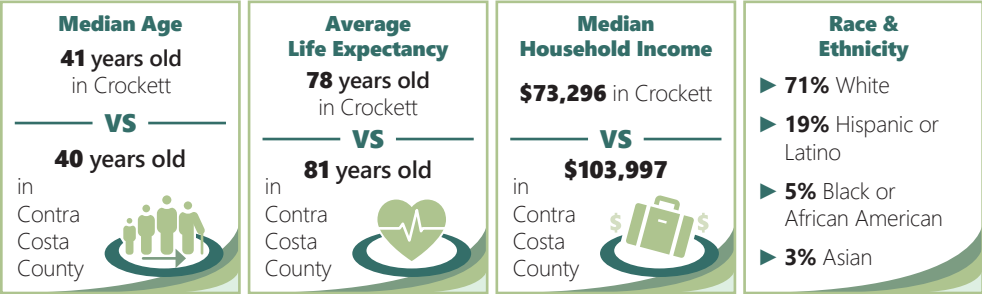
Crockett is located on the south side of the Carquinez Bridge, at the mouth of the Carquinez Strait. The town has a colorful history and eclectic character. It is best known as the home of the C&H Sugar Refinery, which has been in operation since 1906. Crockett was a “company town” during the refinery’s 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 museums, two regional parks, a middle school and high school, and a historic downtown business district. In hillside residential neighborhoods, quaint homes on small lots boast sweeping views of the strait. The community is also close to and affected by 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, 2022.








WHO LIVES IN CROCKETT?



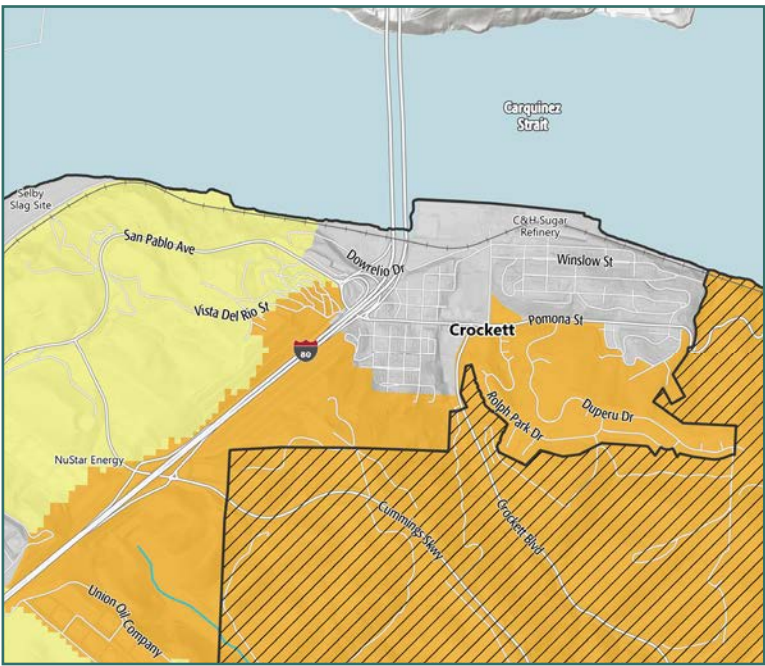
(Community-submitted photo.)



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	
People and facilities throughout Crockett face significant risks of wildfire, including threats of injury, property loss, and high air pollution from smoke.	
Cost-burdened households and households in poverty are vulnerable to landslide and debris flows.	
Households in poverty are among the most 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

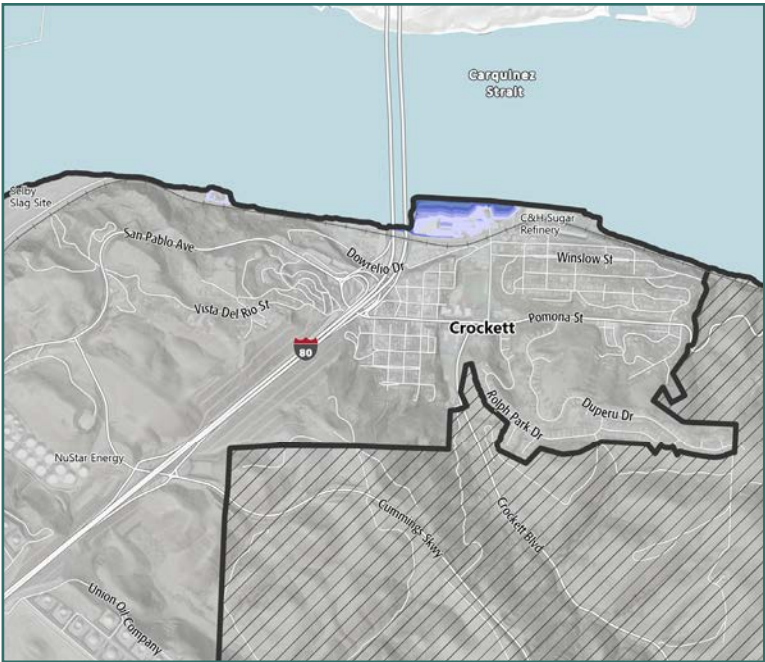
Wildfire Severity Zones

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

0 .6
Scale (Miles)



Source: CalFire, 2024; 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+
- Unincorporated Areas
- Urban Limit Line
- Outside Urban Limit Line

0 .6
Scale (Miles)



Source: San Francisco Bay Conservation and Development Commission, 2017; Contra Costa County, 2018; PlaceWorks, 2022.

IMPACTED COMMUNITY

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

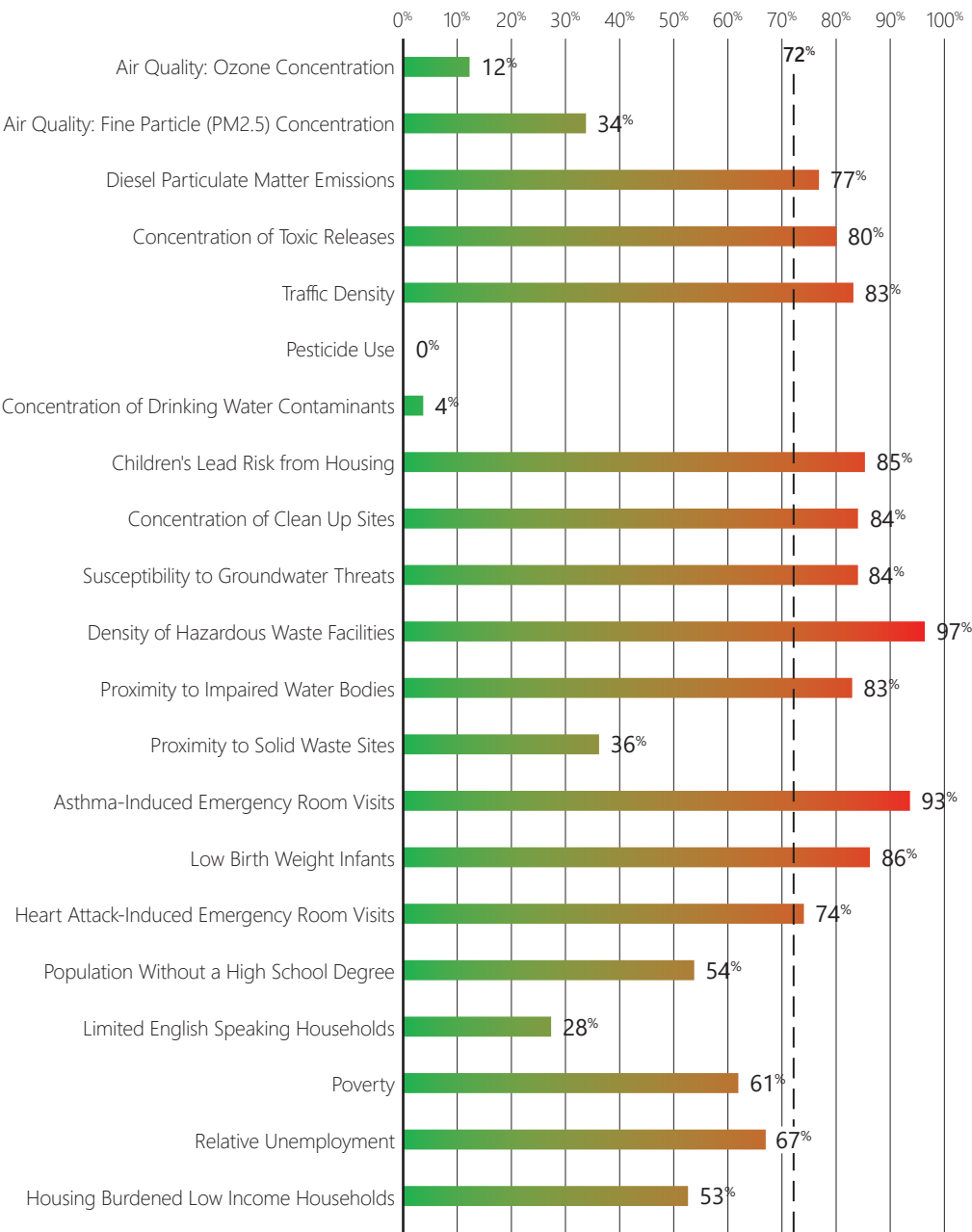
The 21 indicators that contribute to Crockett’s identification as an Impacted Community are highlighted in the chart to the right, with additional details provided in the maps that follow, based on State data from **CalEnviroScreen**. The chart shows how Crockett ranks for each indicator compared to the rest of the state. The County identifies Impacted Communities as those where the combined ranking for all factors is 72 percent or higher. While there are multiple Census tracts that make up Crockett, this chart presents only the most-impacted Census tract in the community.

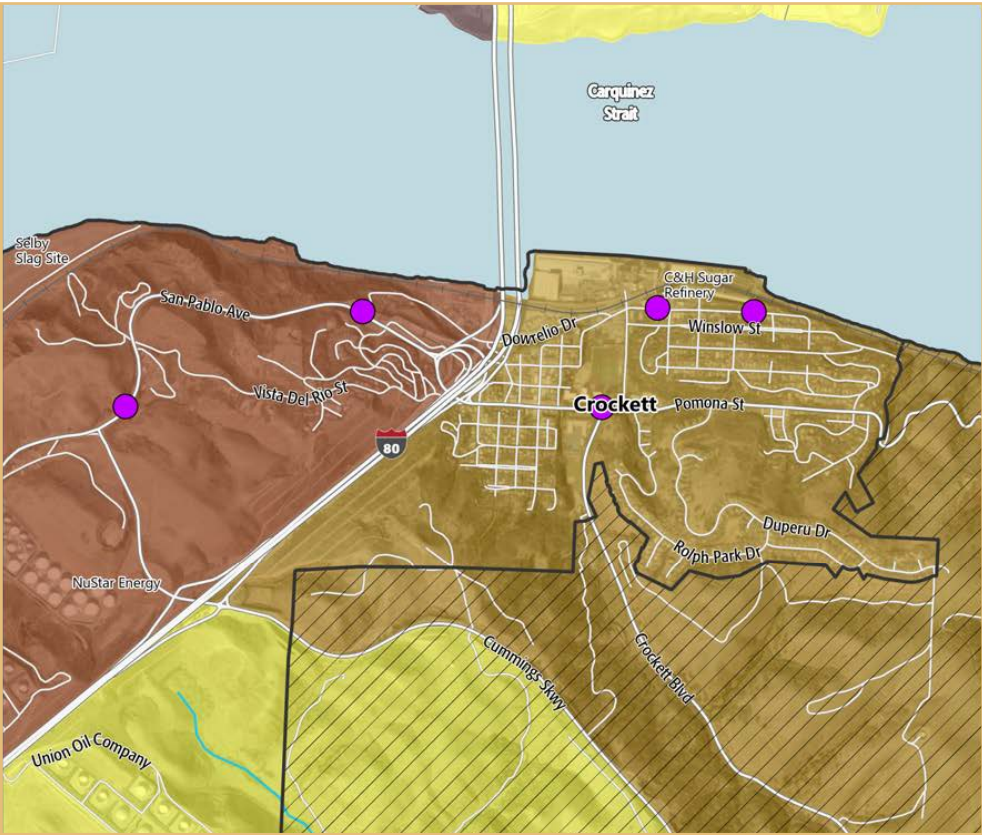
Some of the factors that contribute to Crockett’s identification as an Impacted Community relate to its industrial roots – past and present. The Selby Smelting and Lead Company, operated as a metal smelting and refining plant into the 1970s, polluted land and accompanying groundwater with slag that contains arsenic, lead, cadmium, and other compounds. Remedial efforts in previous decades protected residents from direct site exposure but did not fully prevent slag from leaching into San Pablo 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 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.

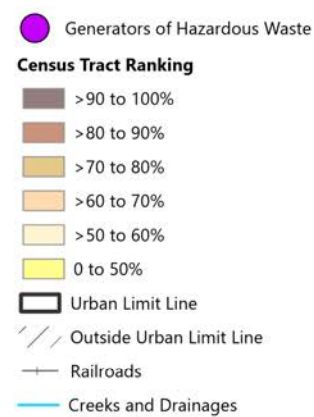
IMPACTED COMMUNITY INDICATORS (2021)

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





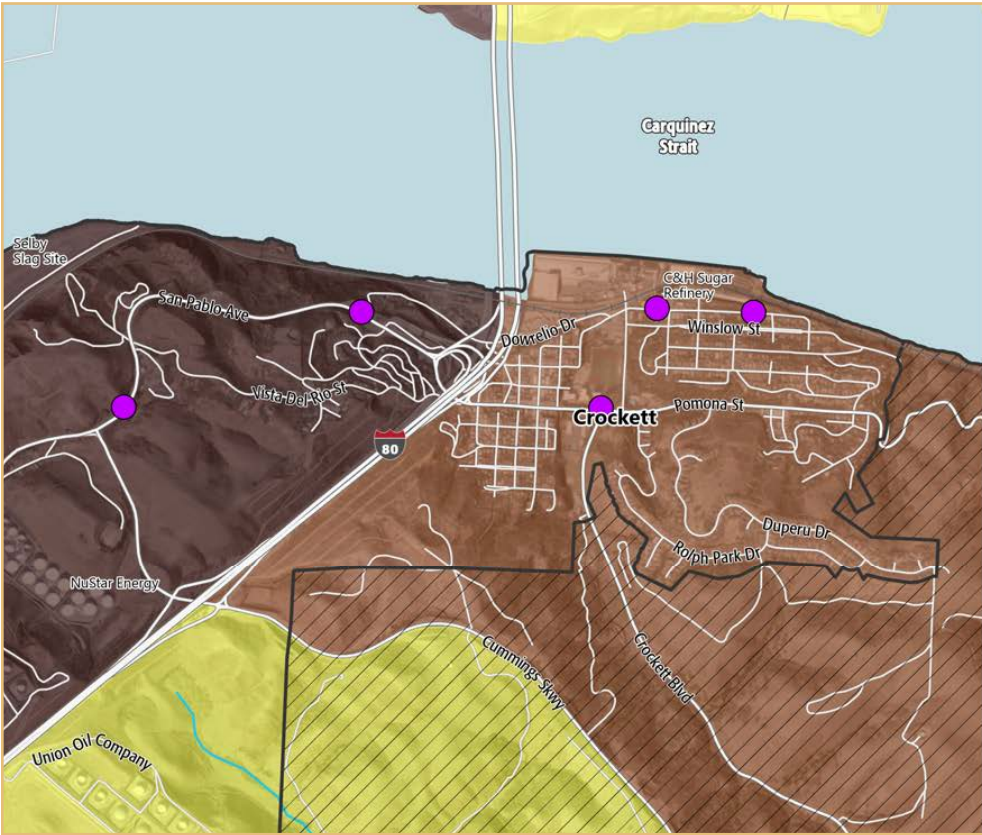
CLEAN UP SITES



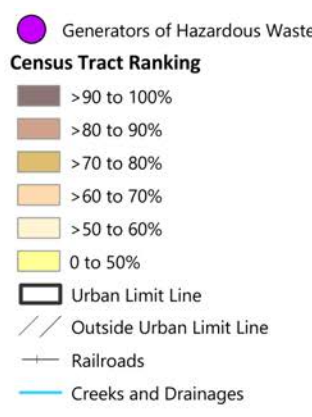
This map ranks Census tracts based on the concentration of clean up sites, which are sites undergoing clean up actions by governmental authorities or property owners due to environmental degradation from hazardous substances (e.g., the Selby slag site). The ranking also considers the nature and magnitude of the threat and the site type and status. Parts of Crockett are ranked at 84 percent, meaning that the area has a concentration of clean up sites that is higher than 84 percent of the state.



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



HAZARDOUS WASTE



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 97 percent, meaning that the area has a density of hazardous waste facilities and generators that is higher than 97 percent of the state.



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

PLANNED LAND USE

Land use designations for Crockett are shown on Figure LU-1, General Plan Land Use Map, and defined in Table LU-1 in the Land Use Element. The heart of Crockett is the downtown business district along and north of Pomona Street. This area wraps around John Swett High School and connects to a secondary business district extending east along Loring Avenue facing the waterfront. These areas are designated Mixed-Use Community-Specific Density in recognition of the historic mix of ground floor commercial uses, upper story apartments, and small multiple-family residential, office, and civic buildings. Residential neighborhoods are planned for densities ranging from 3 to 60 units per net acre, which is consistent with the existing development pattern. Density is highest adjacent to the mixed-use areas and decreases as distance from downtown and elevation increase. New development is planned to follow this development pattern. Areas around the base of the Carquinez Bridge are designated Light Industry and Commercial Recreation in recognition of existing uses and to revitalize the marina area and improve access to the waterfront.



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, local 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.

POLICIES

1. In mixed-use areas, support development of a thriving and diverse local economy with neighborhood-scale businesses to serve the daily needs of the community while promoting new residential development.
2. Respect Crockett's historic context and maintain its unique character while removing barriers to economic vitality, making the housing stock more resilient and sustainable, and creating new and diverse housing opportunities.
3. 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.
4. Support community beautification and safety through graffiti removal, litter reduction, street and sidewalk maintenance, abatement of illegal dumping, and effective code enforcement.
5. Encourage Caltrans to beautify and maintain their rights-of-way in Crockett, particularly along pedestrian pathways.
6. Encourage preservation, sensitive rehabilitation, and adaptive reuse of older buildings, particularly those 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.
7. Acknowledge that Crockett's historic development pattern may preclude compliance with various zoning regulations, such as setback and off-street parking requirements, and enforce such regulations accordingly.
8. Support efforts to 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.
9. Maintain public views of Carquinez Strait, San Pablo Bay, and other defining natural elements of the local landscape to the greatest extent possible. Encourage new construction that enriches scenic quality of the community.
10. Protect and preserve the scenic quality of the Carquinez Strait, and encourage access for fishing, boating, hiking, cycling, and other recreational activities.

POLICIES (CONTINUED)

11. Support long-term preservation of 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.
12. Partner with East Bay Regional Park District (EBRPD) and other large landowners to improve non-motorized trails in the Crockett area, including a potential bike trail to Port Costa, and provide better access for hikers from Crockett to the Bull Valley Staging Area and Carquinez Strait Regional Shoreline Park.

ACTIONS

1. Assist a community-led process to develop design guidelines for Crockett that complement the County's Objective Design and Development Standards and are tailored to the unique setting, historic fabric, lot patterns, design character, and mix of uses in the community.
2. Update the Historic Resources Inventory to include Crockett's historically significant buildings and sites. Include information on nearby legacy communities such as Selby and Tormey.
3. Work with the community to develop an economic development strategy aimed at attracting retail, restaurants, grocers, services, and locally-owned and independent businesses.
4. Work with the State Lands Commission, EBRPD, and Union Pacific Railroad to improve waterfront access, including lateral access along the shoreline itself, 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.



ACTIONS (CONTINUED)

5. Work with the community to develop a communitywide parking management plan that addresses downtown parking and residential street parking.
6. Close sidewalk gaps throughout downtown and around schools.
7. Maintain truck routes to limit industrial traffic on Crockett streets and enable safer, more efficient road operations.
8. Work with the West Contra Costa Transit Authority, Caltrans, and Amtrak to improve transit connections between Crockett and other communities, potentially including a rail stop on the Amtrak/Capitol Corridor.
9. Study the feasibility of providing bicycle lanes between Crockett and Rodeo.

