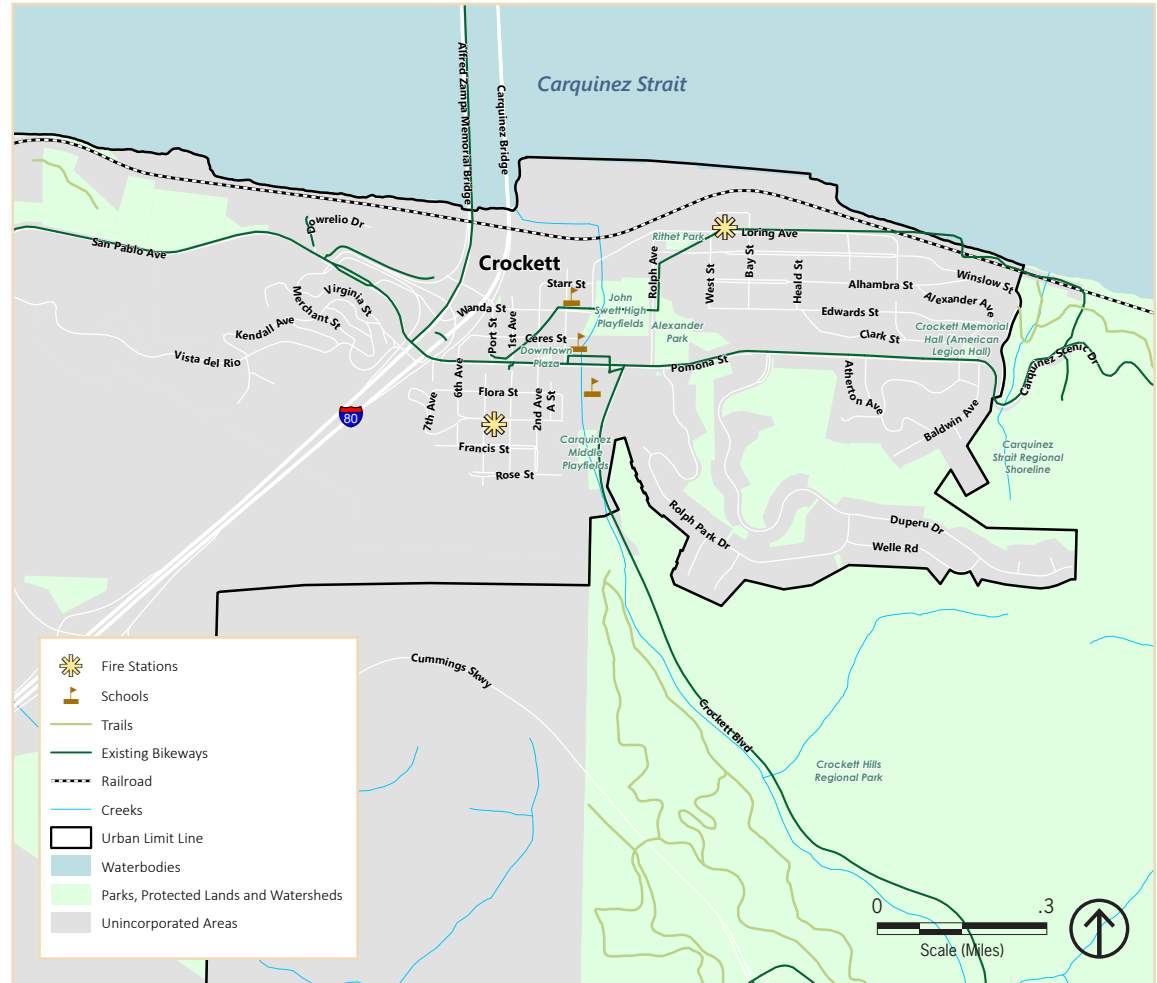


CROCKETT | CONTEXT

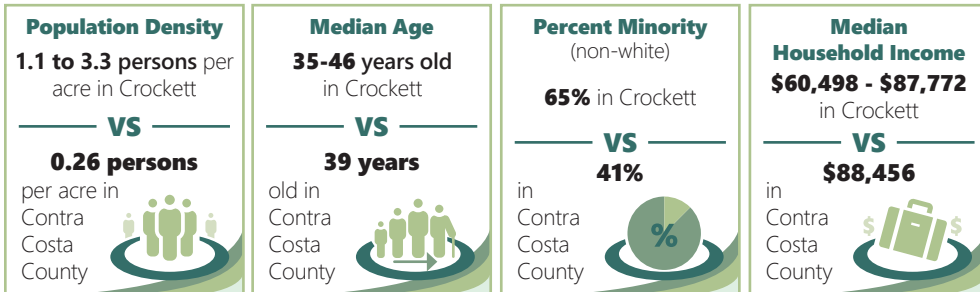
Crockett is located on the south side of the Carquinez Strait just east of San Pablo Bay and the Carquinez Bridge. The town has a colorful history and eclectic character, and is best known as the home of the C&H Sugar Refinery, which has been in operation since 1906. Crockett was a “company town” during the refinery’s boom years in the early and mid-1900s. Today, the town is home to about 3,000 residents. Its picturesque 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. It is also close to heavy industrial uses west of Interstate 80, including the Phillips 66 refinery and a former smelting 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 traditional form is attracting a growing number of visitors and new residents. Crockett seeks to preserve its 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 toxics, ensuring a safe future and healthy environment for all.










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

WHO LIVES IN CROCKETT?



CROCKETT | CONTEXT (CONTINUED)

Natural Hazards

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

Major Vulnerabilities

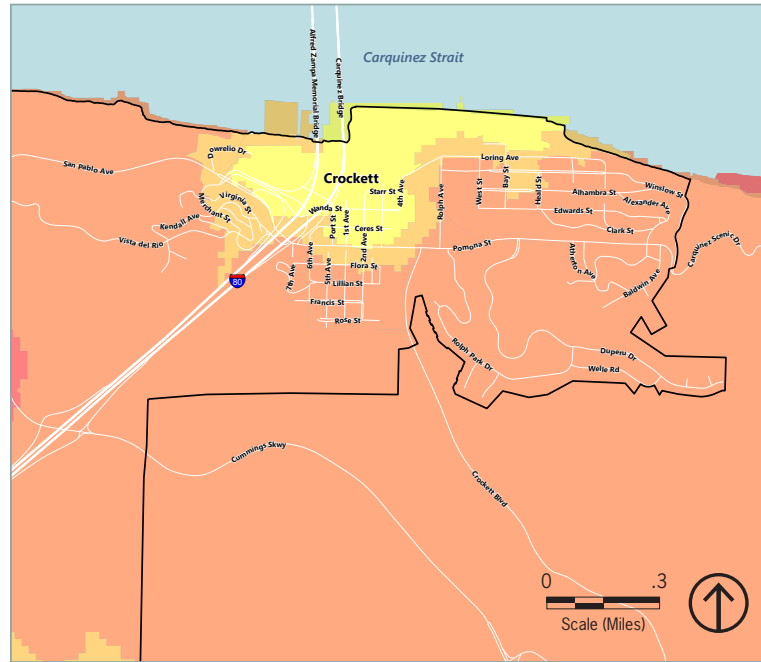
Cost-burdened households and households in poverty are vulnerable to landslide and debris flows.

Households in poverty are vulnerable to seismic hazards.

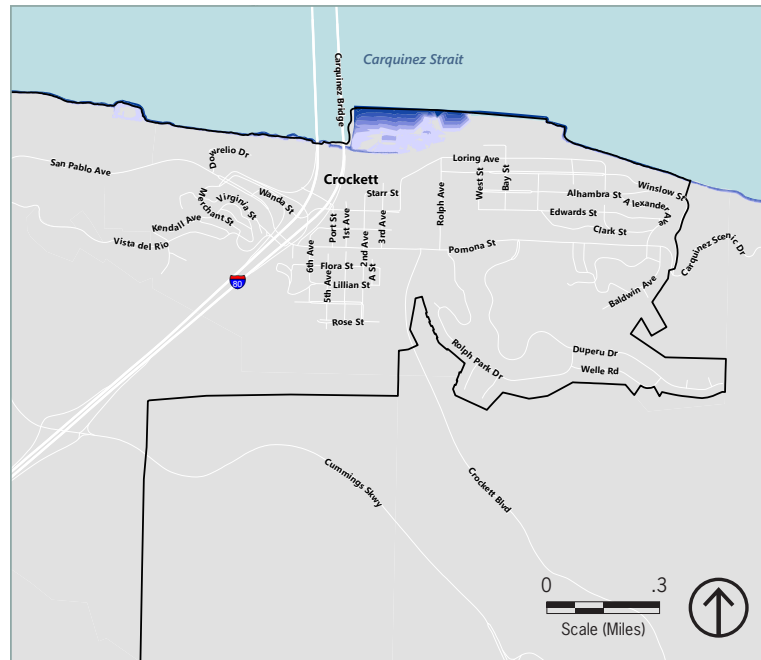
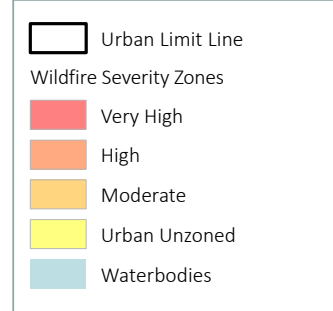
Crockett Library is vulnerable to coastal flooding and sea level rise by 2100.

Crockett Cogen powerplant is vulnerable to sea level rise, landslides, and debris flows.

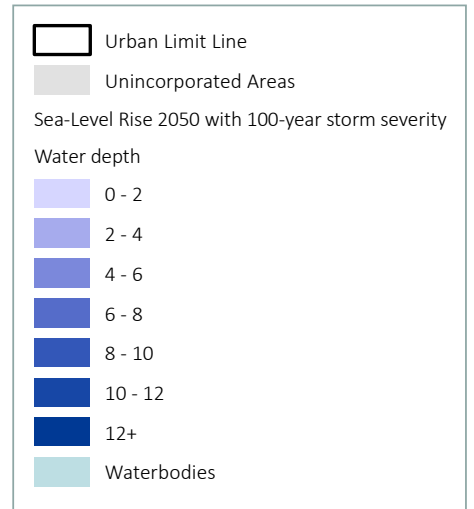
C&H Sugar Factory and commercial buildings are vulnerable to sea level rise.



WILDFIRE HAZARD SEVERITY ZONES



SEA LEVEL RISE



PLANNED LAND USE

Land use designations for Crockett are shown on the land use map. 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 adjacent Crockett neighborhoods generally range from 5 to 12 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, 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.



GUIDING PRINCIPLES

1. Crockett should be a resilient community, one that has planned for and 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 and cultivated for future generations.
3. New development should preserve Crockett's character, which includes small lots, varying setbacks, and quaint architecture.
4. Downtown Crockett should return to its role as a bustling and full-service town center by infusing it with building renovations, new businesses, pedestrian improvements, and convenient parking.
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 an affordable place to find a home and a community with residents of all incomes.
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, and serve as classrooms for outdoor education.
8. Crockett residents should enjoy convenient access to the shoreline.
9. Crockett's artists should be celebrated and sustained.

POLICIES

1. Maintain Crockett's unique character while supporting economic vitality, improvement of the housing stock, and the creation of new and diverse housing opportunities.
2. Maintain the safety of life and property through a high level of emergency preparedness, and by reducing potential hazards associated with industrial activities in and around Crockett. Address potential impacts related to wildfires, earthquakes, and other natural disasters.
3. Coordinate with the C&H Refinery to ensure that plans for future use of the property are consistent with the community's vision for long-term growth.
4. Maintain and enforce standards for community maintenance and appearance in Crockett, including graffiti removal, litter reduction, street and sidewalk maintenance, abatement of illegal dumping, and code enforcement.
5. 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)
6. Elevate Crockett's role in the Bay Area as a regional hub for arts and culture, and strongly encourage galleries, artists housing, special events, and other activities that support the arts as an important part of local identity.
7. Improve access to medical facilities and services in Crockett.
8. Ensure that new construction is designed to enrich the scenic quality of the community and generally preserve public views of Carquinez Strait, San Francisco Bay, and other defining natural elements of the local landscape. (3-141)
9. On hillside sites in Crockett with development potential, encourage clustering and planned unit development as a means of preserving open space. (3-142)
10. 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)
11. Exempt new commercial development in the Downtown area from compliance with off-street parking requirements.

ACTIONS

1. Assess the adequacy of emergency response plans and warning/notification systems, particularly as they relate to industrial land uses in and around Crockett, including the Phillips 66 Refinery and NuStar Energy, 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. (3-144)
4. 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, mitigate the limitations on access from the railroad tracks, and encourage water-oriented business and commercial activities that enhance Crockett's identity as a waterfront community.
5. Develop a parking management strategy for the Downtown area.
6. Close sidewalk gaps and improve pedestrian connections within the community.
7. Further develop and enforce truck routes in order to limit industrial traffic on Crockett streets and enable safer, more efficient road operations. (3-134)
8. 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.
9. Work with the East Bay Regional Park District 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.
10. 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)