

I  
INTRODUCTION  
AND BACKGROUND



## I INTRODUCTION AND BACKGROUND



### A. PROJECT SETTING

*Looking south to the project site*

The Davenport Cement Plant (also referred to as the Cemex Cement Plant) is located between the town of Davenport and the New Town neighborhood. The property is immediately adjacent to Cotoni-Coast Dairies National Monument lands to the east, the Pacific Ocean to the south, New Town to the west, and additional Cotoni-Coast Dairies National Monument land to the north. The property includes six parcels comprising the approximately 172-acre site.

The rural and picturesque site runs along the California coast with Highway 1 frontage and is approximately 15 miles north of the City of Santa Cruz. The broader area surrounding Davenport and the Cement Plant is relatively affluent, although about two-thirds of Davenport households are low and moderate income. The oceanfront setting and close commute to Silicon Valley makes the greater Davenport and Bonny Doon areas desirable residential locations for tech industry employees and executives. The surrounding open space and recreational assets, such as Davenport Beach, enhance Davenport's desirability as a residential location.

The site is surrounded by open space and recreational assets including the Pacific Ocean, beaches, a national marine reserve, the California Coastal Trail, a vast redwood forest ecosystem, numerous State Parks, and an adjacent National Monument which makes this site and region ideally suited for visitor serving uses. More specifically, nearly 14,000 acres of permanent open space land surrounding Davenport, including redwood forests, has been transferred from private ownership to local open space preservation organizations such as the Land Trust of Santa Cruz County, State of California, or the federal Bureau of Land Management (BLM).



**FIGURE 1: VICINITY MAP**

Along-term goal of the open space preservation organizations is to plan appropriate recreational, resource management and preservation improvements, and to also enhance the area surrounding Davenport into a desirable new recreation and wilderness destination for residents and visitors.

The town of Davenport has a population of approximately 400 people and is located less than half a mile east of the project site along Highway 1. Visitors to the North Coast and Davenport area are served by Davenport's commercial businesses which front along Highway 1. Davenport also supports coastal access with public parking south of the highway.

## B. NATIONAL MONUMENT

The Bureau of Land Management (BLM) owns and manages the property directly adjacent to the Cement Plant site, which has been designated a National Monument. It is now known as the Cotoni-Coast Dairies National Monument (see Figure 2). This National Monument area is comprised of 5,800 acres of land, which includes six watersheds, wildlife habitat, scenic views, and cultural resources. Designated on January 12, 2017 by President Barack Obama, the Cotoni-Coast Dairies National Monument is intended to protect the redwoods, threatened wildlife habitat, watersheds, and other identified critical natural and scenic features of California's Santa Cruz Mountains. The area connects multiple landscapes including coastal open spaces in the west and redwood forests in the east, as well as State and local parks, nature preserves, working forests, agricultural lands and operations, beaches, and the National Marine Sanctuary. In addition to the national monument protections, there are also deed restrictions that aim to protect the land owned by BLM.

## C. SITE FEATURES

The Davenport Cement Plant site was operated as a cement plant for more than 100 years. Currently, the cement plant site includes several industrial buildings such as the former electric shop, machine shop, mechanic shop, control building, raw mill, kiln, burner building, preheater building, compressor room, iron ore storage building, rock storage building, clinker storage, oil storage, finish mill, packhouse, scale house, lime building, potash building, office, and control room with laboratories. Outside of the footprint of the Cement Plant, yet still within the 172 acres of the site, are an additional 50 acres dominated by coastal terraces and chaparral and a 25-acre rail line strip that runs along Highway 1 and divides the Cement Plant property. There are approximately an additional 40-acres between the coastline and Highway 1 that is currently in active agriculture and open space uses and contains the historic Crocker Hospital. The surface elevation at the property ranges from approximately 50 feet at the coastal bluffs adjacent to Highway 1 to approximately 1,100 feet at the highest point. Surface waters located on the property include spring-fed and manufactured ponds and reservoirs, a County drinking water treatment facility, and a County wastewater treatment pond.

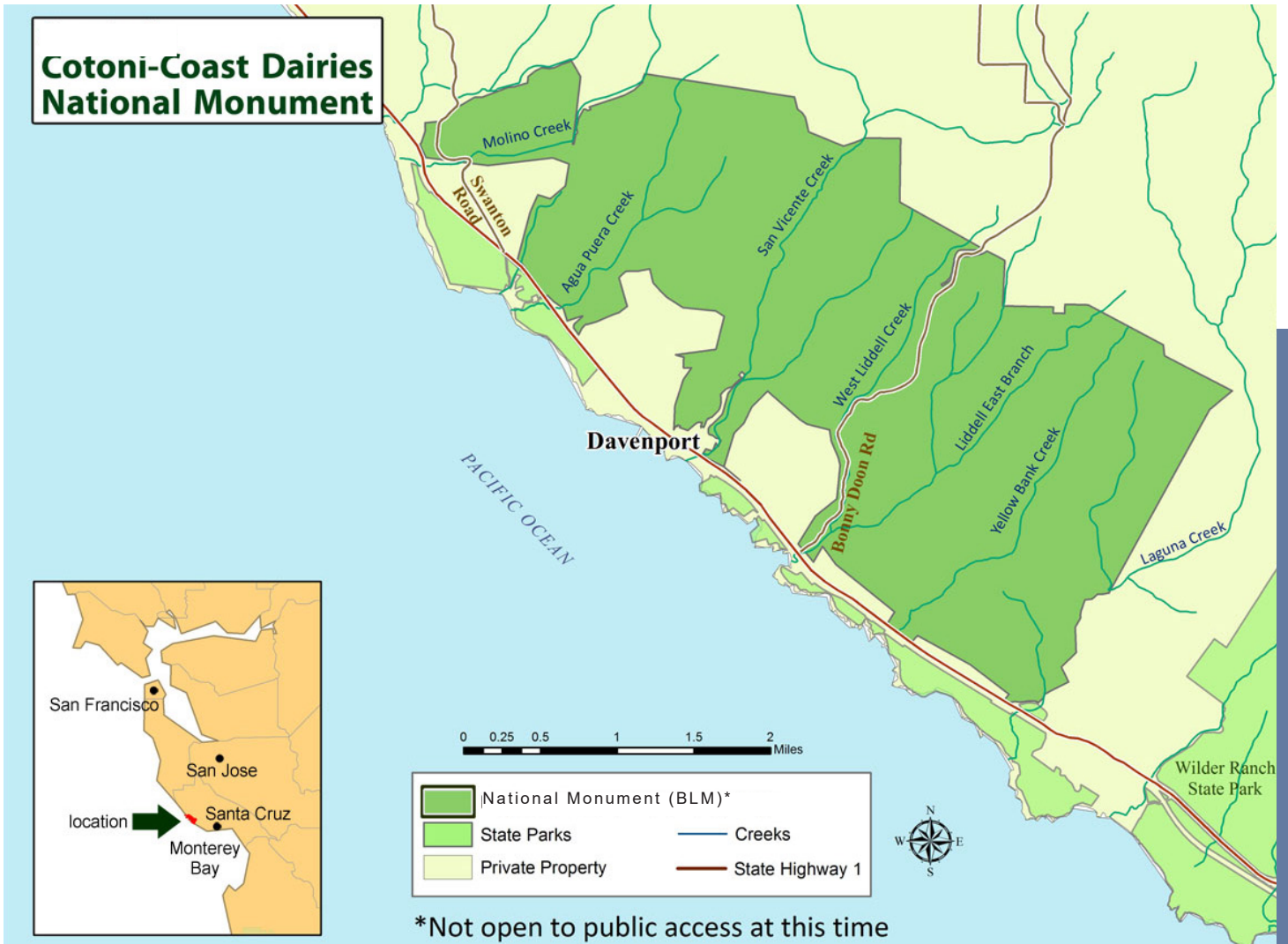


FIGURE 2: COTONI-COAST DAIRIES NATIONAL MONUMENT



*Crocker Hospital*

## D. BACKGROUND AND HISTORY

Construction of the Davenport Cement Plant began in 1905, and the production of cement operations started in 1906. When construction of the Davenport Cement site was first completed by the Santa Cruz Portland Cement Company, which was owned by William Dingee and Dr. Irving Bachman, the plant supplied significant amounts of cement to help rebuild San Francisco and Oakland after the 1906 San Francisco earthquake. In 1908, William Crocker of Crocker Bank, purchased the plant and led the company to unprecedented growth. By 1910, the plant was producing 1.4 million barrels per year and provided cement to build Pearl Harbor in Hawaii, the Panama Canal, the Golden Gate Bridge across San Francisco's Bay, the O'Shaughnessy Dam that created the Hetch Hetchy reservoir, the rebuilding of the dry docks at Pearl Harbor after the 1941 attack, Folsom Dam, and the California aqueduct system. In addition to building significant projects, the plant also helped build the city of Davenport, including the Davenport jail, church, and the Crocker Hospital. It was the largest plant in California and the second largest in the nation producing up to 1.4 million barrels per year sourced from the nearby limestone quarry.

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One of the most innovative technologies employed by the plant was the construction of Davenport Pier in 1934. Dry cement was transported to a ship named the S.S. Santa Cruz cement, the only oceangoing bulk carrier of cement at the time. The pier was eventually destroyed by severe weather in 1955.

The cement plant facility became Pacific Cement and Aggregates in 1956, Lonestar Cement Corporation in 1965, RMC Pacific Materials in 1988, and CEMEX Cement Plant in 2005. During the period of operation, the cement manufacturing activities performed included grinding, pyro-processing, and storage operations. The plant produced portland, manufactured concrete products (MCP), and plastic cements.

In 2005, when the Davenport Cement Plant was acquired by CEMEX, the demand for cement was at an all-time high. California was the largest producer of cement in the country. But, in 2008, the combination of changes in trends and the recession led to the cessation of cement production and a transition to closure and clean-up activities.



*Art on the Roundhouse Building*



*CEMEX and Santa Cruz Portland Cement*

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