

## **5.12 COASTAL RESOURCES**

The Coastal Zone Management Act (CZMA), as amended (16 U.S.C. § 1451-1464) provides for preservation, protection, development, and where feasible, restoration or enhancement of the resources within the nation's coastal zones and barriers. Through the CZMA, a Coastal Zone Management Program was established in each coastal state. According to the National Oceanic and Atmospheric Administration (NOAA) the California's coastal zone is defined as the follow:

“California coastal zone generally extends 1,000 yards inland from the mean high tide line. In significant costal estuarine habitat and recreational area it extends inland to the first major ridgeline or 5 miles from the mean high tide line, whichever is less. In developed urban areas, the boundary is generally less than 1,000 yards.

The coastal zone for the San Francisco Bay Conservation and Development Commission (BCDC) includes the open water, marshes and mudflats of greater San Francisco Bay, and area 100 feet inland from the line of highest tidal action. The boundary also includes: the Suisun marsh and buffer zone; managed wetlands diked off from the Bay; and open waters diked off from the Bay and used in salt production.”<sup>1</sup>

Gness Field Airport (DVO) is located more than 1,000 yards inland from the mean high tide line associated with the Pacific Ocean coast. There are several tidal marshes extending off of the Petaluma River that come in close proximity to DVO. Located approximately 300 feet south of the Airport is Black John Slough and approximately 875 feet north of the Airport is Burdell Island area. The Airport and the Detailed Study Area, which defines the area of direct physical impacts associated with the Sponsor's Proposed Project and its alternatives, is located more than 100 feet away from these tidal areas. Based on the analysis in other sections (in particular wetlands, water quality, biological resources, and floodplains) no impacts would occur to Black John Slough or the Burdell Island areas as a result of the Sponsor's Proposed Project or its alternatives.

The Sponsor's Proposed Project and its alternatives are subject to review in accordance with the McAteer-Petris Act, the Bay Plan, the Suisun Marsh Preservation Act, and Local Protection Programs (even if the activities occur inland from the coastal zone) if they have the potential to affect the coastal zone. The BCDC's authority extends to encompass priority use areas designated in the Bay Plan. The area to the north of the Airport's property is classified as a wildlife refuge, which is one such area designated as a priority use. Therefore, any project that would extend to the north of the Airport's existing property or would result in impacts to this area would be subject to review. Analysis in other sections (in particular wetlands, water quality, biological resources, and floodplains) no

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<sup>1</sup> *State Coastal Zone Boundaries*, accessed October 2011, National Oceanic and Atmospheric Administration (NOAA), <http://coastalmanagement.noaa.gov/mystate/docs/StateCZBoundaries.pdf>.

impacts would occur to the area identified as a wildlife refuge to the north of the Airport as a result of the Sponsor's Proposed Project or its alternatives. Coordination with the BCDC occurred in July 2010 regarding the project. The Commission issued a letter stating that the project would not occur within the Commission's jurisdiction.<sup>2</sup> Therefore, no permit for this project is required from the Bay Conservation and Development Commission, and the Sponsor's Proposed Project and the alternative projects would not impact coastal resources or the designated state coastal zone.

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<sup>2</sup> Letter from San Francisco Bay conservation and Development District, July 28, 2010.