

4.21 COASTAL RESOURCES

This section addresses the effects of construction related to the Proposed Project and future operations on coastal resources in the vicinity of Gness Field Airport (DVO or Airport).

4.21.1 ENVIRONMENTAL SETTING

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 project, is located more than 100 feet away from these tidal areas.

4.21.2 ENVIRONMENTAL IMPACTS AND MITIGATION

4.21.2.1 Significance Criteria

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 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 five 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."¹

Federal projects, such as this project, are subject to review for consistency with policies of 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. The San Francisco Bay Conservation and Development Commission 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

¹ *State Coastal Zone Boundaries*, accessed September 2009, National Oceanic and Atmospheric Administration (NOAA), <http://coastalmanagement.noaa.gov/mystate/docs/StateCZBoundaries.pdf>.

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.

4.21.2.2 Environmental Impacts of the Proposed Project

Impact 4.21-1: The Proposed Project would not impact coastal resources (less than significant).

As discussed above, the Proposed Project would occur outside of the area designated through the CZMA. Therefore, no direct impacts to coastal resources would occur. In addition, as demonstrated in Sections 4.4, *Hydrology and Water Quality*, 4.5, *Vegetation and Wildlife*, 4.19, *Wetlands*, and Section 4.20, *Floodplains*, of this chapter, there would be no impacts to Black John Slough or the Burdell Island areas as a result of the Proposed Project; nor would there be impacts to the area identified as a wildlife refuge to the north of the Airport as a result of the project. Therefore, the Proposed Project would not directly or indirectly impact coastal resources and no mitigation is required.

Mitigation: None required.

4.21.3 CUMULATIVE IMPACTS OF THE PROPOSED PROJECT

Because the Proposed Project would not result in significant impacts to coastal resources, it would therefore not result in subsequent contribution to cumulative impacts to coastal resources.