

5.12 COASTAL RESOURCES

The Coastal Zone Management Act (CZMA), as amended (16 USC § 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. In California, there are two agencies that have coastal zone management responsibilities - the California Coastal Commission and the Bay Conservation and Development Commission. The California Coastal Commission's area of responsibility includes the areas defined by the California Coastal Act, but excludes the San Francisco Bay, which is under the coastal zone management responsibility of the Bay Conservation and Development Commission (BCDC).

The California Coastal Commission's coastal zone area of responsibility according to the California Coastal Act is defined as:

"That land and water area of the State of California from the Oregon border to the border of the Republic of Mexico, specified on the maps identified and set forth in Section 17 of that chapter of the Statutes of the 1975-76 Regular Session enacting this division, extending seaward to the state's outer limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat, and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards. The coastal zone does not include the area of jurisdiction of the San Francisco Bay Conservation and Development Commission, established pursuant to Title 7.2 (commencing with Section 66600) of the Government Code, nor any area contiguous thereto, including any river, stream, tributary, creek, or flood control or drainage channel flowing into such area."¹

Gnoss Field Airport (DVO or Airport) is located adjacent to the San Francisco Bay, and is therefore outside of the coastal zone under the management responsibility of the California Coastal Commission. 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.

¹ <http://www.coastal.ca.gov/coastact.pdf>, accessed September 23, 2013.

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 San Francisco 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 of this EIS, including Section 5.9, *Fish, Wildlife, and Plants*; Section 5.10, *Wetlands and Streams*; and Section 5.11, *Floodplains* found no impacts would occur to the Burdell Unit of the Petaluma Marsh Wildlife Area located 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 BCDC issued a letter stating that the project would not occur within the BCDC's jurisdiction.² Therefore, no permit for this project is required from the BCDC, and construction of the Sponsor's Proposed Project (Alternative B) or Alternative D, would not impact the coastal zone. Therefore, construction of Alternative B or Alternative D on Airport property would not have a significant impact on coastal resources. Compensatory mitigation planning for impacts to endangered species and aquatic resources is in the conceptual stages at this time. Once a specific compensatory mitigation plan for endangered species and aquatic resources is established, additional review of that plan in relation to coastal resources may be required.

² Letter from San Francisco Bay conservation and Development District, July 28, 2010.