

October 8, 2024

Mr. Rob Dmohowski
City of Oceanside
300 N. Coast Highway
Oceanside, California 92054

Re: Airport Land Use Commission Consistency Determination – Construction of Warehouse, Office, and Manufacturing Facility at 250 Eddie Jones Way, City of Oceanside

Dear Mr. Dmohowski:

As the Airport Land Use Commission (ALUC) for San Diego County, the San Diego County Regional Airport Authority (SDCRAA) acknowledges receipt of an application for a determination of consistency for the project described above. The area covered by this project lies within the Airport Influence Area (AIA) for the Oceanside Municipal Airport - Airport Land Use Compatibility Plan (ALUCP).

ALUC staff has reviewed your application and accompanying materials and has determined that it meets our requirements for completeness. In accordance with SDCRAA Policy 8.30 and applicable provisions of the State Aeronautics Act (Cal. Pub. Util. Code §21670-21679.5), ALUC staff will report to the ALUC that the proposed project is **conditionally consistent** with the Oceanside Municipal Airport ALUCP based upon the facts and findings summarized below:

- (1) The project involves an alternative design for a project previously issued a consistency determination on August 10, 2023, reducing the size of the warehouse and manufacturing facility, with ancillary office use, to four buildings totaling 497,882 square feet on a property of 31.57 acres.
- (2) The proposed project lies within the 60-65 and 65-70 decibel Community Noise Equivalent Level (dB CNEL) noise exposure contour. The ALUCP identifies manufacturing and warehouse uses located within the 60-65 and 65-70 dB CNEL noise contour as compatible with airport uses.
- (3) The maximum height of the proposed project structures will be approximately 73 feet above mean sea level (45 feet above ground level) and the maximum height of the proposed temporary construction cranes will be

approximately 147 feet above mean sea level (120 feet above ground level). The proposed project would be compatible with the ALUCP airspace protection surfaces, provided that the structures and temporary cranes are marked and lighted in accordance with a determination of no hazard to air navigation issued by the Federal Aviation Administration (FAA) and an aviation easement for airspace is recorded with the County Recorder. Therefore, as a condition of project approval, the structures and temporary cranes must be marked and lighted in accordance with FAA procedures and an aviation easement for airspace recorded with the County Recorder.

- (4) The proposed project is located within Safety Zones 1, 2, 3, 5, and 6. Safety Zones 1 and 3 wholly entail landscaping with no building area. The ALUCP identifies warehouse uses located within Safety Zone 2, 5, and 6 as compatible with airport uses.

The ALUCP identifies manufacturing uses located within Safety Zone 6 as compatible and within Safety Zone 2 as conditionally compatible with airport uses, provided that the project complies with a maximum intensity of 60 people per acre, a maximum lot coverage of 50 percent, and a maximum FAR of 0.41. At 300 square feet per person, the project proposes 18 people per acre, 3 percent lot coverage, and a FAR of 0.029 and therefore complies with the Safety Zone 2 limitations.

The ALUCP identifies manufacturing uses located within Safety Zone 5 as conditionally compatible with airport uses, provided that the project complies with a maximum intensity of 150 people per acre, a maximum lot coverage of 70 percent, and a maximum FAR of 1.03. At 300 square feet per person, the project proposes 123 people per acre, 10 percent lot coverage, and a FAR of 0.099 and therefore complies with the Safety Zone 5 limitations.

The ALUCP provides that ancillary uses of less than 10 percent of total floor area are not subject to compatibility standards. The office floor area totals 7 percent and is thus not subject to intensity limitations.

- (5) The proposed project is located within the overflight notification area but does not involve any new residential use subject to overflight notification requirements.

(6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the Oceanside Municipal Airport ALUCP.

(7) A determination of consistency is not a “project” as defined by the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code §21065.

The information above will be reported to the ALUC to confirm this letter at its public meeting on November 7, 2024. The determination of consistency will be final as of that meeting, unless the ALUC finds cause to delay such action, in which case a determination will be rendered within 60 days of the date of this letter, to be confirmed by additional correspondence.

Any determination rendered by the ALUC is limited to the project plans and descriptions submitted with the application and is not transferable to any revision of this or any similar, future project involving a change in land use, in building or crane height, or in building area in excess of 10 percent (provided area increase does exceed ALUCP standards) of any prior ALUC determination. Any change or exceedance in these characteristics requires a new consistency determination prior to decision-making consideration by the local agency.

Please contact Sid Noyce at (619) 400-2419 or snoyce@san.org if you have any questions regarding this letter.

Yours truly,



Ralph Redman
Manager, Airport Planning

cc: Amy Gonzalez, SDCRAA General Counsel
Sjohnna Knack, SDCRAA Planning and Environmental Affairs