

October 9, 2023

Mr. George Turnboo  
El Dorado County Board of Supervisors District 2.

Dear Supervisor Turnboo,

It has come to the attention of myself and others that a 3.44 acre piece of property located fully within the Cameron Park Airport District, a California state special district incorporated in 1987, is about to be developed and build 559 commercial storage units. The address is 3200 Cameron Park Dr.

There are many issues with this pending commercial building and some may have state and local legal ramifications.

The State of California legally formalized the special district in 1987. At that time, it was mandated that the reason for the formation of the special district was to, and I quote from the official document... "The primary function of the Cameron Park Airport District shall be to provide and maintain a public airport and landing place for aerial traffic at Cameron Park airport. The airport will be operated in a self-supporting, viable manner, in compliance with FAA, Caltrans, and Airport Land Use guidelines and directives."

Some of the many items that need to be investigated are the fact that the El Dorado County Building Department has already issued a grading permit with the building permit soon to be issued. This has been confirmed via Ms. Bianca Dinkler, Senior Planner at the County of El Dorado Planning and Building Dept.

I spoke with Ms. Dinkler on Wednesday Oct 4th, 2023 at 3:57 pm. Our conversation lasted 44 minutes. During this conversation it was discovered and admitted by Ms. Dinkler that she did not know this project was located inside the Special Airport District, and in fact she also admitted that she was unaware there was such a special district. Upon realizing this info, she made a comment to me that "this was going to be a big problem and cause many issues."

Also, during this phone conversation Ms. Dinkler admitted that no office ever did a "Land Use Study". As a side note, there are a dozen storage businesses in the Cameron Park community and I cannot help but wonder, just how many units are needed for a small community.

When I asked her about the number of negative comments received in 2020 vs the positive comments, she had no answer. There were many negative letters received and published on the county website, but not a single positive letter. I asked her just what is the threshold for negative feedback to not allow a project to go forward, she would not answer my question.

According to her online report and the determination made by her is, "The impact on the community is less than significant for dividing the community." When in fact, as most all residents of the airpark feel, her very decision is overwhelmingly divisive as this is not what the airport land use is to be used for.

It is also noteworthy that there is no record the Cameron Park Airport District Board members, who are required by state law to manage and maintain the Special District, have at no time been allowed to participate, review, or vote on the development of the building of the storage units. The problem here

is they are required by California state law to ensure the development of the properties inside the Special District are to be aviation related and that they comply with the "Airport Land Use guidelines and directives," set forth by state and federal law. When the Special District was formed in 1987, California mandated that as the Special District's job description.

Items worth noting:

- Solar panels will never be an option due to glare. The FAA has regulations about this due to pilot glare during takeoff and landings.
- Existing water runoff issues will only become worse. Currently the airport has many problems each year with flooding and it is not uncommon for the runway to be closed for periods of time due to unsafe flooding.
- All buildings and leases inside the Special District boundaries are subject to a special use fee/tax. Precedence has been set by the Special District governing board that each individual Lessee must pay the same amount. If a person is to lease a storage unit, like the T hangars located on private property, they will be subject to a \$900 per year fee. That is great for us with the planed 559 units but it still violates the "Land Use" requirements.
- The property has Deed access rights which could present a legal challenge to allowing non-aviation use on the taxi ways. This additionally violates the "Land Use" law.
- Cameron Park Airport currently has a waiting list of 40 people for airport hangars. If that many people are wanting hangars, the land should be used to allow the airport to grow as it was intended by State Law.
- There are currently 12 storage businesses within 4 miles of the Airport.

Sometime earlier this year the three original lots owned by the developer were merged into one parcel according to the county accessor. Again, the Cameron Park Airport District board had no input or approval of this merge. It should have been required for the District board to ensure with the Cameron Park Community Services District that the merge was in the best interest of the "Land Use". As an example, In the last few years an airpark resident has been denied the merging of his 2 lots due to the nature of his intent.

The developer's large 3.44 acre single lot should be split back into the original three smaller lots to ensure Aviation related businesses will be more likely to build.

To conclude, El Dorado County has given permission to build a non-aviation business inside a Special District which the state of California has created for aviation use. This permission was given without the consent of the Board of Directors that California has mandated must manage the district. The Special District's Board of Directors is subject to Grand Jury oversight and cannot violate the mandate of the Special District.

It is imperative El Dorado County reverse their path and the project be terminated permanently.

Thank you,  
Chuck Wahl  
Cameron Park Airpark Resident



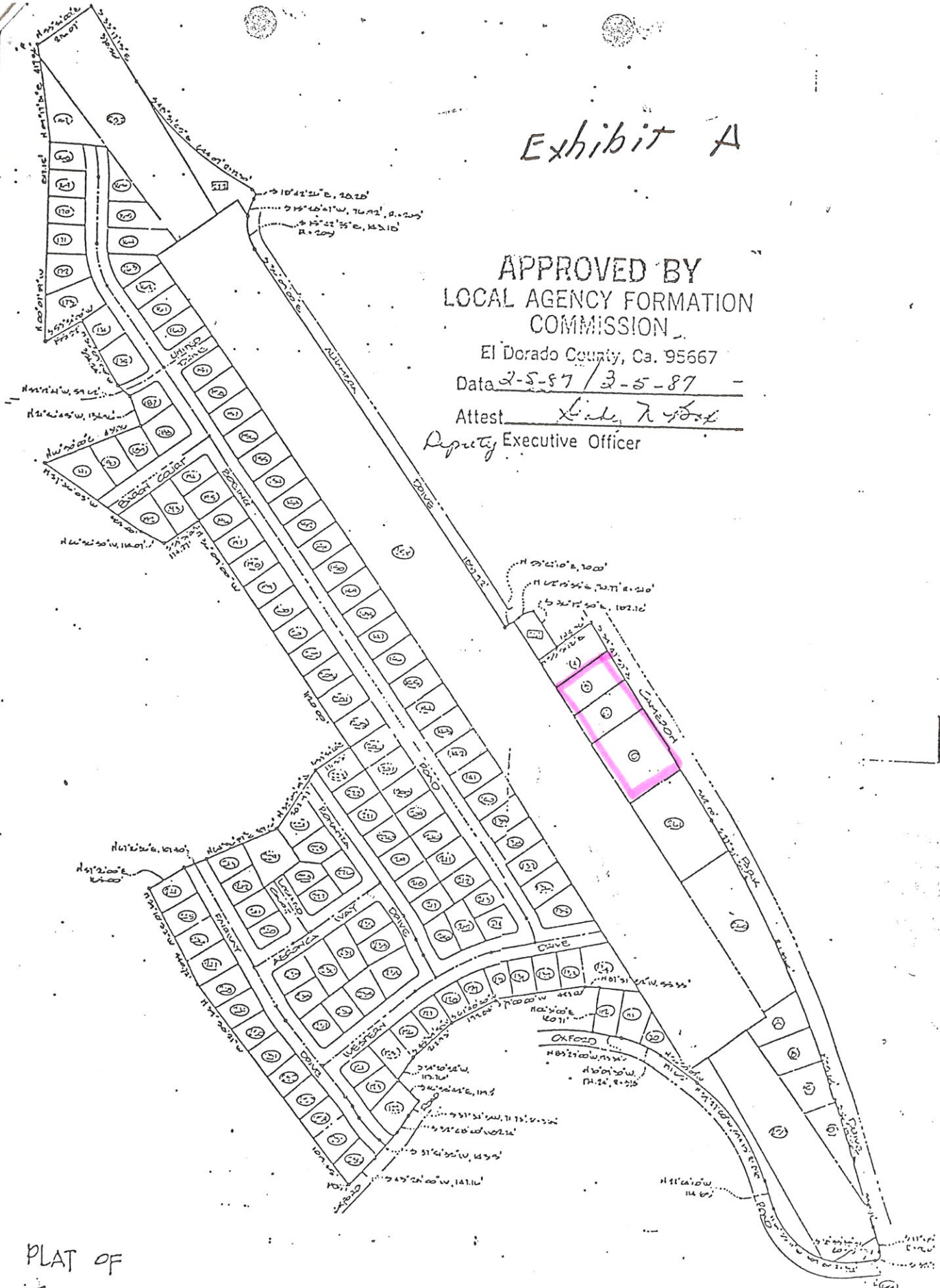
# Exhibit A

APPROVED BY  
LOCAL AGENCY FORMATION  
COMMISSION

El Dorado County, Ca. 95667

Date 2-5-87 / 3-5-87

Attest [Signature]  
Deputy Executive Officer



PLAT OF  
CAMERON PARK AIRPORT DISTRICT

A PORTION OF SECTIONS 28, 30 AND 31, T.10N., R.9E., M.O.M.

End of Document



# SPECIAL DISTRICT FACT SHEET

-- Senate Local Government Committee, August 2009 --

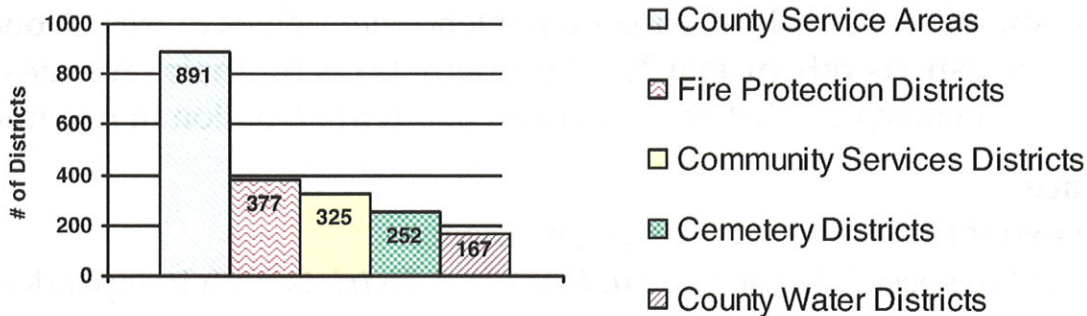


California has nearly 3,400 special districts. Special districts are limited purpose local governments - separate from cities and counties. Within their boundaries, special districts provide focused public services such as fire protection, sewers, water supply, electricity, parks, recreation, sanitation, cemeteries, and libraries.

**Service Area Boundaries** - Districts' service areas range from a few acres to thousands of square miles crossing city and county lines. The Metropolitan Water District of Southern California serves over **18 million people** in more than **5,200 square miles** in six counties. By contrast, the Arden Manor Recreation and Park District in Sacramento County covers only **21 acres**; Stallion Springs Community Services District in Kern County serves about **2,500 people**.

**Types of Special Districts** - There are about **50 major types of special districts** (and many subcategories) ranging from **airport** to cemetery to water conservation districts. **All types of districts operate under either a principal act or a special act.**

A *principal act* is a generic state law that applies statewide to all special districts of that type. There are about 60 principal acts. This chart shows the five most common principal act districts:



A *special act* is a law that the Legislature tailored to the unique needs of a specific area. There are about 120 special act districts. Examples are: Kern County Water Agency, Fairfield-Suisun Sewer District, and Humboldt Bay Harbor, Recreation, and Conservation District.



## Special District Fact Sheet Continued

-- Senate Local Government Committee, August 2009 --

**Understanding Special Districts** - One way to understand special districts is to look at their *activities, funding, and governance*:

### Activities

Nearly 85% of California's special districts are *single function* districts, which provide only one service such as fire protection, mosquito abatement, or waste disposal. The remaining districts are *multi-function* districts providing two or more services. For example, several *municipal utility districts* provide fire protection and park services in addition to utility services. *Fire protection districts* often provide ambulance services too. *County Service Areas (CSAs)* can provide any service that a county can provide. **A district's name does not always indicate which services it provides or is authorized to provide.**

### Funding

Special districts generate revenue from several sources including property taxes, special assessments, and fees.

- **Enterprise districts run much like business enterprises** and provide specific benefits to their customers. These districts are **primarily funded by the fees that customers pay for services**. About 27% of special districts are enterprise districts and include airport, harbor, hospital, transit, waste disposal, and utility districts. In 2006-07, enterprise districts generated about \$23.9 billion in revenues.
- **Non-enterprise districts deliver services that provide general benefits to entire communities**. These services, such as fire protection, flood control, cemeteries, and road maintenance, do not lend themselves to fees. **Non-enterprise districts rely primarily on property taxes for their revenues**. In 2006-07, non-enterprise districts generated about \$13.6 billion in revenues.

### Governance

There are two forms of special district governance:

- About 2/3 of special districts are *independent districts* with independently elected boards or appointed boards whose directors serve for fixed terms. Most have five-member boards but they vary with the size and nature of the district. Cemetery, Fire Protection, and Community Services Districts are mostly *independent districts*.
- The other 1/3 of special districts are *dependent districts* governed by either a city council or county board of supervisors. County Service Areas are *dependent districts*.

**DR-R19-0004 - AIR PARK SELF STORAGE  
ATTACHMENT 6 TRIP GENERATION ANALYSIS**

Ms. Bobbie Lebeck  
Trip Generation Analysis –Cameron Air Park Self-Storage  
April 8, 2020  
Page 4

**Evaluation / Findings**

Development projects in El Dorado County need to complete a trip generation assessment to determine if the County's trip threshold is exceeded, thus requiring a full traffic impact study. The thresholds are 100 or more daily trips and 10 or more a.m. or p.m. peak hour trips.

The proposed Air Park Expansion will utilize the existing RV storage site and the adjacent parcel which is currently a tie-down area for small aircraft. The project will construct self-storage units and eliminate outside RV storage. Trip generation rates from ITE *Trip Generation* were reviewed. Because there is not a land use for RV storage an on-line review of similar projects was undertaken to determine what other agencies have accepted; most agencies accepted Land Use 151, mini-warehouse.

The project is expected to generate a net additional 62 daily trips, 4 additional a.m. peak hour trips and 7 p.m. peak hour trips. This will not exceed the County's trip generation threshold.

Should you have any questions please free to contact me at (916) 660-1555 or you may reach me via e-mail at [jflecker@kdanderson.com](mailto:jflecker@kdanderson.com).

Sincerely,

**KD Anderson & Associates, Inc.**



Jonathan D. Flecker, P.E.  
Transportation Engineer

Search this area

Starbuck Rd  
Superior Self Storage- Cameron...

Cameron-Rescue Self-Storage

Basel Lake Rd  
Cambridge Rd

Cameron Park Rent-A-Storage

CAMERON AIRPARK ESTATES

Meder Rd

Cambridge Rd  
Cameron Park  
Cameron Park Dr

Shingle Springs

The Skull Museum

Sentry Storage

Cameron Park Five Star Self Storage

Sourdough & Co.

Foothill MINI Storage

Gold Nugget RV, Boat, and Motor...

Redfish RV Storage

S & W Storage

Jurassic Parking RV Storage

Camerado RV, Boat &...

Viking RV Storage

S Shingle Rd





3374 Mira Loma Drive, Cameron Park, CA 95682 - 530-676-8316 - manager@cameronparkairport.com

October 28, 2020

County of El Dorado Planning and Building Department  
2850 Fairlane Court  
Placerville, CA 95667

by email: [planning@edcgov.us](mailto:planning@edcgov.us)

**To:** COUNTY OF EL DORADO ZONING ADMINISTRATOR  
**Subject:** **Cameron Park Airport District (CPAD) Board Position Regarding the Air Park Self Storage Project**  
**Reference:** 1) Design Review Revision DR-R19-0004/Air Park Self Storage  
(Original Permit DR14-0004-S/Landing Storage  
2) Cease & Desist Letter, dated October 1, 2020  
3) Various email correspondence: 2019-2020

The Board of Directors of the Cameron Park Airport District reasserts that no access from this project or any of the associated properties to the airport is allowed for any reason. A barrier fence without gates or other openings must be provided at the airport boundary. CPAD previously stated its position several times. The current Air Park Self Storage Plans under reference 1) does not delete airport access.

The Board of Directors of the Cameron Park Airport District further object to this project as it is not aviation related.

This letter was reviewed and approved by the Cameron Park Airport District at their October 26, 2020 Board meeting.

  
\_\_\_\_\_

Date 10/28/2020

Burl Skaggs  
Cameron Park Airport District Board of Directors, President

ATTEST:   
\_\_\_\_\_

Date 10/28/2020

Terry Bohlen  
Cameron Park Airport District Board of Directors, Secretary



To: LAFCO  
From: CAIR Committee- Cameron Park  
Subject: Airport Services

The primary function of the Cameron Park Airport District shall be to provide and maintain a public airport and landing place for aerial traffic at Cameron Park Airport. The airport will be operated in a self supporting, viable manner, in compliance with FAA, CalTrans, and Airport Land Use guide lines and directives. Local operating rules and regulations will be established, as required, by the Airport District Board of directors.

Specific functions shall include, but are not limited to, the following items:

- Develop an airport safety and cleanup program
- Establish emergency procedures to be followed in the event of an aircraft accident on or near the airport.
- Budget preparation and monitoring
- Establish tax rate for properties within district
- Process and manage State grants
- Insure that all Airport District property is properly secured and maintained
- Insure that the airport is operated in compliance with the recommendations of CalTrans Advisory Circular #150/5300-4B as they apply to Basic Utility-Stage I airports
- Monitor airport noise abatement programs as outlined in the Airport Land Use Plan
- Establish program for weed control on vacant and open parcels in the interest of fire safety
- Establish an airport beautification plan
- Establish and maintain an airport viewing area or park for public use
- Institute a program for control of vehicular traffic on airport aprons, taxiways, and streets
- Institute a local public relations program to aid in public enlightenment as to the value of the airport to the community
- Assure essential supporting services to visiting and based aircraft

Note: District directors to assure compliance to the above applicable functions by primary airport lease holder and to monitor compliance with terms of the master lease.

Cameron Airpark Information  
And Research Committee

RECEIVED

JAN 26 1987