

## Cameron Park Airport District

### Agency Profile

The Cameron Park Airport District (“District”) primarily owns and operates the Cameron Airpark, which is a single runway general aviation airport about 2 miles north of Highway 50. The Cameron Airpark is a 100 acre residential airpark and allows planes to taxi directly to adjacent residences, where they may park their aircraft. The District is exploring various options to expand their operations into the commercial arena in order to serve a more diversified clientele.

### *Land Use Character*

The District is surrounded by the community of Cameron Park, an area dominated by high density residential uses; however, the community does have with a few pockets of commercial, industrial and open space uses. The airport itself is designated as industrial.

### *Level of Service*

The Airport District is an “airpark” that provides direct airport access to the residents of the District. The airport also plays a regional transportation function, and serves local commerce and other governmental uses. As an independent special district, the Airport District has limited financial resources, and unlike a county or municipal airport, does not have other funds that can subsidize its operations. Because of its limited financial resources, the Airport District may face challenges in meeting the ongoing needs of district residents and non-residents that rely on its facilities.

### Commission’s Policies and Guidelines

LAFCO Policy 4.4 requires the Commission to review the following topics before making sphere of influence determinations. The Commission’s recent review of airport management services addressed these requirements as noted below. All citations are from the Final General Government Services II Municipal Services Review, scheduled to be adopted by the Commission in December 5, 2007.

#### **1. Service capacity, level and types of services currently provided by the agency, and areas where these services are provided**

Refer to page 7, “Determination 1 – Infrastructure Needs and Deficiencies;” and page 10, “Determination 8 – Evaluation of Management Efficiencies.”

#### **2. Financial capabilities and costs of service**

Refer to pages 7 to 9, “Determination 3 – Financing Constraints and Opportunities;” page 10, “Determination 4 – Cost Avoidance Opportunities” and “Determination 5 – Opportunities for Rate Restructuring.”

**3. Topographic factors and areas of social and economic interdependencies**

The District sits on a relatively flat area within the Community of Cameron Park and is surrounded by high density residential uses. The primary use is that of an airpark for the homers surrounding the airport; however, the District also provides service to a variety of other clients and is looking to expand its commercial operations so that it serves other communities and businesses in the area.

**4. Existing and planned land uses, land use plans and policies, consistency with county and city general plans, and projected growth in the affected area**

Refer to page 7, "Determination 2 – Growth and Population Projections for the Affected Area."

**5. Potential effects on agricultural and open space lands**

The 2004 General Plan directs unincorporated growth to already existing population centers, or "community regions," such as the Cameron Park area. It is unlikely that the services provided by the District would impact open space or agricultural lands. The area surrounding the District is built out and the District cannot expand in area. There are areas within Cameron Park that have yet to be developed; however, the urbanization of these areas would be driven exclusively by the County General Plan and not by any contemplated expansion of District operations.

**6. A description of the services that will be provided to any areas which may be added to the sphere and the timing and method for funding expansion of facilities or services**

Refer to page 7, "Determination 1 – Infrastructure Needs and Deficiencies;" and page 10, "Determination 8 – Evaluation of Management Efficiencies."

**7. An analysis of the effects of a proposed sphere of influence on other agencies and their service capabilities:**

Refer to page 9, "Determination 6 – Opportunities for Shared Facilities."

**DETERMINATIONS**

In determining the sphere of influence for each local agency, Government Code §56425(e) requires the Commission to consider and prepare a written statement of determinations with respect to four factors. Staff recommends the following determinations for updating the sphere for the Cameron Park Airport District:

**1. The present and planned land uses in the area, including agricultural and open space lands.**

Present land uses within the District include industrial and high density residential uses. Present land uses surrounding the District include high density residential, open space and commercial. Planned land uses are anticipated to remain the same as current land uses; however, the area immediately surrounding the district is fully built out.

**2. *The present and probable need for public facilities and services in the area.***

The District is currently primarily an airport with some ancillary commercial and industrial uses. District management is looking into expanding more commercial traffic into District operations to serve a more diversified clientele. Given its current financial constraints and the developing large commercial base in the El Dorado Hills-Cameron Park-Shingle Springs areas, such an expansion may prove fiscally beneficial to the district and valuable to the local economy.

**3. *The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide.***

Financial constraints are impacting District operations as a result of a limited base to draw revenues from, rising costs and State financial obligations. Some of these challenges may be corrected by a Master Plan, which the District is in the process of preparing. Said Plan may identify long-term goals and create a capital investment plan intended to meet the stated objectives of the District Board.

**4. *The existence of any social or economic communities of interest in the area if the Commission determines that they are relevant to the agency.***

Social or economic communities of interest in the area are primarily Cameron Park, with El Dorado Hills and Shingle Springs playing a secondary role.

Based upon the information contained in this document, it is recommended that the Cameron Park Airport District Sphere of Influence be updated to be coterminous with its service boundaries, as shown in the map attached to Resolution L-2007-50.