

SPECIAL USE PERMIT
for
SILVER STATE HIGH SCHOOL

**Northeast Corner
Goni & Hot Springs Roads
Carson City, Nevada 89706**

**Assessor Parcel Number
005-011-03**

SW 1/4 of Section 4, T15N, R20E, MDB&M

Prepared for:

**Weikel Carson Air Park, Ltd.
2222 E. College Parkway
Carson City, Nevada 89706
Phone (775) 887-7500
Fax (775) 882-7952**



Prepared by:

**Palmer Engineering Group, Ltd.
611 North Nevada Street
Carson City, Nevada 89703
Phone (775) 884-0479
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**April 2009
Job No. 090302**

**Questionnaire Supporting the Application
for a
SPECIAL USE PERMIT**

I How will the proposed development further and be in keeping with, and not contrary to, the goals of the Master Plan Elements?

CHAPTER 3: A BALANCED LAND USE PATTERN

Theme: The Carson City Master Plan seeks to establish a balance of land uses within the community by providing employment opportunities, a diverse choice of housing, recreational opportunities and retail services.

Does the proposed development meet the Growth Management Ordinance (1.1d, Municipal Code 18.12)?

Not Applicable (not a residential development)

Does the proposed development use sustainable building materials and construction techniques to promote water and energy conservation (1.1e,f)?

The design of this facility will utilize building materials and construction techniques compatible with current standards for Leadership in Energy Efficient Design (LEED) construction to promote energy efficient and sustainable structures. Special attention will be given to solar exposure to facilitate snow melt with conservation of energy a primary consideration. Energy efficient design, including but not limited to solar, green house, wind and other passive design elements will be considered for this project.

Is the proposed development located on priority infill development area (1.2a)?

The portion of this property proposed for the school is currently undeveloped, but is partly surrounded by developed properties. To the north is the Carson City Airport, east are three industrial buildings, and south is a commercial development that includes a bank and related uses. The property to the west across Goni Road is undeveloped.

This project would provide infill in an area that already is supplied by Carson City services including arterial roads capable of handling bus traffic, connections to water and sewer, and emergency services.

Does the proposed development provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?

The proposed project is consistent with the city's Master Plan for Open Space and with the Carson City Unified Pathways Master Plan (CCUPMP). The development of this property has an existing on road bike lane on Goni Road and on College Parkway. The CCUPMP also shows an off street paved/shared multiuse route along East College Parkway that continues west between this parcel and the airport, connecting back to Goni Road. It appears that this is shown on airport property, although provisions could be made on the proposed school campus to either connect or continue this facility to provide for pedestrian and bicycle access to this parcel.

Does the proposed development protect existing site features, as appropriate, including mature trees or other character-defining features (1.4c)?

The vegetation on site is limited to native grasses and bushes (i.e. sagebrush). The only significant topographic feature is the Goni Canyon Creek drainage which will be integrated into the design of the sports field and will be maintained as a floodway in compliance with Federal Emergency Management Agency (FEMA) floodplain standards.

Is the proposed development at adjacent county boundaries or adjacent to public lands, coordinated with the applicable agency with regards to compatibility, access and amenities (1.5a, b)?

A public charter school placed on this site creates an opportunity to provide compatibility with existing development as well as the ability to establish buffers with the existing land uses where there already exists a minimum land use friction zone. By developing this parcel of land with the proposed school and related amenities, including an aerospace technical learning center which would effectively be supported by the airport to the north; a sports field to the east adjacent to the existing light industrial development, and a commercially developed parcel of land across Old Hot Springs Road to the south, this proposal effectively minimizes potential land conflicts with its adjacent boundaries.

The north boundary of the property borders the Carson City Airport. Locating the public charter school next to the airport enhances the school's aerospace department by providing direct access to the airport, further ensuring

compatibility as a public use. In addition, as part of the development of the project, a "through the fence" access to the airport will be developed as part of the application to the Federal Aerospace Commission.

In identified Mixed-Use areas, does the proposed development promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?

Although this project is not located specifically in a Mixed Use Area, the development of the project will provide mixed use by allowing for a public charter school adjacent to land zoned Public Regional and Light Industrial. This allows for a "mixed use" area surrounding the airport and is appropriate in context of the surrounding parcels of land.

Does the proposed development meet adopted standards (e.g. setbacks) for transitions between non-residential and residential zoning districts (2.1d)?

The proposed amendment introduces a new public charter school in the area that is currently zoned Industrial adjacent to the airport, which is zoned Public. This provides a minimal friction zone on the property being developed but will also be separated by a flood zone that will be used as a sports field. This will provide consistency with the airport property to the north and will prevent further development of the property.

Does the proposed development protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?

This site has no known environmentally sensitive areas, though setbacks will be held in compliance with development standards for this zoning. The Goni Canyon Creek drainage along the eastern boundary of the project will be kept as open space to accommodate the FEMA floodplain and its floodway (zone AE) with this area utilized for the high school sports field.

Is the proposed development sited outside the primary floodplain and away from geologic hazard areas or follows the required setbacks or other mitigation measures (3.3d, e)?

The property has a portion of the 100 year flood plain within its boundaries. In addition, FEMA has mapped the "floodway" through the property which is described as a Zone AE floodway, described as "the floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of

encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights". The portion of the property that is located in the floodway within the floodplain will be utilized for a sports field as part of open space.

The site will be graded to allow for additional floodwaters to be routed into the floodway, minimizing the depth of flow in the floodplain, in addition, the school building and facilities will be constructed so that the finish floor will be one foot above the floodplain as required by the FEMA. See FEMA exhibits.

The site is located in an area designated as having a moderate potential for shaking during earthquakes. Although there are no known geologic hazards located within the parcel, there is a questionable fault shown on the earthquake hazards map that is in the proximity of Goni Road that is west of the west boundary of the property and is shown as having the least potential hazard for surface displacement. See Earthquake Hazard Map exhibits.

Does the proposed development provide for levels of services (i.e. water, sewer, road improvements, sidewalks, etc.) consistent with the Land Use designation and adequate for the proposed development (Land Use table descriptions)?

The project is located at the intersection of Goni Road and Old Hot Springs Road that is currently served by city water and sewer and provides access for both the fire and sheriff departments. There will be a bus drop off road in front of the school that will be designed to provide adequate turning radii for fire trucks as well as quick access for sheriff department vehicles.

The new building will allow for anticipated expansion of the existing school and will provide additional school bus service which results in less of a demand on the existing school district.

If located within an identified Specific Plan Area (SPA), does the proposed development meet the applicable policies of that SPA (Land Use Map, Chapter 8)?

Not Applicable

CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES

Theme: The Carson City Master Plan seeks to continue providing a diverse range of park and recreational opportunities to include facilities and programming for all ages and varying interests to serve both existing and future neighborhoods.

Does the proposed development provide park facilities commensurate with the demand created and consistent with the City's adopted standards (4.1b)?

The proposed Special Use Permit will be based on a land use change from Limited Industrial to Public Regional to allow for a school on the parcel. Although not a residential development, the school will have recreational facilities (i.e. sports field, etc.) which will be utilized by students for physical education, sports and recreation.

Is the proposed development consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

The proposed amendment is consistent with the city's Master Plan for Open Space and with the Carson City Unified Pathways Master Plan (CCUPMP). The development of this property has an existing on road bike lane on Goni Road and on College Parkway. The CCUPMP also shows an off street paved/shared multiuse route along East College Parkway that continues west between this parcel and the airport, connecting back to Goni Road. It appears that this is shown on airport property, although provisions could be made on the proposed school campus to either connect or continue this facility to provide for pedestrian and bicycle access to this parcel.

CHAPTER 5: ECONOMIC VITALITY

Theme: The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities and other economic strengths vital to a successful community.

Does the proposed development encourage a citywide housing mix consistent with the labor force and non-labor force populations (5.1j)

The proposed public charter school has an existing staff of approximately 30 employees. The proposed new facility will allow for the future expansion of grades 9-12, as well as the addition of a junior high school. It is estimated that the employment will be increased in proportion to the number of students to approximately 40, which will include additional teaching positions as well as administrative and support staff not only maintaining the primary job base, but increasing the number of jobs in the short term future.

Does the proposed development encourage the development of regional retail centers (5.2a)?

Not Applicable

Does the proposed development encourage reuse or redevelopment of underused retail spaces (5.2b)?

Not Applicable

Does the proposed development support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capital (5.4a)?

Not Applicable

Does the proposed development promote revitalization of the Downtown core (5.6a)?

Not Applicable

Does the proposed development incorporate additional housing in and around Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

Not Applicable

CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS

Theme: The Carson City Master Plan seeks to promote safe, attractive and diverse neighborhoods, compact mixed-use activity centers and a vibrant, pedestrian-friendly Downtown.

Does the proposed development use durable, long-lasting building materials (6.1a)?

The building materials selected for the facility will focus on a high level of resiliency and durability with the goal to minimize maintenance and upkeep costs. Split face block and stucco will be the principle materials used in the structure.

Does the proposed development promote variety and visual interest through the incorporation of varied building styles and colors, garage orientation and other features (6.1b)?

Architectural design of the proposed public charter high school will adhere to the functional norms for structures of this nature, including split face block for columns and prominent features, stucco of varying shades, large expanses of glass where applicable on the east, south and west sides and with a campus layout for traffic flow, parking, landscaping, and other amenities to provide a visual interest in the site.

Does the proposed development provide variety and visual interest through the incorporation of well-articulated building facades, clearly identified entrances and pedestrian connections, landscaping and other features consistent with the Development Standards (6.1c)?

Yes. See proposed building elevations and site layout on attached plans.

Does the proposed development provide appropriate height, density and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?

This amendment to the Master Plan is proposed to permit the construction of a new school which would allow for the development of an undeveloped site which is partly surrounded by developed properties; Carson City Airport to the north, three industrial buildings to the east, and a commercial development to the south that includes a bank and related uses. The property to the west across Goni Road is undeveloped.

This project promotes compatibility with the surrounding development and adjacent uses and would provide infill in an area that will provide consistency with the surrounding properties.

If located in an identified Mixed-Use Activity Center area, does the proposed development contain the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?

Not Applicable

If located Downtown, does the proposed development integrate an appropriate mix and density of uses (8.1a, e)?

Not Applicable

If located Downtown, does the proposed development include buildings at the appropriate scale for the applicable Downtown Character Area (8.1b)?

Not Applicable

If located Downtown, does the proposed development incorporate appropriate public spaces, plazas and other amenities (8.1d)?

Not Applicable

Does the proposed development incorporate a mix of housing models and densities appropriate for the project location and size (9.1a)?

Not Applicable

CHAPTER 7: A CONNECTED CITY

Theme: The Carson City Master Plan seeks to promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities and sidewalks.

Does the proposed development promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density) along major travel corridors to facilitate future transit (11.2b)?

The proposed amendment is adjacent to the airport that is already served by Goni Road and College Parkway, plus it is within a mile of the new Carson City Freeway. In addition it is served by existing on-road bicycle facilities as shown on the Carson City Unified Pathways Master Plan.

It will be served by school buses that use will existing major travel corridors that could also support differing transit systems in the future.

Does the proposed development maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?

The site is located less than one mile from the Carson City Freeway and has direct access off College Parkway and Goni Road, both of which have the ability to serve the proposed school facilities traffic needs which is consistent with the Transportation Master Plan.

Does the proposed development provide for appropriate pathways through the development and the surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan (12.1 a, c)?

The proposed amendment is consistent with the Carson City Unified Pathways Master Plan (CCUPMP). The development of this property has an existing on road bike lane on Goni Road and on College Parkway. The CCUPMP also shows an off street paved/shared multiuse route along East College Parkway that continues west between this parcel and the airport, connecting back to Goni Road. It appears that this is shown on airport property, although provisions could be made on the proposed school campus to either connect or continue this facility to provide for pedestrian and bicycle access to this parcel which would be consistent with the Unified Pathways Master Plan.

II Will the effect of the proposed development be detrimental to the immediate vicinity? To the general neighborhood?
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A. Adjoining Land Use and Zoning:

DIRECTION	USE	ZONING
West	Industrial	General Industrial (GI)
North	Public/Quasi-Public (Airport	Public Regional (PR)
East	Public/Quasi-Public (Airport	Public Regional (PR)
South	Industrial	Limited Industrial (LI)

- B. Explain why your project is similar to existing development in the neighborhood, and why it will not hurt property values or cause problems such as noise, dust, odors, vibration, fumes, glare or physical activity, etc with neighboring property owners. Will the project involve any uses that are not contained within the building? If yes, please describe. If not, state that all uses will be within a building. Explain how construction-generated dust (if any) will be controlled. Have other properties in your area obtained approval of similar request? How will your project differ in appearance from your neighbors? Your response should consider the proposed physical appearance of your proposal, as well as comparing your use to others in the area.

A school would be an allowed conditional use in a Public Regional zone if the Master Plan and Zone Map amendments are adopted and the Special Use permit approved. Given the surrounding neighborhood's Public Regional, Limited Industrial and General Industrial zoning, exterior noises and physical activity typical of a secondary school is not a probable concern. Examples of activities that may occur outside the building would be aviation related group meetings, graduation ceremonies, and sporting events.

Although dust is a common concern during construction, mitigation measures for dust control (e.g. water trucks) will be utilized as mandated by the Nevada Department of Environmental Protection. See floor plans and building elevations for the physical appearance of the proposed campus.

- C. Provide a statement explaining how your project will not be detrimental to the use, peaceful enjoyment or development of surrounding properties and the general neighborhood.

Through a change of land use from Industrial to Public Regional coupled with an approved Special Use Permit allowing a public, public charter school, this project complies with the intent of public use in a regional application. Since the airport is already on land designated Public Regional, this proposed amendment to the Master Plan and Zoning merely shifts the current boundary line between Public Regional and Limited Industrial zones. This permitted use is not expected to have a detrimental impact on the surrounding property or neighborhood in general.

- D. Consider the pedestrian and vehicular traffic that currently exists on the road serving your project. What impact will your development have when it is successfully operating? Will vehicles be making left turns? Will additional walkways and traffic lights be needed? Will you be causing traffic to substantially increase in the area? What will be the emergency vehicle response time? State how you have arrived at your conclusions. What City department have you contacted in researching your proposal? Explain the effect of your project with the existing traffic in the area.

Any impacts caused by this amendment to the project will be mitigated by the necessary traffic studies and improvement to accommodate new traffic levels. Based on preliminary estimates, the projected end trips and peak hour trips at the school fall below the thresholds requiring a formal traffic study per 12.13.1 of the city's development standards.

- E. Explain any short range and long range benefit to the people of Carson City that will occur if your project is approved.

Short range, this project will benefit the people of Carson City by contributing to the economy through construction of the new school's buildings and campus, including material suppliers, the building trades and design professionals. Long term, the city will benefit from an improved facility to provide educational opportunities to the city's middle and high school students plus provide employment for maintenance personnel, faculty and administrative staff.

III Has sufficient consideration been exercised by the applicant in adapting the project to existing improvements in the vicinity?

- A. How will your project affect the school district? Will your project add to the student population or will it provide a service to the student population? How will your project affect the Sheriff's Office?

As a public charter high school sponsored by Nevada State Board of Education, this project allows for the growth and expansion of a very successful alternative to the conventional public high school. Recent studies and test scores of the school confirm the teaching methods, academic culture and curriculum offered by the institution to be exemplary. Given the location and physical constraints of their current facility, a new, expanded campus as allowed by a Special Use Permit would provide the environment for continued growth and success in the development of students in the public education system.

This project is expected to no affect on the Sheriff's Office, other than to possibly reduce the incidents of juvenile delinquency due to Silver State's positive influence on middle and high school students.

- B. If your project will result in the covering of land area with paving or a compacted surface, how will drainage be accommodated? (Contact Engineering for required information.)

The property has a portion of the 100 year flood plain within its boundaries. In addition the FEMA has mapped the "floodway" through the property which is described as a Zone AE floodway, described as "the floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights". The portion of the property that is located in the floodway within the floodplain will be utilized for a sports field as part of open space.

The site will be graded to allow for additional floodwaters to be routed into the floodway, minimizing the depth of flow in the floodplain, in addition, the school building and facilities will be constructed so that the finish floor will be one foot above the floodplain as required by the FEMA. See FEMA exhibits.

- C. Are the water supplies serving your project adequate to meet your needs without degrading supply and quality to others in the area? Is there adequate water pressure? Are the lines in need of replacement? Is your project served by a well? (Contact Public works for the required information.)

This project will be utilize the existing water and sewer system; a 12" PVC water main in Hot Springs Road south of the project plus an 8" PVC sewer line to the west of the property in Goni Road. If pipe slopes or sewer capacity is a problem, the development also has the ability to connect to the 8" sewer line that presently serves the property accessed by the cul-de-sac on Challenger Way. Added demand on the existing lines is estimated at 5-10% of capacity, thus not expected to be an issue.

- D. Is there adequate capacity in the sewage disposal trunk line that you will connect to in order to serve your project, or is your site on a septic system? (Contact Public works for the required information.)

Reference item C above.

- E. What kinds of road improvements are proposed or needed to accommodate your project? Have you spoken to Public Works or Regional Transportation road improvements?

The proposed high school borders the southern boundary of the airport which is currently served by Goni Road and College Parkway. It is also accessible to the on-road bicycle facilities as shown on the Carson City Unified Pathways Master Plan. The school will be served by district school buses that will use existing major travel corridors that could support alternative transit systems in the future.

The site is located about 1/2 mile from the Carson City Freeway and has direct access to College Parkway and Goni Road, both of which have the ability to serve the proposed school facilities traffic needs consistent with the Transportation Master Plan.

- F. Indicate the source of the information that you are providing to support your conclusions and statements made in this packet (private engineer, Public Works, Regional Transportation, title report, or other sources).

This application package was prepared by Palmer Engineering Group, Ltd in consultation with GL Szabo & Associates. The primary source of information is the experience and knowledge these firms possess of Carson City and its planning and development requirements. The city's planning department was contacted regarding the unique parking requirements for this public charter high school. The city's utility department was contacted regarding the capacity of existing water and sewer lines to accommodate the project.

- G. If outdoor lighting is to be a part of the project, please indicate how it will be shielded from adjoining property and the type of lighting (wattage, height, placement) provided.

Exterior lighting will comply with Carson City's requirements for lighting that will be shielded and minimize infringement on neighboring properties. Although the specific lighting has not been chosen, a submittal will be made to the planning department for approval of the fixture in the final design process.

- H. Describe the proposed landscaping, including screening and arterial landscape areas (if required by the zoning code). Include a site plan with existing and proposed landscaping shown on the plan which complies with City ordinance requirements.

Landscaping for the project will be in compliance with city standards. Design will adhere to norms for school campuses with special consideration given to utilization of low water use plants consistent with current trends toward the use of zeroscape landscaping when at all possible. The landscaping will include berms along both Goni Road and Old Hot Springs Road to provide for buffers for traffic. See attached plans.

- I. Provide a parking plan for your project. If you are requesting approval for off-site parking within 300 feet, provide site plans showing 1) parking on your site, 2) parking on the off-site parking lot and 3) how much of the off-site parking area is required for any business other than your own. Design and dimensions of parking stalls, landscaping islands and traffic aisles must be provided.

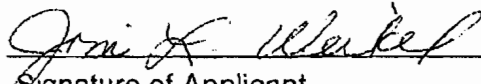
Carson City's Planning Department and Silver State High School administrators were consulted for the unique parking requirements for the students and staff for the proposed high school. It is not anticipated that off-site parking will be allowed, or required, for this project. Design of the parking plan is shown on the attached plans.

If there is any other information that would provide a clearer picture of your proposal that you would like to add for presentation to the Planning Commission, please be sure to include this information.

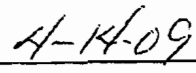
Silver State High School is seeking land that will provide for the development of a new school with space for future expansion, allow for an aerospace division and provide adequate area for a sports field. The property that is currently under consideration for a Master Plan Amendment, Zone Plan Amendment and Special Use Permit is recognized for its potential to meet that need, plus it is served by existing facilities. This proposed use for the land provides for a more efficient and desirable use of the land both for the applicant and for Carson City.

ACKNOWLEDGEMENT OF APPLICANT

I certify that the foregoing statements are true and correct to the best of my knowledge and belief. I agree to fully comply with all conditions as established by the Planning Commission. I am aware that this permit becomes null and void if the use is not initiated within one-year of the date of the Planning Commission's approval; and I understand that this permit may be revoked for violation of any of the conditions of approval. I further understand that approval of this application does not exempt me from all City code requirements.



Signature of Applicant



Date

TO: Carson City Board of Supervisors
FROM: Managing Member of Parcel # 008-921-01
DATE: December 10, 2009
RE: Special Use Permit /Re-zoning corner of Gold & Hot Springs Road

I represent a group of young developers who own the above referenced property. It is our understanding that the Board is considering to issue a Special Use Permit which would allow Silver State High School to be built on the corner. We would like to express our support for this permit.

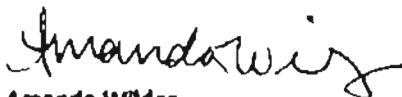
Although we currently are not ready to break ground on our property, we do have plans to develop a strip retail center in the future. As with all investments we realize that there is a degree of risk involved; however, we believe that having Silver State High School in the area would be beneficial. A 2008 study by the market research firm Harris Interactive reported that teens have a literal purchasing power of 132 billion dollars annually and influence 600 billion dollars of spending in the US every year. This is certainly a factor that local businesses would appreciate when deciding to locate in the area.

As for the concerns of the Coastack Casino in regards to expansion, a review of the patronage of the Casino suggests that a majority of their customers are in the evening hours. They would therefore not project traffic flow to a retail center as much as the school would. As we think about our own future development plans we must support those ventures that bring in more traffic during normal business hours.

Safety concerns have also been raised with regards to the proximity of the airport. We would like to point out that you've already given a special use permit to a day care center located in the same vicinity. Whatever safety concerns there are about children being close to the airport should have been addressed at that time.

We ask you to adopt an attitude that promotes the cooperation of businesses. There is enormous potential for the school to be a great neighbor to all these businesses. Furthermore, focus on the wonderful accomplishments of Silver State High School and the honor it would be to have a school that is ranked 58th in the nation. Finally, please use this opportunity to provide a quality education for the non-traditional student, as well as promote development that meshes with the current synergy of the area.

Sincerely,



Amanda Wilder
Managing Member

Icy roads in the present and on the horizon

Nevada Airport Staff Report

There were two collision accidents, numerous spin-outs and a couple of fender benders in Washoe Valley on Friday night commencing due to the icy roads, said Trooper Chuck Allen.

Troopers responded to a property injury accident at Ballouan Road and Highway 395 at 8:12 p.m. and another at 5:28 p.m.

Allen said there were no reported injuries.

The National Weather Service in Reno issued a winter storm warning for heavy snow from 1 p.m. today to 4 p.m. Sunday.

Snow will increase into the morning and become widespread, increasing to inches or more late this afternoon with the heaviest snowfall this evening.

Total snow accumulations are estimated at up to 8 inches in the valleys with 6 to 10 inches above 5,000 feet by early Sunday morning.

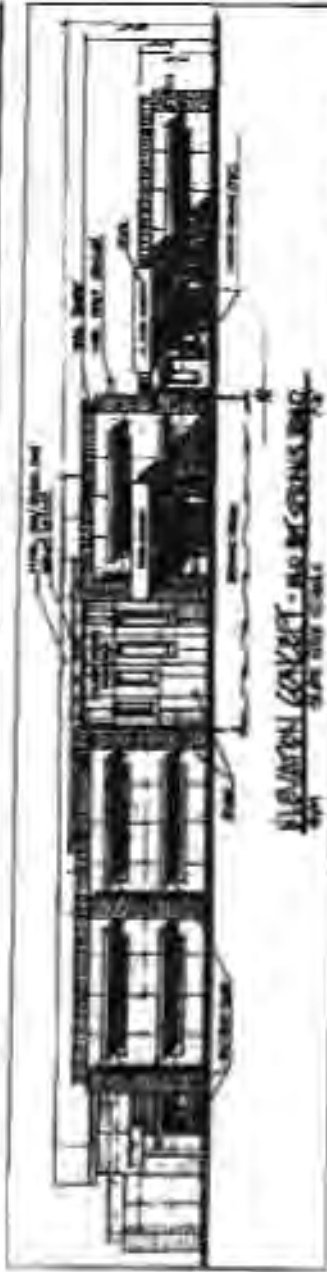
Snow will create slick roads and very hazardous driving conditions. Visibility will be reduced to half a mile or less in snow.

With temperatures below the freezing mark, Allen offers a few safety reminders

INSIDE

For an extended forecast, see Page A23

- Be sure you check that your wiper blades are not frozen to the windshield.
- Be certain that your windshield wiper fluid is rated for extremely cold temperatures (some wiper fluids are rated for 32 F while others are for -30 F).
- Be certain that the antifreeze in your radiator will handle extremely cold temperatures.
- Carry gloves, hat, extra coat or overalls, and please use proper footwear, extra socks, and extra shoes.
- If you become stranded on a highway or want to report a stranded motorist on either highway emergency, dial 911.
- Always buckle up for safety.
- Be on alert for responding emergency vehicles and for tow truck personnel assisting motorists.
- If involved in a spin-out, always try and move your vehicle out of the travel lanes to avoid being hit by another motorist.



PLANNED ARCHITECTURE GROUP, LTD. RENDERING

Charter school plans to triple size

BY TIM WEAVER

IF YOU GO

WHAT: Carson City Planning Commission meeting
WHERE: 3 p.m. Wednesday
WHERE: Sierra Room of Carson City Community Center, 851 E. William St.

dating them.
 The school first approached the commission in May, but pulled the application after members of the airport authority objected.

The main concerns were safety of the students and that school officials would object to the noise from the airport.

Knight said the location of the school adjacent to the airport is safer than the school's current location at the corner of College Parkway and Highway 395, which is in the flight path of the runway.

He said 22 schools throughout the state are located next to airports, including the Air Academy and Washoe High School in Reno.

To address the noise concerns, he said, the gymnasium will be built as a buffer between the runway and classroom, and other building materials will be used in noise abatement.

After receiving some concerns from the Carson City Airport Authority, Silver State Charter School is resubmitting before the planning commission Wednesday to seek approval for a \$10 million school next to the airport.

"We're growing 30 percent every year," said Principal Steve Knight. "It's not spending money money wisely putting money into a building we don't own."

Knight is applying for a special-use permit to build a 60,000-square-foot school on five acres next to the airport at 2223 1/2 College Parkway. It will allow the school to move them triple its floor space and double its population of about 550 students.

"We have a huge waiting list," Knight said. "We just have a hard time accommodat-

ing across the street from a Bully's Sports Bar & Grill. He said he's never received complaints from either establishment.

Despite objections, Knight said, the airport is the best place for the school, with an emphasis on aerospace and high-tech programs.

"All of our high-tech, state-of-the-art businesses are around the airport, and this is where our students are going to be getting jobs," he said.

"We don't want to do an aviation program from a school in the middle of town."

If approved by the planning commission, the Carson City Board of Supervisors will also have to approve the plan.

As the school grows, Knight said, staff will also increase from the 35 teachers it now employs.

"This is a good thing for Carson City," he said. "This school is a real plus for Western Nevada."

Middle Schools and High Schools Near Gaming

1- O'Brien Middle School

Quick Mart with slots directly across street

2- Pine Middle School

2 Convenient stores within 2 blocks

3- Hug High School

Jackson's, 7-11, and Winners Corner within 3 blocks

4- McQueen High School

Raley's Shopping Center within 2 blocks which contains Bully's Sports Bar

5- North Valley High School

Quick Stop across street

6- Reed High School

Smith's Shopping Center across street which contains Bully's Sports Bar

Safeway 3 blocks away

7- Reno High School

7-11, Longs Drug Store and CVS within 2 blocks

8- Washoe High School

Bar across street

7-11 2 blocks away

STATISTICS

Causes of Fatal Accidents by Decade (percentage)

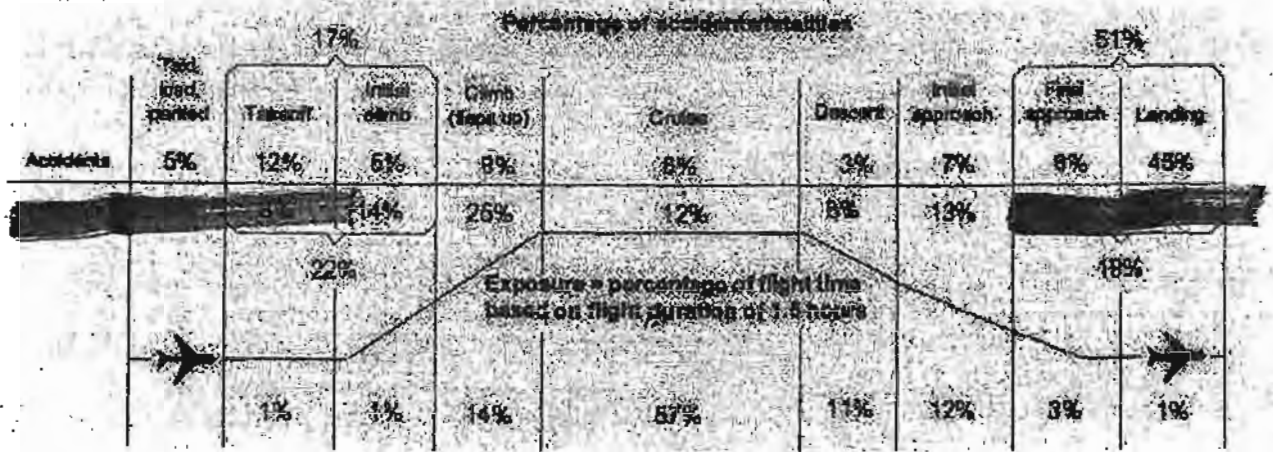
Cause	1950s	1960s	1970s	1980s	1990s	2000s	All
Pilot Error	40	32	24	25	27	25	29
Pilot Error (weather related)	11	18	14	17	21	17	16
Pilot Error (mechanical related)	7	5	4	2	4	3	4
Total Pilot Error	58	57	42	44	53	45	50
Other Human Error	0	8	9	6	8	9	7
Weather	16	10	13	15	9	8	12
Mechanical Failure	21	20	23	21	21	28	22
Sabotage	5	5	11	13	10	9	9
Other Cause	0	2	2	1	0	1	1

The table above is compiled from the PlaneCrashInfo.com accident database and represents 1,300 fatal accidents involving commercial aircraft, world-wide, from 1950 thru 2008 for which a specific cause is known. Aircraft with 10 or less people aboard, military aircraft, private aircraft and helicopters are not included.

"Pilot error (weather related)" represents accidents in which pilot error was the cause but brought about by weather related phenomena. "Pilot error (mechanical related)" represents accidents in which pilot error was the cause but brought about by some type of mechanical failure. "Other human error" includes air traffic controller errors, improper loading of aircraft, fuel contamination and improper maintenance procedures. Sabotage includes explosive devices, shoot downs and hijackings. "Total pilot error" is the total of all three types of pilot error (in yellow). Where there were multiple causes, the most prominent cause was used.

Source: PlaneCrashInfo.com database,

Accidents and Fatalities by Phase of Flight



Source: Statistical Summary of Commercial Jet Airplane Accidents, Boeing

Which type of flying is safer?

Type of Flight	Fatalities per million flight hours
Airliner (Scheduled and nonscheduled Part 121)	4.03
Commuter Airline (Scheduled Part 135)	10.74
Commuter Plane (Nonscheduled Part 135 - Air taxi on demand)	12.24
General Aviation (Private Part 91)	22.43

Sources: NTSB Accidents and Accident Rates by NTSB Classification 1998-2007

Odds of being involved in a fatal accident

Odds of being on an airline flight which results in at least one fatality	Odds of being killed on a single airline flight
Top 25 airlines with the best records 1 in 8.47 million	Top 25 airlines with the best records 1 in 13.57 million
Bottom 25 with the worst records 1 in 830,428	Bottom 25 with the worst records 1 in 1.13 million

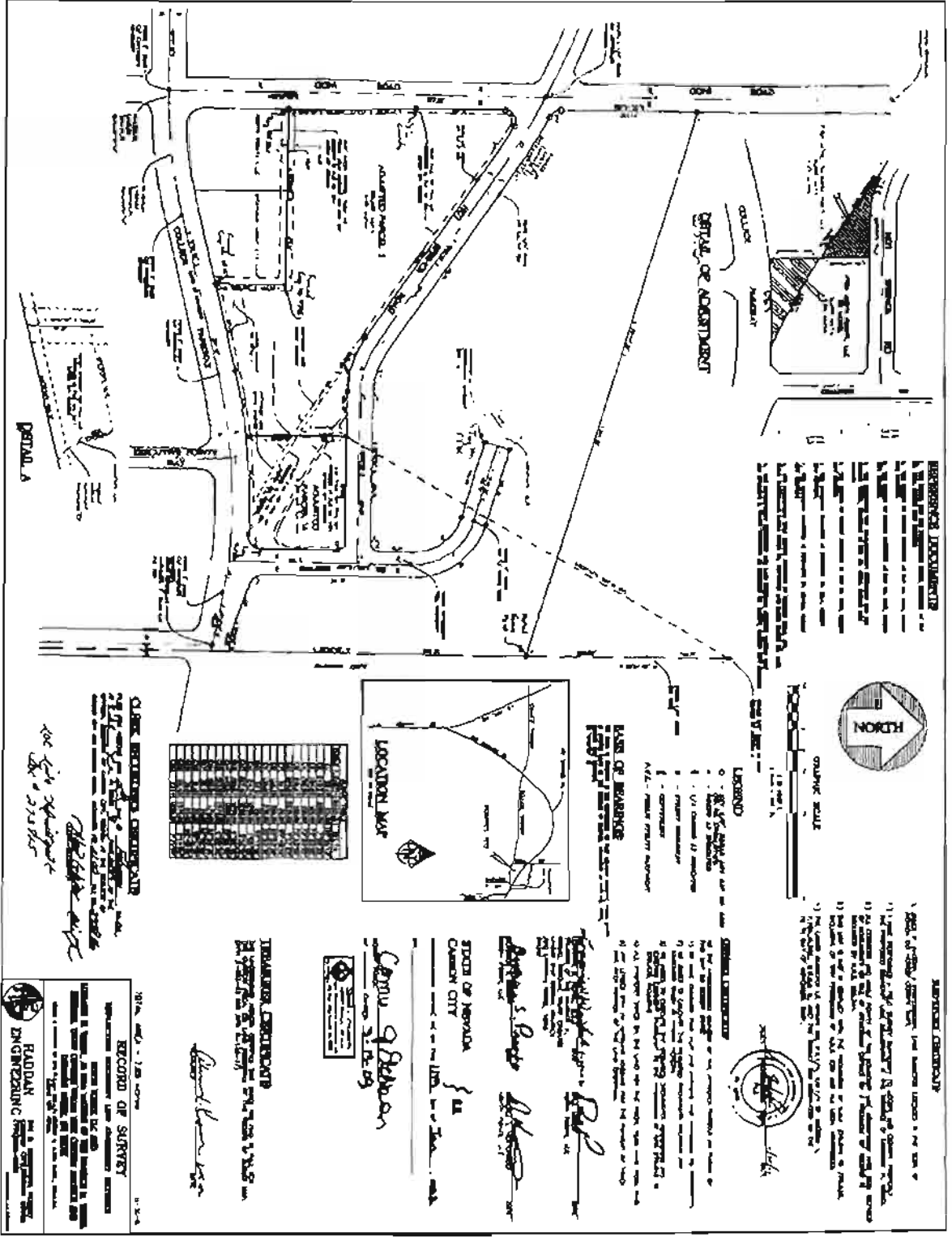
Source: OAG Aviation & PlaneCrashInfo.com accident database, 1989 - 2008

6342
 DRAWING NUMBER
 LARRY R. BROWN, P.E.
 CIVIL ENGINEER

DRAWING NUMBER

DRAWING NUMBER

DRAWING NUMBER



- REFERENCE DOCUMENTS**
- 1. ALL CITY RECORDS
 - 2. ALL CITY RECORDS
 - 3. ALL CITY RECORDS
 - 4. ALL CITY RECORDS
 - 5. ALL CITY RECORDS
 - 6. ALL CITY RECORDS
 - 7. ALL CITY RECORDS
 - 8. ALL CITY RECORDS
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 - 18. ALL CITY RECORDS
 - 19. ALL CITY RECORDS
 - 20. ALL CITY RECORDS



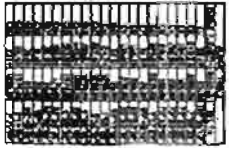
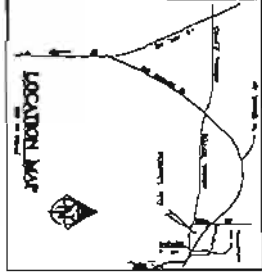
GRAPHIC SCALE
 1" = 20' - 0"

LEGEND

- 0 - EXISTING
- 1 - NEW
- 2 - UTILITY
- 3 - PROPERTY BOUNDARY
- 4 - CONTINGENT
- 5 - FUTURE PROPERTY BOUNDARY

PLAN OF REVISIONS

NO REVISIONS



CLIENT REPRESENTATIVE
 Mr. [Name]
 [Address]
 [City, State, Zip]



Larry R. Brown
 CIVIL ENGINEER
 STATE OF NEVADA
 CARRINGTON CITY

Seamus J. [Name]
 CIVIL ENGINEER
 STATE OF NEVADA
 CARRINGTON CITY

[Name]
 CIVIL ENGINEER
 STATE OF NEVADA
 CARRINGTON CITY

[Name]
 CIVIL ENGINEER
 STATE OF NEVADA
 CARRINGTON CITY

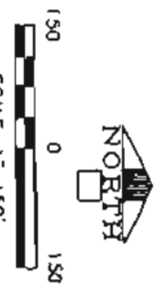
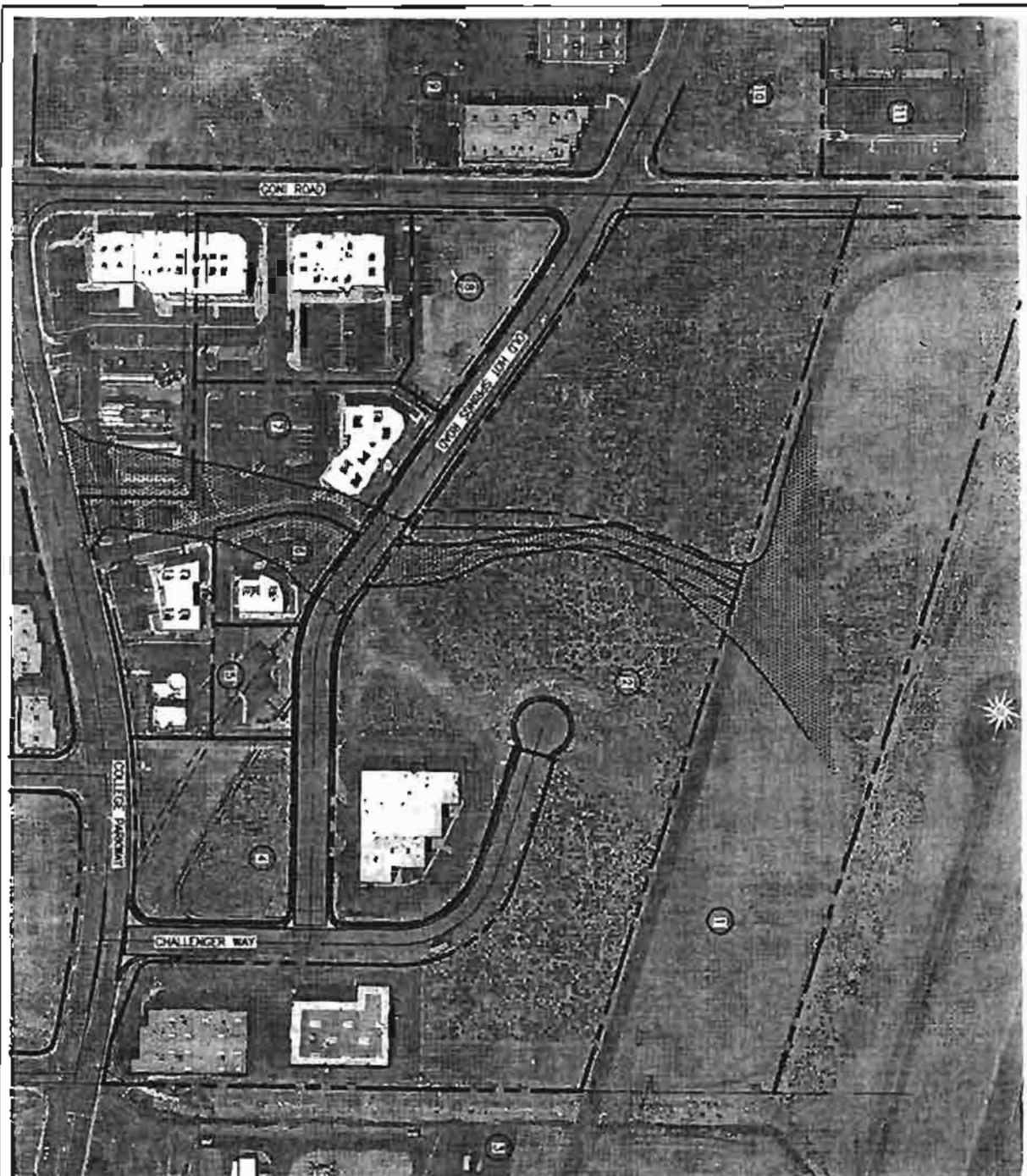
TREASURER
 [Name]
 [Address]

[Name]
 [Address]

RECORD OF SURVEY
 [Name]
 [Address]
 [City, State, Zip]

2439

2439



SITE INFORMATION

- 1 APN 05-011-02
OWNER: CASSON CTR. AIRPORT AUTHORITY
LAND USE: 140 - VACANT COMMERCIAL
ZONING: PH - PUBLIC REGIONAL
- 2 APN 05-011-03
OWNER: MIDVA, CASSON AIR PARK LTD
LAND USE: 200 - GENERAL INDUSTRIAL
ZONING: U - LIMITED INDUSTRIAL
- 3 APN 05-011-01
OWNER: CASSON CTR. AIRPORT AUTHORITY
LAND USE: 320 - HEAVY INDUSTRIAL
ZONING: PH - PUBLIC REGIONAL
- 4 APN 08-921-01
OWNER: MIDVA OF PROPERTIES LLC
LAND USE: 140 - VACANT COMMERCIAL
ZONING: U - LIMITED INDUSTRIAL
- 5 APN 08-921-10
OWNER: CAPITAL DISTRICT CENTER
LAND USE: 400 - GENERAL COMMERCIAL
ZONING: U - LIMITED INDUSTRIAL
- 6 APN 08-921-09
OWNER: PH & J JV LLC
LAND USE: 400 - GENERAL COMMERCIAL
ZONING: U - LIMITED INDUSTRIAL
- 7 APN 08-921-08
OWNER: PHILLIPS, R & J TRV AT LY TR
LAND USE: 110 - OFFICE BUSINESS SERVICES
ZONING: U - LIMITED INDUSTRIAL
- 8 APN 08-921-07
OWNER: BANCORP FRA TR & COMMERCIAL PARK
LAND USE: 140 - VACANT COMMERCIAL
ZONING: U - LIMITED INDUSTRIAL
- 9 APN 08-124-22
OWNER: NORTHERN NEVADA LIVESTOCK INVEST
LAND USE: 420 - CASINO OR HOTEL
ZONING: U - LIMITED INDUSTRIAL
- 10 APN 08-127-03
OWNER: SHELDON LAND & DEVELOPMENT LLC
LAND USE: 140 - VACANT COMMERCIAL
ZONING: CI - GENERAL INDUSTRIAL
- 11 APN 08-127-04
OWNER: SHELDON LAND & DEVELOPMENT LLC
LAND USE: 530 - GENERAL INDUSTRIAL
ZONING: CI - GENERAL INDUSTRIAL

<p>Palmer Engineering Group, Ltd.</p> <p style="font-size: small;">400 W. Nevada Street Carson City, Nevada 89401 www.palmereng.com</p>	<p>Phone (775) 884-6626 Fax (775) 884-4776</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;"> <p>SITE INFORMATION ADJOINING PROPERTIES</p> <p style="font-size: x-small;">DATE: 08/11/2010 DRAWN BY: [blank] CHECKED BY: [blank] SCALE: AS SHOWN</p> </td> <td style="width: 50%; text-align: center;"> <p>Sheet No. EX-1</p> <p>Project No. [blank]</p> <p>Client No. [blank]</p> <p>Date: 08/11/2010</p> <p>File: [blank]</p> </td> </tr> </table>	<p>SITE INFORMATION ADJOINING PROPERTIES</p> <p style="font-size: x-small;">DATE: 08/11/2010 DRAWN BY: [blank] CHECKED BY: [blank] SCALE: AS SHOWN</p>	<p>Sheet No. EX-1</p> <p>Project No. [blank]</p> <p>Client No. [blank]</p> <p>Date: 08/11/2010</p> <p>File: [blank]</p>
<p>SITE INFORMATION ADJOINING PROPERTIES</p> <p style="font-size: x-small;">DATE: 08/11/2010 DRAWN BY: [blank] CHECKED BY: [blank] SCALE: AS SHOWN</p>	<p>Sheet No. EX-1</p> <p>Project No. [blank]</p> <p>Client No. [blank]</p> <p>Date: 08/11/2010</p> <p>File: [blank]</p>			

Legend

PROPOSED US 396

SPECIAL PLAN AREA

SUBURBAN BOUNDARY

SERVICE BOUNDARY

LAND USE DEFINITIONS

OSR - OPEN SPACE/RECREATIONAL/RURAL RESIDENTIAL - 40 AC/DU

AR - AGRICULTURE RESIDENTIAL - 10 AC/DU TO 40 AC/DU

RR - RURAL RESIDENTIAL - 3 AC/DU TO 10 AC/DU

SR - SUBURBAN RESIDENTIAL - 1 TO 3 AC/DU

LDR - LOW DENSITY RESIDENTIAL - 1 TO 3 DU/AC

MDR - MEDIUM DENSITY RESIDENTIAL - 4 TO 10 DU/AC

HDR - HIGH DENSITY RESIDENTIAL - 10 PLUS DU/AC

O - OFFICE

NB - NEIGHBORHOOD BUSINESS

C - COMMERCIAL

I - INDUSTRIAL

GHDR

HDR/MH

LEP/MH

MDR/MH

OSR/PR

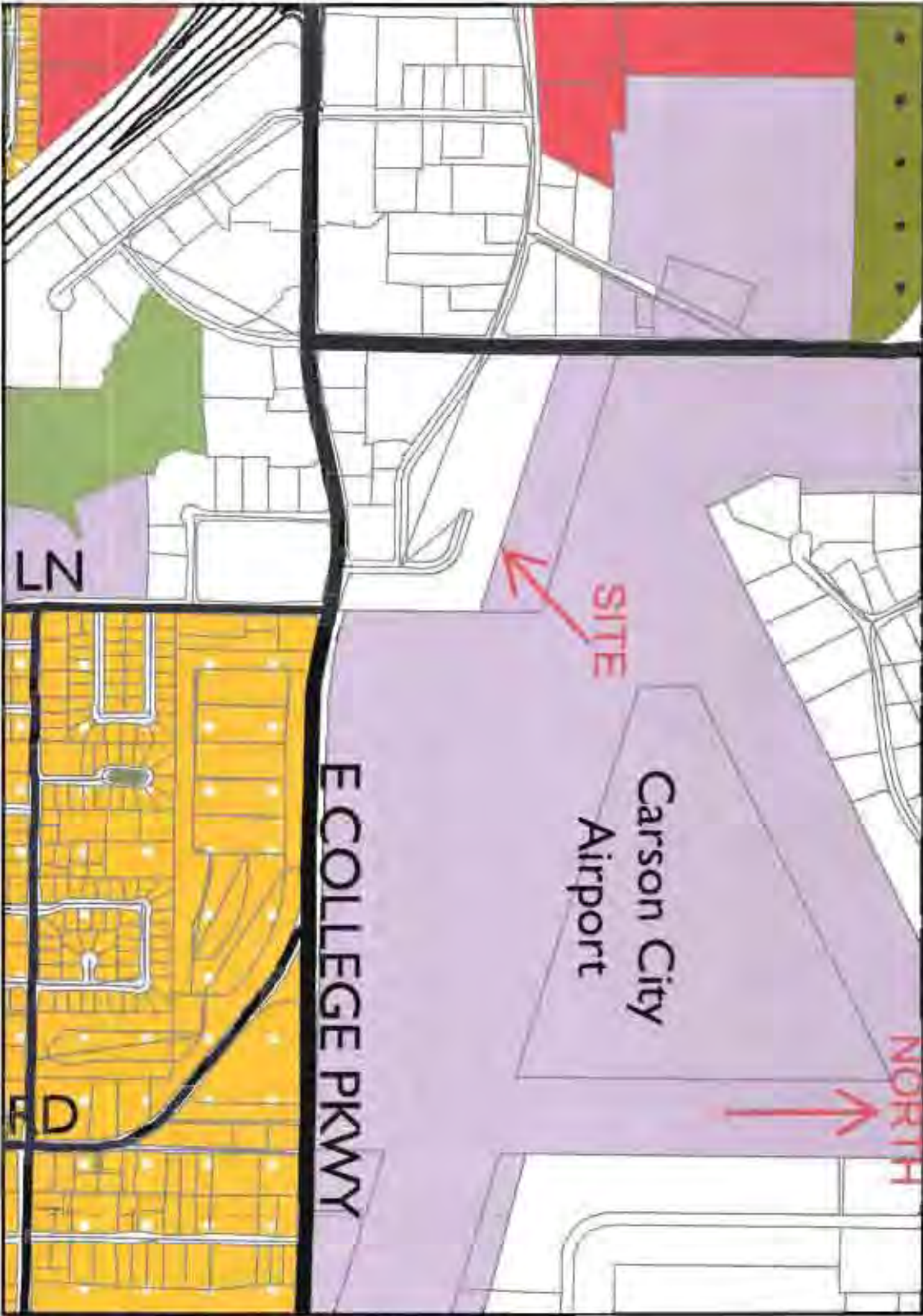
PN - PUBLIC NEIGHBORHOOD

PC - PUBLIC COMMUNITY

PR - PUBLIC REGIONAL

RI - RURAL INDUSTRIAL

WT - WASHOE TRIBE



SITE

Carson City
Airport

E COLLEGE PKWY

N




D

NORTH




Land Use Map

Legend





COMMERCIAL/EMPLOYMENT

-  Community/Regional Commercial
-  Neighborhood Commercial
-  Industrial

MIXED-USE

-  Downtown Mixed-Use
-  Mixed-Use Commercial
-  Mixed-Use Residential
-  Mixed-Use Employment





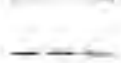
RESIDENTIAL

-  Rural Residential (5-20 ac/du)
-  Low Density Residential (0.2-3 du/ac or 5-33 ac/du)
-  Medium Density Residential (3-8 du/ac)
-  High Density Residential (8-36 du/ac)

OPEN LANDS

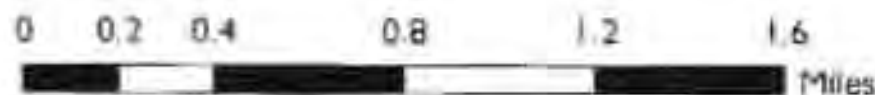
-  Public Conservation
-  Open Space
-  Parks and Recreation

OTHER

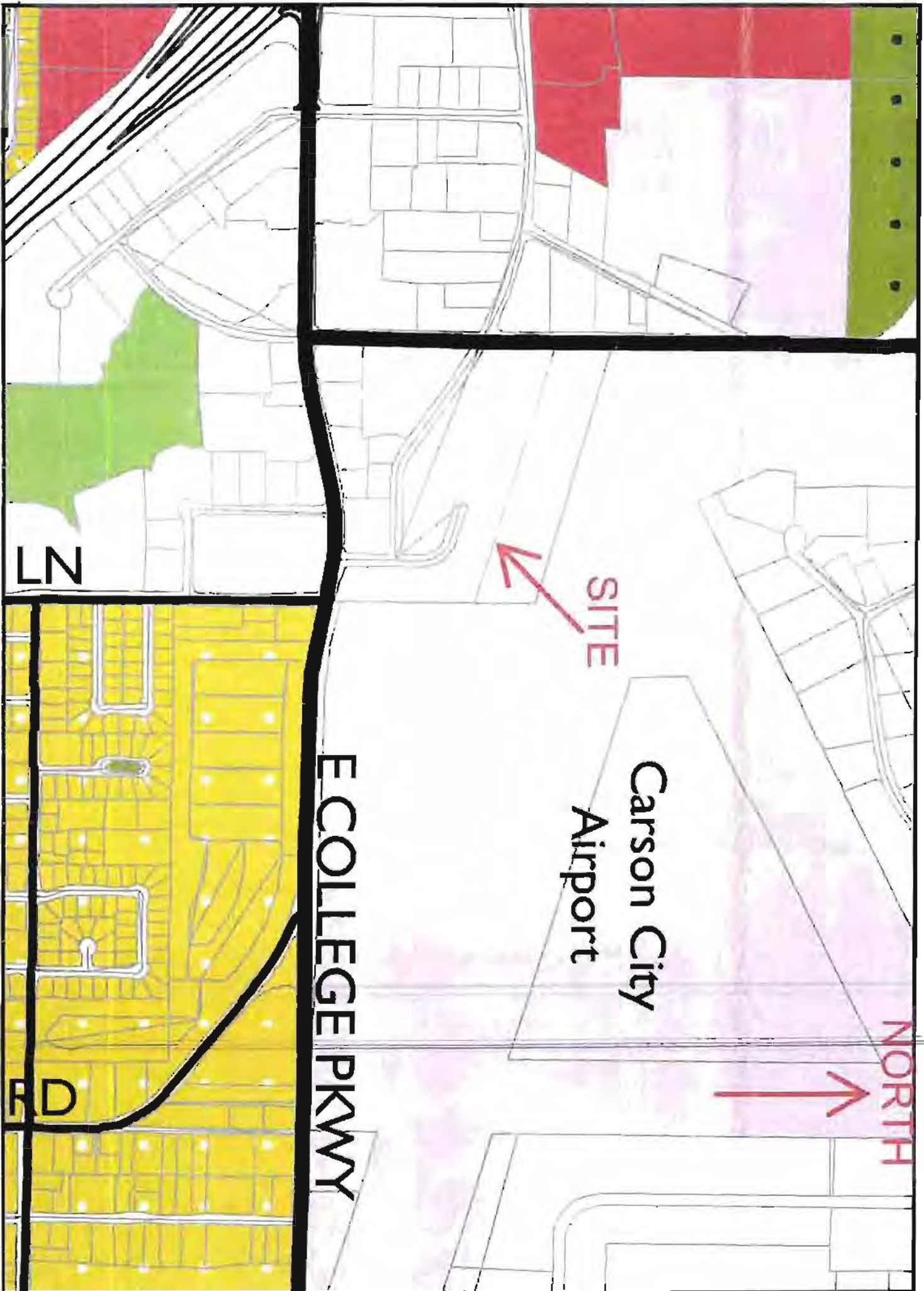
-  Public/Quasi-Public
-  Washoe Tribe
-  Specific Plan Area
-  Conservation Reserve (Private)
-  Planned Roadway Connection



Adopted April 8, 2008



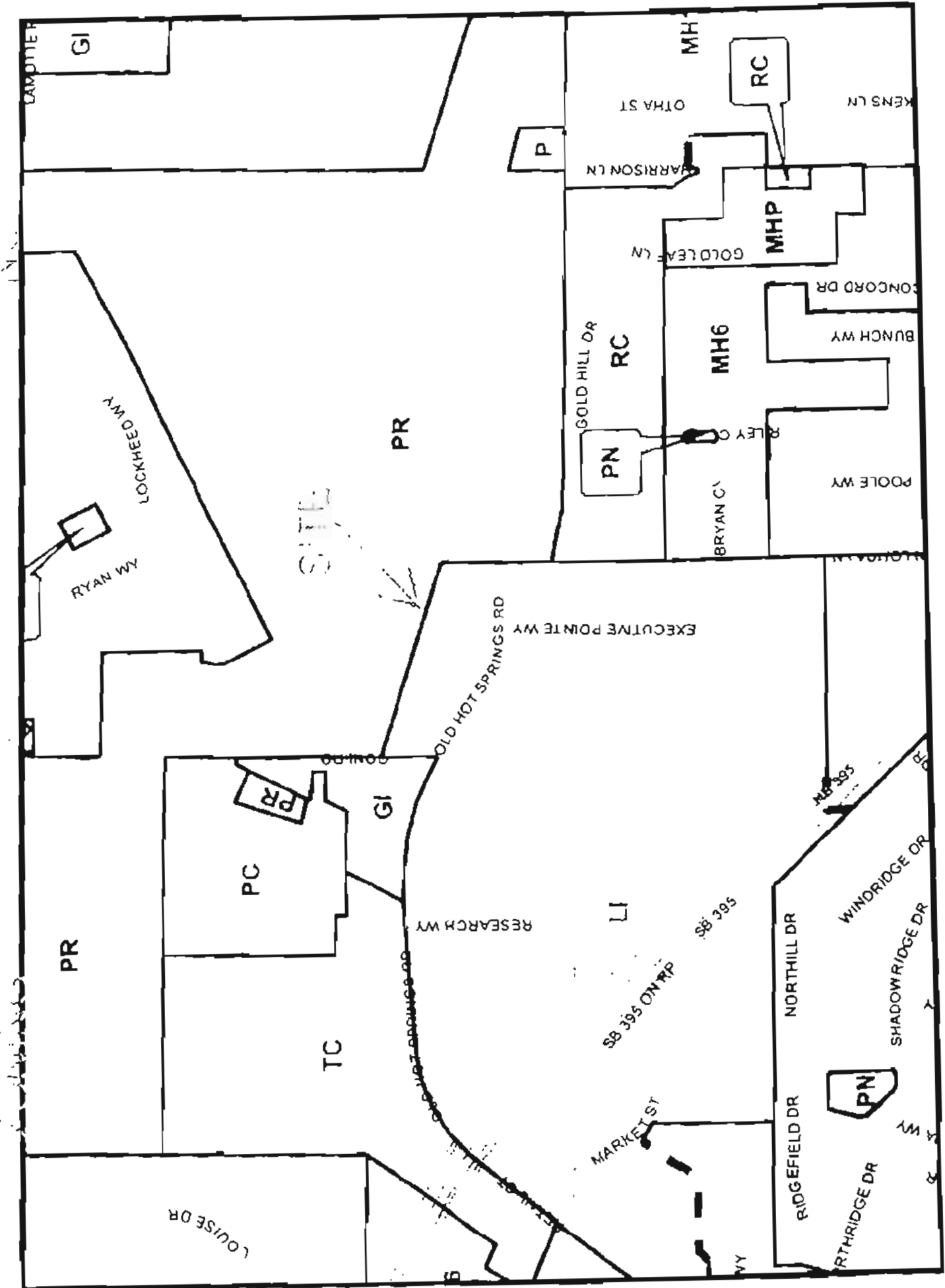
Source: Carson City City Engineer/Carson City Assessor/NGEM/Clark County Assessor
 Note: This map has been prepared for the City of Carson City on the basis of the Carson City Planning Department's best available information. The City of Carson City does not warrant the accuracy or reliability of the map information.



ZONING DESCRIPTIONS:



















- A - Agricultural
- AIP - Airport Industrial Park
- CR - Conservation Reserve
- DT-MU - Downtown Mixed Use
- GC - General Commercial
- GI - General Industrial
- GO - General Office
- LI - Limited Industrial
- MFA - Multi-family Apartment
- MFD - Multi-family Duplex
- MH12 - Mobile Home 12000
- MH1A - Mobile Home 1 Acre
- MH6 - Mobile Home 6000
- MHP - Mobile Home Park
- NB - Neighborhood Business
- P - Public
- PR - Public Regional
- PC - Public Community
- PN - Public Neighborhood
- RC - Retail Commercial
- RO - Residential Office
- SF12 - Single Family 12000
- SF1A - Single Family 1 Acre
- SF21 - Single Family 21000
- SF2A - Single Family 2 Acre
- SF5A - Single Family 5 Acre
- SF6 - Single Family 6000
- SPA - Specific Plan Area
- TC - Tourist Commercial
- P - Planned Unit Development



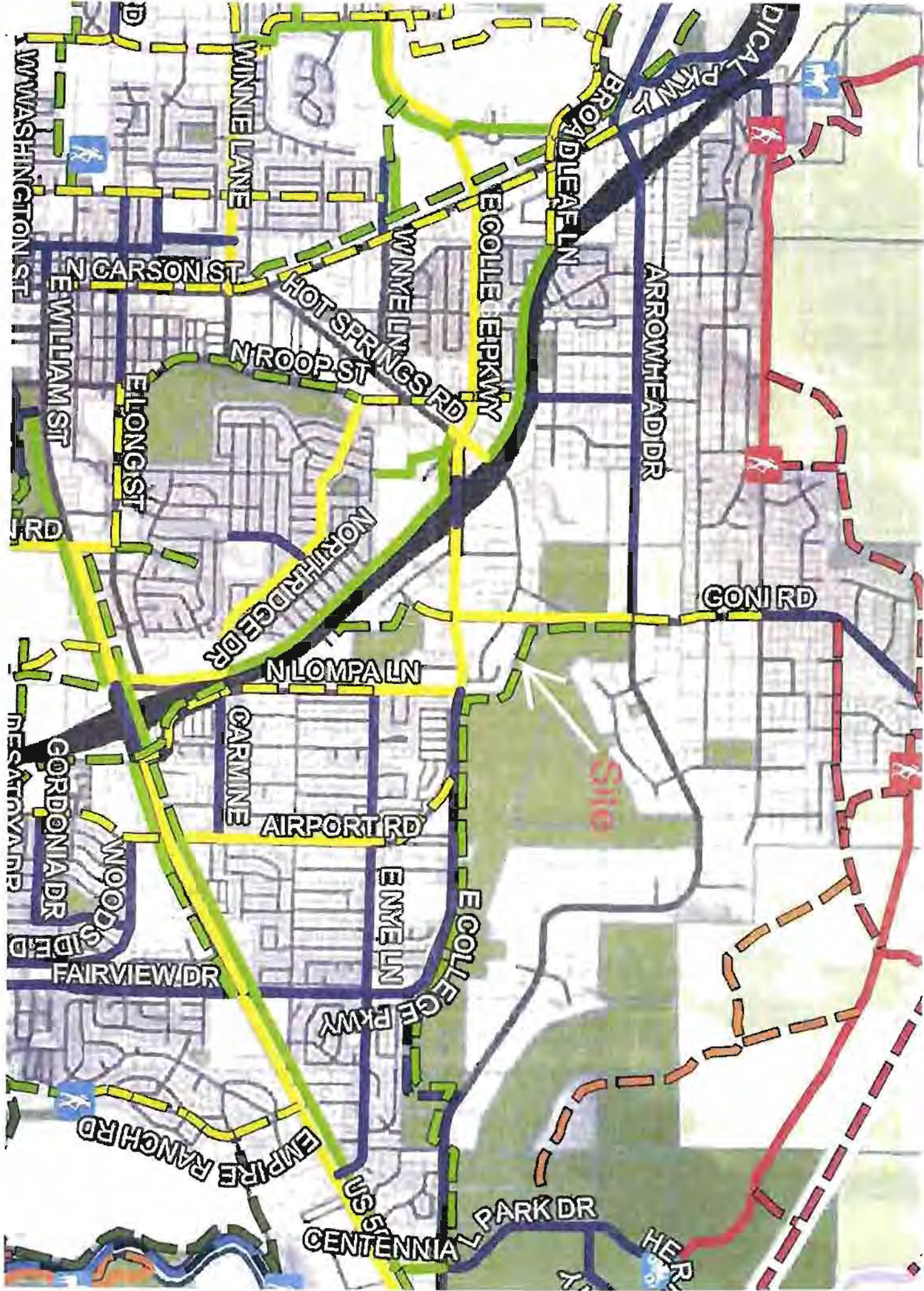


Carson City Unified Pathways Master Plan

LEGEND

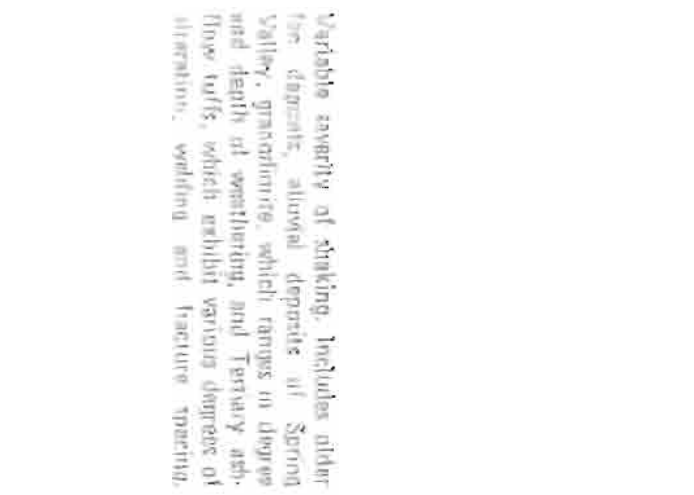
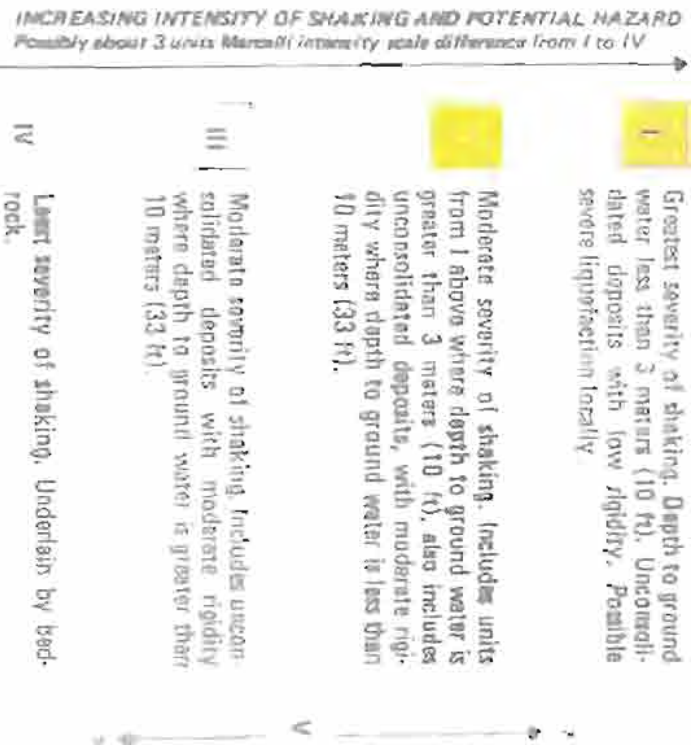
	BUREAU OF INDIAN AFFAIRS		TRAILHEAD FOR AQUATIC TRAIL
	BUREAU OF LAND MANAGEMENT		TRAILHEAD FOR OHV
	CARSON CITY		TRAILHEAD WITH TRAILER PARKING
	STATE OF NEVADA		TRAILHEAD WITH PARKING
	UNITED STATES FOREST SERVICE		TRAILHEAD
	WASHOE TRIBE LAND		AQUATIC TRAIL CLASS I
	STATE/BLM/USFS TRAIL		AQUATIC TRAIL CLASS III
<i>(approximate location of agency trials)</i>			PROPOSED CROSSING (AT GRADE)
	DESIGNATED OHV TRAILS		PROPOSED CROSSING (BRIDGE)
	V&T RAILROAD ALIGNMENT		V&T RAILROAD RECONSTRUCTION PROJECT SPECIFIC PLAN AREA

ARROWS INDICATE FUTURE TRAIL CONNECTIONS



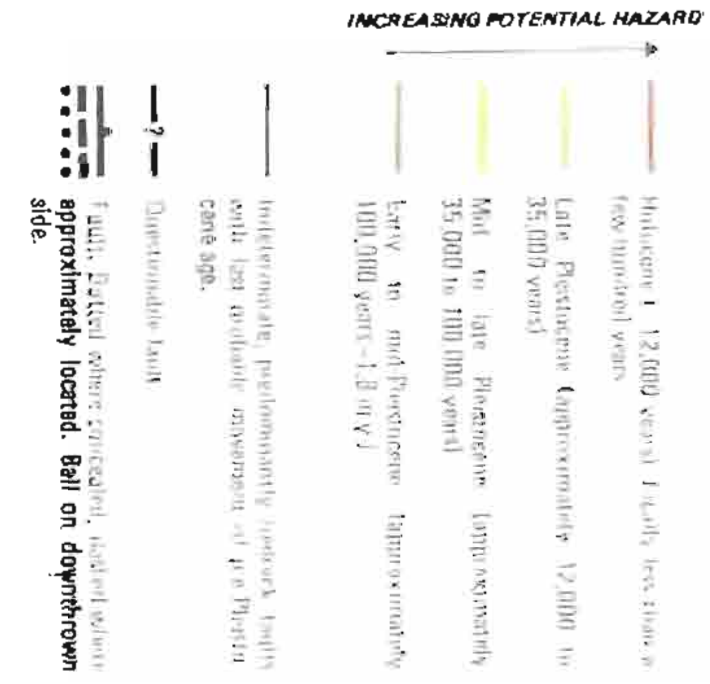
New Empire Quadrangle Earthquake Hazard Map 1B1

POTENTIAL FOR GROUND SHAKING DURING EARTHQUAKES



POTENTIAL FOR SURFACE RUPTURE

Age of youngest fault displacement



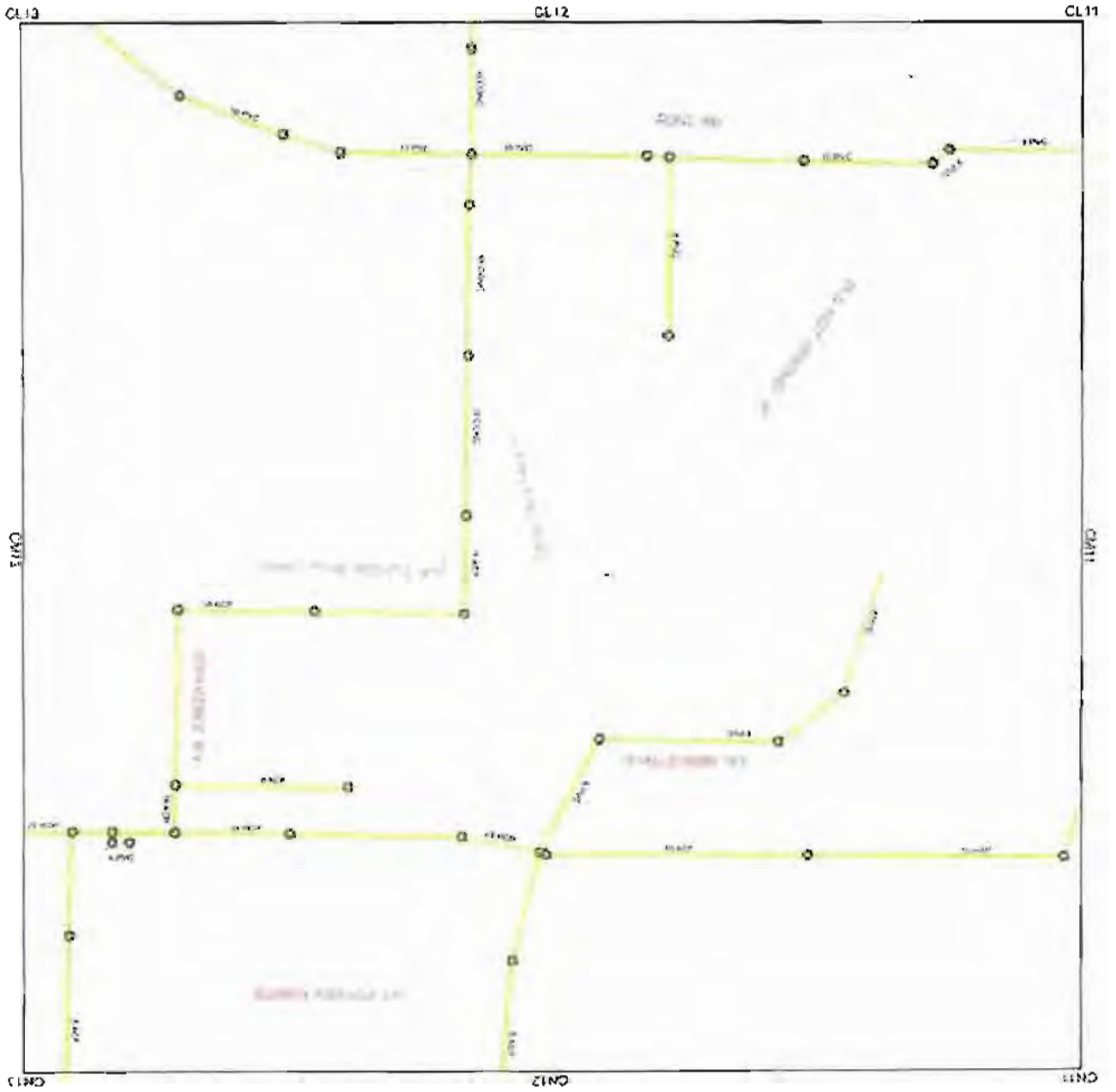
INCREASING INTENSITY OF SHAKING AND POTENTIAL HAZARD
Possibly about 3 units Mercalli intensity scale difference from I to IV

INCREASING POTENTIAL HAZARD

Sheet



50 FEET



SEWER



1 inch equals 100 feet

SHEET

NOTES:

Legend

	Proposed Sewer
	Catch Basin
	Manhole
	Catch Basin with Pump-out
	Manhole with Pump-out
	Catch Basin with Pump-out and Manhole
	Catch Basin with Pump-out and Manhole

CL11	CM11	CM11
CL12	CM12	CM12
CL13	CM13	CM13

MAP PAGE: CM12

Map 01 2023

STATIONARY ENGINEERING
 1000 W. 10th Street, Suite 100
 Lincoln, NE 68502
 Phone: (402) 441-1111
 Fax: (402) 441-1112
 Website: www.stationaryeng.com

April 14, 2009

Mr. Mike Stephenson, P.E.,
Palmer Engineering Group, Inc.
611 Nevada Street
Carson City, NV 89705

Re: Silver State Charter High School - Carson City Sewer Capacity

Dear Mike:

The proposed project is to be located generally at the corner of Goni Road and Old Mal Springs Road. Even though you are proposing a land use change from Limited Industrial to Public, the estimated flow will be considered the same. The Carson City Sewer model (currently in HYDRUS) with the existing flows based on land use shows that there are no pipes with a D/D of 0.75 or greater between the proposed site and the treatment plant. This area is only served by a 48" main.

If you have any questions, please feel free to contact me at 862-5530 ext 4814.

Sincerely,
MARKHARE CONSULTING, LTD.

Rebecca Bernier, P.E.
Project Manager



FIRM
 FLOOD INSURANCE RATE MAP
 CARSON CITY,
 NEVADA
 INDEPENDENT CITY
 PANEL MAP 215
 JANUARY 14, 2008

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
 FLOOD INSURANCE RATE MAP
 CARSON CITY,
 NEVADA
 INDEPENDENT CITY
 PANEL MAP 215
 JANUARY 14, 2008

MAP NUMBER: 2000419008
 MAP REVISION: JANUARY 14, 2008

This is an official Flood Insurance Rate Map (FIRM) of the National Flood Insurance Program (NFIP). It is a map of the flood hazard areas in Carson City, Nevada, and is used to determine the flood insurance rates for properties in the area. The map is based on the best available data and is subject to change. The map is not a warranty of insurance and does not constitute an offer of insurance. For more information, please contact your insurance agent or the NFIP.



LEGEND

Symbol	Description
—	Major Road
—	Minor Road
—	Railroad
—	Water
—	Forest
—	Barren
—	Urban
—	Open Space
—	Other



Definitions of FEMA Flood Zone Designations

Flood zones are geographic areas that the FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area.

Moderate to Low Risk Areas

In communities that participate in the NFIP, flood insurance is available to all property owners and renters in these zones:

ZONE	DESCRIPTION
B, C, and X	Areas outside the 1-percent annual chance floodplain, areas of 1% annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1% annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1% annual chance flood by levees. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in these zones.

High Risk Areas

In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all of these zones:

ZONE	DESCRIPTION
A	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas, no depths or base flood elevations are shown within these zones.
AE, A1-A30	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. In most instances, base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
AH	Areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
AO	River or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Average flood depths derived from detailed analyses are shown within these zones.
AR	Areas with a temporarily increased flood risk due to the building or restoration of a flood control system (such as a levee or a dam). Mandatory flood insurance purchase requirements will apply, but rates will not exceed the rates for unnumbered A zones if the structure is built or restored in compliance with Zone AR floodplain management regulations.
APP	Areas with a 1% annual chance of flooding that will be protected by a Federal flood control system where construction has reached specified legal requirements. No depths or base flood elevations are shown within these zones.

High Risk - Coastal Areas

In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all of these zones:

ZONE	DESCRIPTION
V	Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. These areas have a 26% chance of flooding over the life of a 30-year mortgage. No base flood elevations are shown within these zones.
VE, V1 - 30	Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.

Undetermined Risk Areas

ZONE	DESCRIPTION
D	Areas with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk.

[FEMA.gov](#) | [Accessibility](#) | [Privacy Policy](#) | [FAQ](#) | [Site Help](#) | [Site Index](#) | [Contact Us](#)

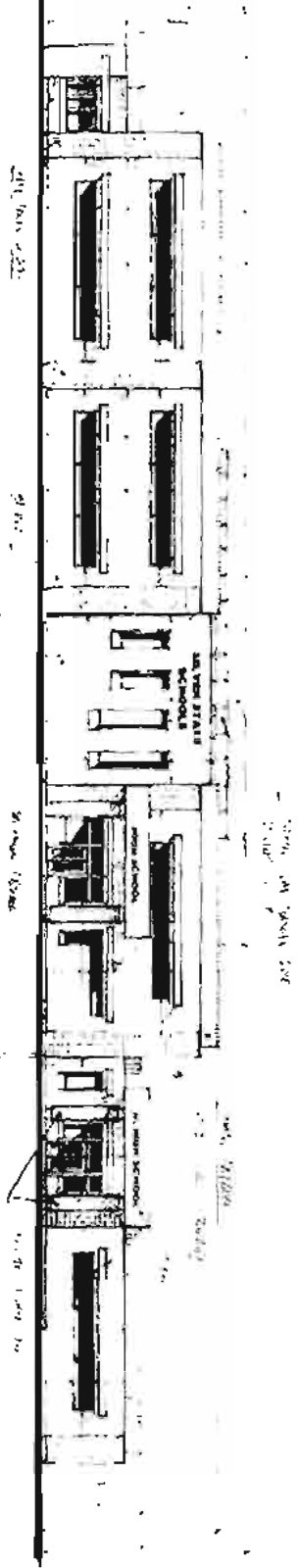
FEMA Map Service Center, P.O. Box 1038 Jessup, Maryland 20794-1038 Phone: (800) 358-9816
Adobe Acrobat Reader required to view certain documents. [Click here to download](#)

2000- P
2000- P
1117
present



2000- P
2000- P charged to
(PR) G

ELEVATION CONVERT - OLD HOT SPINGS ROAD



ELEVATION CONVERT	Palmer Engineering Group, Ltd								
1/11									

Palmer Engineering Group, Ltd.

611 North Nevada Street • Carson City, NV 89703 • (775) 884-0479 Fax: 884-4226

October 14, 2009

Jennifer Pruitt
Principal Planner
Carson City Planning Division
2621 Northgate Lane, Suite 62
Carson City, Nevada, 89706

Re: Silver State High School Land Use Applications
MPA -09-035;ZMA-09-036;SUP-09-037

RECEIVED

OCT 22 2009

CARSON CITY
PLANNING DIVISION

- MPA - 09 - 035

- ZMA - 09 - 036

SUP - 09 - 037

Dear Jennifer;

This supplement is to provide information relative to a letter received from the Comstock Casino in opposition to the proposed to Silver State High School Land Use Applications.

Specifically, Northern Nevada Comstock Investments letter dated May 12, 2009 was received by Carson City Planning in opposition to the location of the school in the original application and is attached for reference. The letter espouses the incompatibilities in land use between gaming and a school and further expands on the possible impacts to the existing gaming license and future expansion of the casino to the neighboring parcel to the south.

The decision to have the new school in this location was based on a number of issues. The first being parcel size and accessibility of the school to a major roadway; second, being the proximity to a high speed fiber optics to support its technology; and finally its desire to be located adjacent to the airport to support its aerospace learning center.

The school was well aware of its proximity to the Casino and talked to planning prior to making application to ensure that there were no ordinances in effect that would prohibit a school in that location. Although the letter from NNCL quotes various ordinances and codes from other jurisdictions that stipulate specific conditions and distances from casinos, Carson City does not preclude the location of gaming establishments near schools. In fact, the school at its present location, operating under a Special Use Permit is within 100' of a 7-11 convenience store that has a limited gaming license.

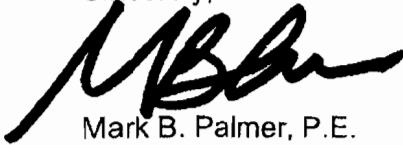
The attached drawing shows the distances to the existing Comstock Casino and the property to the south that is proposed for future casino expansion. Although we do not know where the exact location of the future casino expansion would be on the property to the south, we have shown the existing distance to the property line from the footprint of the proposed school to the property line to be approximately 450'. The future casino footprint would more than likely be in excess of 500' distance.

To minimize the minor conflicts in land use and future use of the adjacent properties, the school has proposed providing landscaped berms to provide a visual and sound buffer from the Casino.

The letter also makes a statement to the effect that the Casino's location is not referenced in the application. The following is a statement made in both the application for the Master Plan Amendment and Zone Map Amendment: "A casino sets on the property diagonally southwest of this parcel on property zoned Limited Industrial. Although this may appear as a minor conflict of land use with the proposed school, the properties are separated by berms, landscaping, and is across both Goni Road and Old Hot Springs Road."

In conclusion, the casino voicing opposition to the school based on impacting its existing gaming license is only conjecture and since it will already be grandfathered in when the school is in place, we believe the point is mute. Furthermore, speculation that a future gaming license will then be threatened due to its proximity to the school is not relative since Carson City does not preclude the location of gaming establishments near schools. In any sense, if a future casino is contemplated on the parcel to the south, its footprint will more than likely will be more than 500 feet away.

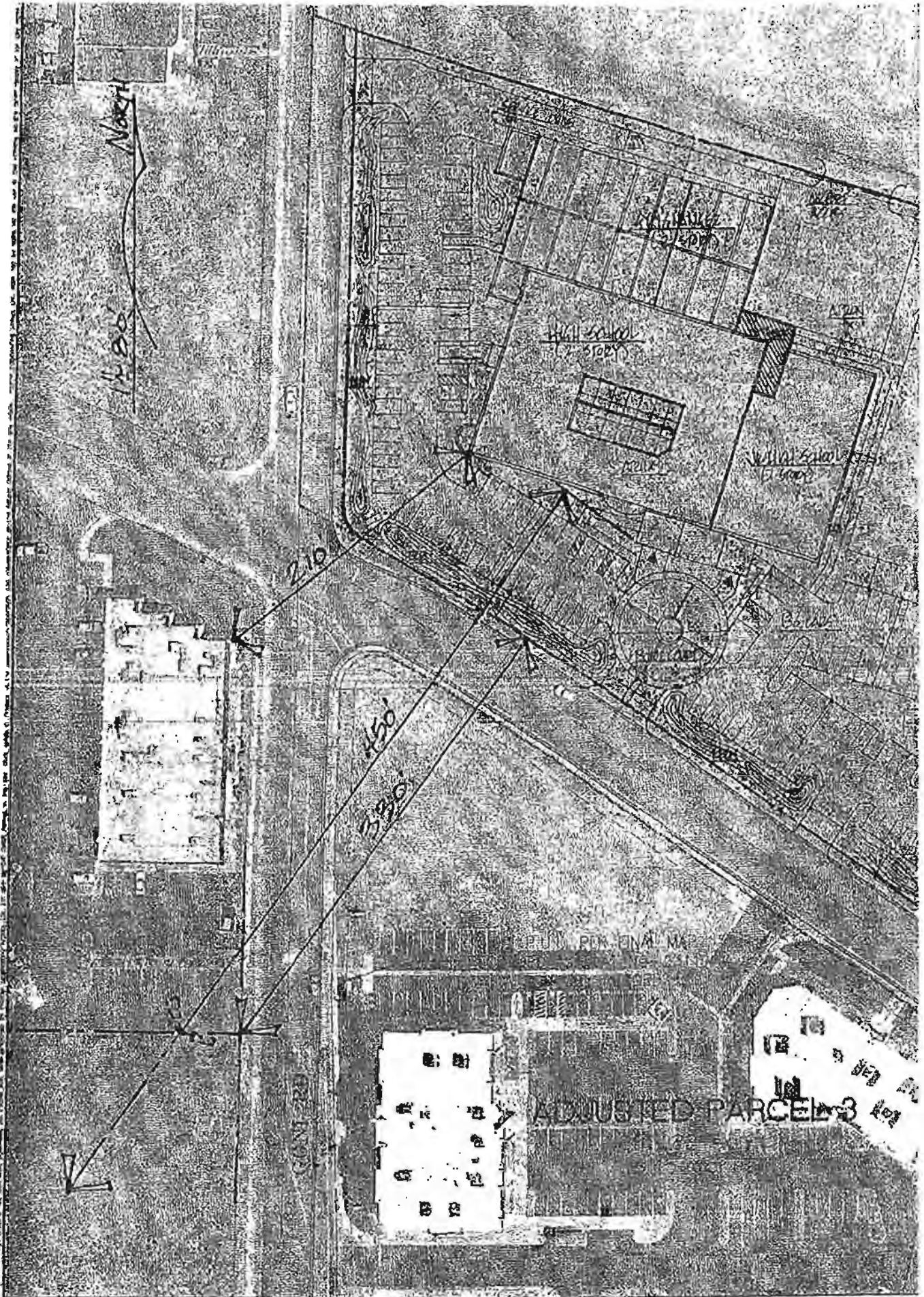
Sincerely,

A handwritten signature in black ink, appearing to read 'M B Palmer', written in a cursive style.

Mark B. Palmer, P.E.

President

Palmer Engineering Group, Ltd.



NORTH

1400

210

450

380

Hill School
17-1009

Walter School
15-1000

ADJUSTED PARCELS 3



ANDREW MACKENZIE
MIKI PAVLAKIS
JOAN C. WRIGHT
PATRICK V. FAGAN
KAREN A. PETERSON
JAMES R. CAVILJA
CHRIS MACKENZIE
DAWN ELLERBROCK



ALLISON · MACKENZIE
PAVLAKIS · WRIGHT & FAGAN
L.L.P.
ATTORNEYS AND COUNSELORS AT LAW

RYAN D. RUSSELL
JENNIFER M. MAHE
ALICIA G. JOHNSON
JOE W. LOCKE

MIKE SOUMBROTIS
(1932-1997)

GEORGE V. ALLISON
OF COUNSEL

May 19, 2009

Via Hand Delivery

Jennifer Pruitt
Principal Planner
Carson City Planning Division
2621 Northgate Lane, Suite 62
Carson City, NV 89706



Re: Silver State High School/Land Use Applications;
File No.s MPA-09-035; ZMA-09-036; SUP-09-037

Dear Jennifer:

This law firm has been retained by Northern Nevada Comstock Investments, LLC ("NNCI") with regard to the above-referenced land use applications. NNCI is the owner Assessor's Parcel Numbers 008-124-22 and 008-124-20 located at the southwest corner of Goni Road and Old Hot Springs Road (3680 Goni Road). NNCI's property is directly across the intersection of Goni Road and Old Hot Springs Road from the proposed Silver State High School site.

NNCI operates the Comstock Casino on the Goni Road Property. The Comstock Casino is located on approximately 7.5 acres and includes a 14,250 square foot gaming facility. The casino offers 220 slot machines, a sports wagering venue and one restaurant. The Comstock employs approximately 40 people with an estimated annual payroll of \$1 million.

The Comstock Casino has been in operation for approximately five years, opening the non-restricted facility in July, 2004. Previously, the facility operated for five years (opened in 1999) at this location as a restricted gaming facility known as Cheers Food & Spirits. Cheers Food & Spirits originally operated under the direction of Gene Wallace for 15 years in a location approximately two blocks west of the current Comstock Casino.

NNCI also currently has a 10,000 square foot warehouse on the Goni Road property which serves as a significant slot repair facility. This slot repair facility serves various commonly owned gaming operations in the region.

The current operations utilize approximately 2 of the 7.5 acres owned by NNCI. Future plans of NNCI call for the development of a more full serve facility. Management envisions the development of an additional 40,000 square feet and will include several amenities. Future amenities may include multiple restaurants, spa, meeting/banquet space, and a lodging facility.

Jennifer Pruitt
May 19, 2009
Page 2

NNCI is very concerned about the high school use proposed for the northeast corner of Goni and Old Hot Springs Roads. The operation of a high school and possibly a future junior high school, as described in the applicant's materials, is simply not compatible with the existing nonrestricted gaming use on the NNCI property. Obviously, as a pre-existing use the current Comstock Casino should not be jeopardized by the school, but it is possible that school's existence in that location may preclude the future expansion of NNCI's gaming activities. NNCI has invested millions of dollars in the acquisition and development of its existing Goni Road facilities. This investment has been made in reliance upon the surrounding zoning and land use classifications.

Pursuant to the Regulations of the Nevada Gaming Commission and the State Gaming Control Board, applications for a state gaming license may be denied if the Gaming Control Board determines that the proposed location for which a license is sought is unsuitable. Specifically, Regulation 3.010 provides, in part, as follows:

....the following places or locations may be deemed unsuitable:

1. Premises located within the immediate vicinity of churches, schools and children's public playgrounds. (emphasis added).

The location of the proposed high school is immediately across the intersection from the Comstock Casino. As such, if permitted, the high school may impact NNCI's current gaming license and would certainly threaten any efforts to expand the Comstock's gaming activities in the future.

In addition to the referenced Gaming Regulation, Nevada case law also supports the conclusion that schools and gaming establishments should not be located in close proximity. In Clark County v. Simon & Tucker,¹ the Nevada Supreme Court upheld a local Liquor and Gaming Licensing Board's denial of a gaming license based upon the proposed location in a shopping center across the street from a junior high school.

Although Carson City has no specific ordinance precluding the location of gaming establishments near schools, other local jurisdictions in Nevada have chosen to set very specific limits in this regard. Pursuant to Douglas County Code Section 20.685.040, an applicant seeking to engage in gaming activities must demonstrate, among other things, that the proposed gaming establishment will not cause material prejudice to a public or private school whose property line is within 2,500 feet of the property line of the gaming establishment. In Clark County, areas in which gaming is allowed (Gaming Enterprise Districts) may not be expanded to include property that is

¹ Clark County Liquor and Gaming Licensing Board v. Simon & Tucker, Inc., 106 Nev. 96, 787 P.2d 782 (1990).

Jennifer Pruitt
May 19, 2009
Page 3

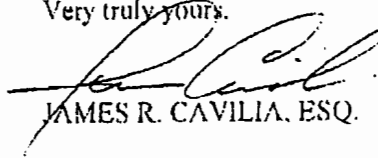
1,500 feet from property upon which a public or private school is located.² The City of Reno has adopted a similar provision, providing that the building footprint of a casino must be located at least 500 feet from the nearest existing school.³ The property lines of NNCI and the applicant in this matter are less than 100 feet apart. In fact, the high school building as proposed would likely be less than 250 feet from the existing Comstock Casino building.

NNCI appreciates the value and importance of Silver State High School to the local community. NNCI likewise appreciates the desire of the high school's administration to develop a first class, permanent facility in Carson City. Unfortunately, this proposed location is simply not appropriate. As recognized by the Nevada gaming regulators, the Nevada Supreme Court and various local jurisdictions, nonrestricted gaming and schools are just not compatible uses. As you know, the Carson City Development Code repeatedly acknowledges the importance of compatibility of neighboring land uses. The applicant's proposed school use is simply not compatible with the adjacent, existing gaming use of NNCI. In the applicant's submittals to Carson City the uses to the West, North, East and South of the site are repeatedly referenced. Unfortunately, the applicant never mentions the use to the southwest. This adjacent existing and ongoing gaming use is just not compatible with the proposed high school.

Based upon the foregoing, NNCI respectfully opposes the applications of Silver State High School for a master plan amendment, a zoning map amendment and a special use permit. NNCI encourages the Carson City Planning Commission to reject the applications for the reasons described above.

As always, if you have any questions or comments with regard to NNCI or the contents of this correspondence, do not hesitate to contact me.

Very truly yours,



JAMES R. CAVILIA, ESQ.

JRC:nm

cc: Northern Nevada Comstock Investments, Inc.

² Clark County Code, Section 30.48.260.

³ Reno Land Development Code, Section 18.08.205 (d)(3)(b)(i)(ii)

**Additional Information to Support the Applications for
Master Plan Amendment, Zone Change, and Special Use Permit
for
Silver State High School
for the
11/18/2009 Carson City Planning Commission Meeting**

The following information is provided as a supplement to the application for a Master Plan Amendment, Zone Map Amendment and Special Use Permit for Silver State High School in response to the Airport meeting of May 21, 2009. In addition, this supplement is to provide information relative to a letter received from the Comstock Casino in opposition to the proposed location of the High School.

The Airport Board responses are referenced to either the board member or person from the public commenting on the issue at hand.

- Chairman Lewis:

Voiced concerns about safety issues and building a school next door to what will be a more active airport in the future. Later in the discussion There was an aircraft accident on the Weikel property in the mid 1980's

Response:

The proposed school is not located on airport property and is adjacent to the runway, not at the end where there may be more of a concern for most safety issues. We have provided a list of 22 (twenty two) schools within a short radius of various airports that have coexisted for years including 2 (two) in Reno that are adjacent to airports.

The school is proposed at this location adjacent to the airport to support their aerospace curriculum. The school is in partnership with the Civil Air Patrol and U.S. Air force and has the exclusive use of their aerospace book for use in education. Although there will be no flight operations or the repairing of aircraft, they have a strong interest in aerospace and aviation. The airport receiving approval for its instrument approach and becoming more active in the future makes it more attractive for the school and increases its safety.

The Weikels have owned the property since 1978. They are not aware of an aircraft accident on the property for as long as they have owned it. Although the applicant is aware that there may always be an issue with aircraft accidents on take off and landing, this property is not located at the end of the runway.

- Member Carter:

Liked the idea of another high school in Carson City and didn't have any concerns.

Response:

The Nevada Department of Education has recognized the need for the charter school and has sponsored the Silver State High School including the support of the subject matter and

curriculum offered by the school. The School is partnering with WNC for electronics courses to be included in next year's credits. The school is interested in the airport location so that students have access to the businesses around the airport and have the ability to participate in on the job training and/ job shadowing in aviation and aerospace industries.

- Member Peterson:

The proposed location of this school is off the preferred or departure end of the runway within the "noise shadow" of departing aircraft and he sees it as a big conflict with good relations. In addition, Member Peterson referenced an occurrence at the Williamsburg Airport in Virginia where a school was in a lawsuit with a local airport for being disruptive. Later in the discussion It raises our exposure and does not want to increase liability.

Response:

As supported in a statement by Mr. Sullivan and further discussed by the Airports' Legal Council, conditions of approval may be placed on the Special Use Permit for the project and be recorded against the property that address noise, turbulence, dust and other liabilities the airport may want to include. The school is well aware of the noise and other factors, and will include measures that would minimize the impact inside the school with architecture, building positions and green construction. In this case, there is no issue with what was built first, and with "hold harmless" agreements and additional assurances that can be requested by the airport, the relationship between the school and airport can be a model of compatibility and cooperation.

- Member Kelly:

Noise can be a large issue. The aviation schools he is aware of are using an existing building that's been "grandfathered in" but not building a brand new facility next to it.

Response:

The school is aware of the noise issue. An Aeronautical themed school has to be located near an airport. As previously discussed, measures will be taken to minimize noise to the learning environment. The gymnasium will be located between the classrooms and the runway to act as a buffer. Building materials will be used, not only for noise abatement, but to create an energy efficient building to reduce power and energy consumption. The use of an existing building adjacent to the airport doesn't address the land use issue and doesn't provide for all of the other school related uses.

- Vice Chairman Sullivan:

There was a development at the east end of the runway that the Planning Commission put on a condition that addressed noise, turbulence, dust and a number of other issues. But it was a condition of approval by the Planning Commission in the approval of an SUP. If the

board moves for approval, he would like to see a recommendation to the Planning Commission for the same type of condition to be placed on the SUP.

Response:

The School understands that conditions of approval may be placed on the Special Use Permit for the project to address noise, turbulence, dust and other liability issues that the airport may want, which may include the condition that they be recorded against the property. The applicant has no issues with working with planning staff to develop conditions that mitigate any perceived impacts to the airport and to ensure compatibility between the airport operations and the school.

- Member McClelland:

Familiar with the school and feels they have helped a lot of people. Had questions in regard to the through-the-fence-access.

Response: The school's applications are for a Master plan Amendment, Zone Change and Special Use Permit. This does not include an application for a through-the-fence access. If a through the fence operation is desired by the school on this property in the future, it is an issue that will be brought back to the Airport Authority and Federal Aviation Administration. The school understands that a through-the-fence access is not a right and has not included this request in this application to the Planning Commission.

- Member Saylo:

May have a conflict because he is a member of the Carson City School Districts Strategic Planning Committee. Had questions regarding liability and legal exposure.

Response:

As discussed in the previous narrative, the airports liability and exposure can be mitigated through conditions of approval, "hold harmless" agreements, and other stipulations that can be recorded against the property to minimize liability to both parties.

- **PUBLIC COMMENT**

- Joel Flamenbaum:

Expressed concerns about building height and wind turbulence due to a predominant area that winds come from and the problems with various other areas of turbulence on departure and take-off.

Response:

Based on the FAA Advisory Circular that provides guidelines to control the heights of objects around airports and information obtained from Jim Clague, the engineer representing the airport, the maximum building height is 35 to 36 feet. The maximum height of the gymnasium, which is the closest part of the school to the airport runway, is thirty three feet tall or two feet under that standard. The FAA studies shows that an obstruction, when

evaluated against the factors such as aircraft operational capabilities, electronic and procedural requirements and airport hazard standards, has no substantial adverse effect upon the safe and efficient use of navigable airspace. These standards take turbulence and other navigational concerns into consideration

- Ann Cox

Lives in Mobile Home Park across the Street. Is concerned about water and sewer utilities and expressed reservations that the existing line sizes are inadequate.

Response:

We have provided 2,800 gallons of water per day estimate for the school which is based on past usage and historic records projected to include the new school attendance. The school would be served off an existing 12" water main and 10" sewer main. We have coordinated these efforts with both Carson City Utilities and Manhard Consulting Ltd, which both have indicated that existing line sizes are more than adequate and are consistent with the exiting sewer model. In addition, Carson City Utilities have indicated that they have not experienced any problems or complaints in the area. (See attached correspondence and fire flow reports)

- Gene Shelton

Owns property adjacent to the subject property across the street on Goni and is probably the closest occupied building to the proposed high school. Expressed concerns about noise and channeling the water going to the Irwin Union Bank property. He doesn't have an objection to the high school other than he doesn't want future conflicts based on what is done with his property.

Response:

The school is well aware of the noise and other factors, and will include measures that would minimize the impact inside the school. The gymnasium will be the closest to the runway and will not contain any windows, thereby providing an efficient buffer against noise, wind and sound. In addition, "green" construction will be utilized, not only minimizing power usage, but further providing further mitigation against the adverse conditions that occur adjacent to an airport. The site design allows for the passage of the 100 year storm event through the use of the athletic fields as a conveyance and will be maintained as a floodway in compliance with Federal Emergency Management Agency (FEMA) floodplain standards. The flows will outlet through an existing culvert onto the former Irwin Union Bank property which was designed to accept and pass the 100 years storm.

- Bill Abbott

Expressed that the location is extremely objectionable and it's going to cause him to make choices in his flying habits that may not be airport appropriate. "I'm going to be contradicting other traffic out there that may not be aware of the school."

Response:

While we have no control over individual pilot's flying habits, we would certainly hope that pilots would not contradict other traffic in order to avoid a "perceived" obstruction. Since the building would be designed in compliance with FAA standards and recommendations, the building would not present itself as a hazard and therefore would have no substantial adverse effects on the safe and efficient use of navigable airspace.

- Joe Raphael

He retired from the Air Force and unfortunately saw planes drop out of the sky almost all around the airbase runway. He has been here about 20 years and recalled another crash that went down the runway almost to the fence, and another hanging in the trees to the left of 27 across College Parkway.

Response:

Although we cannot control where planes "drop out of the sky", we believe that this site's location will not be any more susceptible to aircraft mishaps than any other locations surrounding the airport. We further believe that, since it is located adjacent to the runway instead of in an approach or departure path, that it will have less exposure than other sites in the area. Since the building will be designed in compliance with FAA guidelines for height restrictions and within the obstruction surface limitations, that there will be no additional safety issues presented with the proposed school.

In conclusion, the comments from the Airport board were, in general, about safety and airport liability. Although there were many comments about airplane crashes in the general vicinity, the specific location of the property adjacent to the runway and not at the end is the best location for a school that has aeronautical interests. As shown on the attached list, there are many schools even without aviation interest in the vicinity of airports with significantly more flight operations than Carson City.

As indicated by several approvals in the past by Carson City Planning Commission, and by statements made by both the Airport Committee Vice Chairman and Legal Council, specific conditions can be and should be made part of the Special Use Permit that both encourage the compatible use of a site that has aviation related activities yet minimize the airports exposure to liability.

FAA IATA	FAA	State	School Name	Distance from Airport
Flabob Airport	Riverside	CA	Flabob Airport Prep Academy	0.01
Reno Tahoe International Airport	Reno	NV	Ace Academy	0.01
Reno Tahoe International Airport	Reno	NV	RTI (Washoe County High School)	0.04
Ted Stevens Airport	Anchorage	AK	Anchorage Montessori	0.15
Nogales County Airport	Nogales	AZ	Lincoln Elementary School	0.4
New Castle County Airport	New Castle	DE	Layton Preparatory	0.42
Cheyenne Regional Airport	Cheyenne	WY	Miller Elementary School	0.43
Montgomery Regional	Montgomery	AL	Martin Luther King Elementary	0.48
Erie International Airport	Erie	PA	Westlake Middle School	0.5
Detroit City Airport	Detroit	MI	Edward (Duke) Ellington Conservatory of Music/Art	0.51
Scholes International Airport	Galveston	TX	Oppe Elementary School	0.56
Tweed New Haven Airport	New Haven	CT	St. Bernadette's Catholic School	0.63
Stewart International Airport	New Windsor	NY	Little Britian Elementary School	0.69
Nogales County Airport	Nogales	AZ	Mexicayotl Charter School	0.7
Cheyenne Regional Airport	Cheyenne	WY	Demming Elementary School	0.73
Bob Hope International Airport	Burbank	CA	Providencia Elementary	0.83
Buffalo Niagra International Airport	Cheektowaga	NY	Maryvale High School	0.9
Buffalo Niagra International Airport	Cheektowaga	NY	Maryvale Middle School	0.91
Sacramento Airport	Sacramento	CA	Alice Birney Elementary	0.92
Rogue Valley - Medford International Airport	Medford	OR	Cascade Christian High School	0.96
Minot International Airport	Minot	ND	Bishop Ryan High School	0.98
Tucson International Airport	Tucson	AZ	Los Ranchitos Elementary School	1

Mike Stephenson, P.E.

From: Mark Brethauer [MBrethauer@ci.carson-city.nv.us]
Sent: Friday, March 27, 2009 2:01 PM
To: P.E. Mike Stephenson
Subject: Re: Water Service - Silver State Charter High School



Challenger-Hots Challenger-HotS
prings2.pdf (40..prings.pdf (88 ...

Mike,

I spoke to Curtis Horton and he indicated that they have not experienced any problems, or complaints, in that area at all and connecting to the 12" water line along Old Hot Springs Road would not be a problem. See attached fire flow reports for that area.

Mark Brethauer, P.E.
Senior Project Manager.
Carson City Public Works, Engineering
3505 Butti Way
Carson City, NV 89701
Ph: 775-887-2116 X1006
Fax: 775-887-2112
E-mail: mbrethauer@ci.carson-city.nv.us

>>> "Mike Stephenson, P.E." <mike@palmer-eng.com> 3/27/2009 1:42 PM >>>
Mark,

Attached is the portion of the city's Zone Map Amendment application questionnaire which relates to the existing water lines. I've also attached the water map for the area, for your ease of reference.

The property is at the NE corner of Goni & Hot Springs Road, APN 05-011-03. The school is interested in the undeveloped western half of the parcel - between Goni & the Challenger Way cul-de-sac, north of Hot Springs Road & south of the airport.

A very preliminary estimate of water demand is 6,000 gpd.

Thanks for your help. Any questions, please call.

Best regards,

Mike Stephenson, PE
Project Manager
Palmer Engineering Group, Ltd.
775-884-0479 (Fax 884-4226)



Civil Engineers
Surveyors
Water Resources Engineers
Water & Wastewater Engineers
Construction Managers
Environmental Scientists
Landscape Architects
Planners

April 14, 2009

Mr. Mike Stephenson, P.E.
Palmer Engineering Group, Ltd.
611 Nevada Street
Carson City, NV 89703

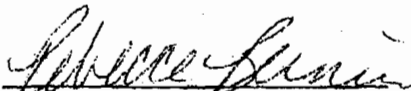
Re: Silver State Charter High School - Carson City Sewer Capacity

Dear Mike:

The proposed project is to be located generally at the corner of Goni Road and Old Hot Springs Road. Even though you are proposing a land use change, from Limited Industrial to Public, the estimated flow rate generated is the same. The Carson City Sewer model (currently in HYDRA) with the existing flows based on land use shows that there are no pipes with a d/D of 0.75 or greater between the proposed site and the treatment plant. This area is only served by gravity mains.

If you have any questions, please feel free to contact me at 882-5630 ext 4914.

Sincerely,
MANHARD CONSULTING, LTD.


Rebecca Bernier, P.E.
Project Manager



Pressure Zone 4880

CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

WATER UTILITY DIVISION

FIRE FLOW DATA SHEET

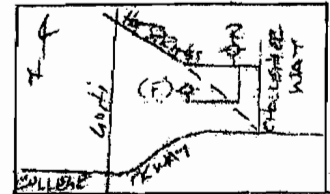
TESTING PERSONNEL: ED HART
 DATE OF TEST: 5/19/04 TIME OF TEST: 8:00 AM
 REQUESTED BY: JIM WEBER @ W.M.D.S. 883-7077 FAX 883-7114

TEST LOCATIONS: (Street & Cross Street or Address)

HOT SPRINGS & CHALLENGER WAY

COMMENTS: TAKE RESIDUAL FROM 1/2" METER
BE SURE GONG SYSTEMS ARE OFF

MAINLINE SIZE: 6" TO F.H.
 PRESSURE: Static (S) 80 PSI
 Residual (R) 70 PSI
 Pitot (P) 50 PSI



LOCATION MAP

EXIT COEFFICIENT (C) 0.645 EXIT DIAMETER (INCHES) (D) 2.5
 Q = FLOW QUANTITY FROM HYDRANT
 $Q = (29.83) \times (C) \times (D^2) \times (\sqrt{P})$
 $Q = (29.83) \times (0.645) \times (6.25) \times (7.0711)$
 $Q_1 = 1114$ Gallons Per Minute

AVAILABLE WATER CALCULATION

$$D_1 = (S) - (R)$$

$$D_1 = 80 - 70 = 10$$

$$D_2 = (S) - 20 \text{ PSI}$$

$$D_2 = 80 - 20 \text{ PSI} = 60$$

$$Q_A = Q_1 \sqrt{D_2 / D_1}$$

$$Q_A = 1114 \sqrt{60 / 10}$$

$$Q_A = 2728.7$$

IF $Q_A \geq Q_1$, THEN $Q_{AT} = [(Q_A - Q_1) \cdot 0.1] + Q_1$

$$Q_{AT} = [(2728.7 - 1114) \cdot 0.1] + 1114 = 2890.17$$

$Q_{AT} = 2890$ G.P.M. = Total Available Water At 20 PSI Residual

UTILITIES DEPARTMENT

Environmental Control Authority • 3300 Butti Way, #7 • 89701 • (702) 887-2340
 Wastewater Reclamation Plant • 3320 E. 5th Street • 89701 • (702) 887-2360
 Utility Billing • 2621 Northgate Lane, #66 • 89706 • (702) 887-2370
 Sewer Utility • 3300 Butti Way, #7 • 89701 • (702) 887-2340
 Water Utility • 3300 Butti Way, #9 • 89701 • (702) 887-2355



CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

WATER UTILITY DIVISION

FIRE FLOW DATA SHEET

TESTING PERSONNEL: M BRETHAUER / RM HOWARD
 DATE OF TEST: 2/2/01 TIME OF TEST: 1:30 PM
 REQUESTED BY: JIM HADDAD

TEST LOCATIONS: (Street & Cross Street or Address)

HOT SPRINGS & CHALLENGER WAY

COMMENTS: Both BOOSTERS OFF

MAINLINE SIZE: 8"
 PRESSURE: Static (S) 82 PSI
 Residual (R) 72 PSI
 Pitot (P) 68 PSI



LOCATION MAP

EXIT COEFFICIENT (C) .73 EXIT DIAMETER (INCHES) (D) 2.5
 $Q = \text{FLOW QUANTITY FROM HYDRANT}$
 $Q = (29.83) \times (C) \times (D^2) \times (\sqrt{P})$
 $Q = (29.83) \times (.73) \times (.625) \times (.24)$
 $Q_1 = \underline{1,122.3}$ Gallons Per Minute

AVAILABLE WATER CALCULATION

$$D_1 = (S) - (R)$$

$$Q_A = Q_1 \sqrt{D_2 / D_1}$$

$$D_1 = \underline{82} - \underline{72} = \underline{10}$$

$$Q_A = \underline{1,122.3} \sqrt{62 / 10}$$

$$D_2 = (S) - 20 \text{ PSI}$$

$$Q_A = \underline{2,774.5}$$

$$D_2 = \underline{62} - 20 \text{ PSI} = \underline{62}$$

IF $Q_A \geq Q_1$, THEN $Q_{AT} = [(Q_A - Q_1) \cdot .1] + Q_1$

$$Q_{AT} = [(2,774.5 - 1,122.3) \cdot .1] + 1,122.3 = \underline{2,961.7}$$

$Q_{AT} = 2,962$ G.P.M. = Total Available Water At 20 PSI Residual

UTILITIES DEPARTMENT

Environmental Control Authority • 3300 Butti Way, #7 • 89701 • (702) 887-2340

Wastewater Reclamation Plant • 3320 E. 5th Street • 89701 • (702) 887-2360

Utility Billing • 2621 Northgate Lane, #66 • 89706 • (702) 887-2370

Sewer Utility • 3300 Butti Way, #7 • 89701 • (702) 887-2340

Water Utility • 3300 Butti Way, #9 • 89701 • (702) 887-2355

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 1

DRAFT

A regular meeting of the Carson City Airport Authority was scheduled for 6:00 p.m. on Thursday, May 21, 2009 in the Carson City Airport Terminal Building, 2600 East College Parkway, #6, Carson City, Nevada.

PRESENT: Chairman Steve Lewis
Vice Chairman Walter Sullivan
Member Alex Carter
Member John Kelly
Member David McClelland
Member Don Peterson
Member Ray Saylo

STAFF: Casey Pullman, Airport Manager
Jim Clague, Airport Engineer
Steve Tackes, Airport Counsel
Jano Barnhurst, Transcription Recording Secretary

NOTE: A recording of these proceedings, agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record. These materials are on file in the Clerk-Recorder's Office, and available for review during regular business hours.

A. CALL TO ORDER, ROLL CALL AND DETERMINATION OF QUORUM. (1-0010) - Chairman Lewis called the meeting to order at 6:00 p.m. Roll was called; a quorum was present. He introduced and welcomed Ray Saylo, Chief Deputy of the Carson City Sheriff's Department as the newest member and who is serving in the capacity of the City position.

B. PLEDGE OF ALLEGIANCE. (1-0028) - Chairman Lewis led the pledge of allegiance.

C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY. (1-0035) - Chairman Lewis made a correction to the minutes of the April 15, 2009 meeting. Agenda Item M, "Weigel" should be "Weikel". **Member McClelland moved to accept the minutes of the April 15, 2009 meeting as corrected. The motion was seconded. Motion carried 5-0-2. Members Carter and Saylo abstained.**

D. MODIFICATION OF THE AGENDA. (1-0059) - Chairman Lewis modified the agenda as follows: Item G Public Hearings - Item 1 will be heard as Item 3; Item 2 will be heard as Item 4; Item 3 will be heard as Item 5; Item 4 will be heard as Item 6; Item 5 will be heard as Item 2; Item 6 will be heard as Item 7; Item 7 will be heard as Item 1. Items 8, 9 and 10 will remain as is.

E. PUBLIC COMMENT. (1-0080) - Chairman Lewis introduced the item and invited the public to approach. Robert Dickinson discussed that a lot of people are looking for affordable hangars because the ones that are available are out of everyone's price range. He asked the Carson City Airport Authority (CCAA) whether plain hangars could be put in that would rent reasonably for \$300-\$350 per month. He gets at least three inquiries a week for hangars but doesn't know where to send them. The feedback he's getting is either \$400 or more per month to rent or \$300,000-\$400,000 to sell. He further commented that just because you own an airplane doesn't mean you're rich. Chairman Lewis thanked Mr. Dickinson for his comments and called for any further public comments.

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 2

DRAFT

(1-0126) Robert Lumbard, Nevada Museum of Military History, advised that he passed out the design plan for their anticipated building at the last CCAA meeting. He inquired about getting a letter of consent from the Board in order to obtain a Special Use Permit (SUP). He'd like to be on the agenda for the next meeting if he can not obtain it before then. Chairman Lewis suggested he talk with Airport Manager, Casey Pullman, to see if that could be accomplished. Chairman Lewis thanked him for his comments, called for further public comment, and when there was none, he closed public comment.

F. CONSENT AGENDA. All matters listed under the consent agenda are considered routine, and may be acted upon by the Airport Authority with one action and without an extensive hearing. Any member of the authority or any citizen may request that an item be taken from the consent agenda, discussed and acted upon separately during this meeting. The Chairman or the Vice-Chairman retains discretion in deciding whether or not an item will be pulled off the consent agenda. (1-0155) - None.

G. PUBLIC HEARINGS.

G-1. DISCUSSION AND POSSIBLE ACTION ON ITEMS RELATED TO THE CARSON CITY HILL REMOVAL PROJECT, INCLUDING MONTHLY STATUS REPORTS, POTENTIAL CHANGES TO THE WORK OR WORK SCHEDULE, CONSTRUCTION CHANGE ORDERS, AND OTHER RELATED ITEMS. (1-1650) - (Heard as Item 3) Chairman Lewis introduced the item. Mr. Clague advised that the work by Peavine Construction on the hill for Taxiway D is complete and came in under budget. Some of the remaining materials will be used in the runway project. The final engineering cost is unknown because bills are still coming in from the materials tester and there is still work in order to close out the project for the FAA. They ran one day over the contract period but he intends to waive the \$1,000 a day liquidated damages unless the Board recommends otherwise. Chairman Lewis opined that Peavine Construction did a great job and commended them for the work they did. They left the area neat and were very responsible. He entertained a motion as to whether the Board should charge them the \$1,000 for the extra day. In response to a question, Mr. Tackes replied that the contract permits the Board to charge them damages, but it's not required. In response to a question, Mr. Clague replied that he didn't recall receiving any complaints and didn't think anyone noticed when the blasting occurred. Chairman Lewis stated that if the Board is comfortable without a motion, they will accept Mr. Clague's report. He called for public comment on the item and seeing none, it was closed.

G-2. DISCUSSION AND POSSIBLE ACTION TO AWARD THE CONSTRUCTION CONTRACT CONTINGENT ON FAA APPROVAL TO THE LOW BIDDER FOR THE CARSON CITY AIRPORT REHABILITATE AND REALIGN RUNWAY 9/27 AND TAXIWAY A AND CONSTRUCT TAXIWAY D. ACTION ON THIS ITEM COULD ALSO BE CONTINGENT ON APPROVAL BY THE CARSON CITY PLANNING COMMISSION TO PLACE A CRUSHING OPERATION AND/OR A HOT PLANT ONSITE DURING THE CONSTRUCTION OF THE PROJECT. (1-1743) - (Heard as Item 4) Chairman Lewis introduced the item and Mr. Clague advised that the bid opening was Tuesday and now that the cost of the project is known, the FAA has indicated that the connector would be eliminated and Taxiway D would not be paved at this time. Under the stimulus plan, the project is to realign and reconstruct runway 9/27 and Taxiway A. The lowest bids included producing material on site. El Camino Construction came in as the lowest bidder, Granite Construction as second low bidder, and Road and Highway Builders as third low bidder. El Camino failed to submit a schedule with their bid proposal which meant that some criteria could not be evaluated. He read the

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 3

DRAFT

“Contractor’s Schedule” of the bid proposal into the record and indicated that because El Camino failed to submit a schedule, their proposal should be considered unresponsive. Mr. Clague recommended rejecting El Camino’s bid and awarding the contract to Granite Construction contingent on approval of the SUP to produce materials on site and concurrence from the FAA to award it to Granite Construction in the amount of \$8,910,322. Mr. Tackes concurred with Mr. Clague’s recommendation stating that he reviewed the documents and confirmed that a schedule is required making El Camino’s bid non-compliant. He further recommended that action be taken to reject El Camino’s bid and award the bid to Granite Construction subject to the SUP and FAA approval.

In response to a question, Mr. Clague replied that he contacted El Camino to advise them that he considered their proposal unresponsive because the schedule was not attached. They submitted a schedule later but as it was required to be attached to the bid, it could not be considered. In response to a question, Mr. Tackes replied that the deadline for submitting the bids was at 2:00 but the schedule was not included. Whether it was legitimately forgotten is unknown but exceptions are not permitted. In response to another question, Mr. Tackes replied that El Camino could file a claim due to a technicality, but not including a critical component in the bid is a solid reason to reject it. In response to another question, Mr. Tackes replied that El Camino was given a courtesy call so they could be at the meeting to respond. Chairman Lewis inquired if anyone from El Camino was present but no one responded. In response to a question, Mr. Clague replied that Taxiway D will not be done at this time or with this grant. In response to a question, Mr. Tackes replied that the grant is for \$9 million but the lowest bid came in at \$9.5 million. The FAA was adamant that unless bids were received for substantially below \$9 million, they would not allow the construction of Taxiway D and it became a question of what should be cut. In response to a question, Mr. Smith replied that in terms of affecting people who live and operate on the field, the entire Airport will be shut down this summer. Regarding Taxiway D, pilots will continue to cross the center of the runway to get to the departure end of 27. It doesn’t mean that the absence of Taxiway D is a status quo or that it’s going to cause the closure of the Airport. In response to a question, Mr. Clague replied that he did a cursory review of Granite’s schedule, and the time period is feasible. The orange section of the new runway would be constructed before the existing runway is taken out of commission so there is an opportunity to use the new runway on a temporary basis. The contract period allows 35 days for the green section to be accomplished which will be done in double shifts. In response to another question, Mr. Clague replied that the orange section of Runway 27 will be usable while the green section is under construction as long as the work is being accomplished 300 feet away. In response to another question, Mr. Clague replied that there would be about 300 feet of unusable area on Runway 9. In response to another question, Mr. Clague replied that the contract says that the orange section has to be paved. In response to another question, Mr. Clague replied that he cannot officially say that the shorter section of the runway will be usable during construction of the green section and it does not say that in the bid documents, however the bid documents indicate that that section of the runway is paved out before the green section is started. In response to another question, Mr. Clague replied that he has previously worked with Granite Construction and they are very accommodating. If it’s not a big impact to their operations, they would not request additional money as they’ve bid it a certain way.

Member Peterson expressed his confusion and concern regarding continuing operations being a priority and would be shocked if the orange section of 27 wasn’t available for operations until the old 27 is closed and the new green section begun. Finishing the orange section before the green section is started should have been a requirement before the old 27 and the Airport were closed and the orange section is operational. Mr. Tackes responded that that was why the shortened time period for construction of the

CARSON CITY AIRPORT AUTHORITY

Minutes of the May 21, 2009 Meeting

Page 4

DRAFT

green section was in place - to minimize the amount of runway closure. If there is a way to keep it open while it's under construction, it will be, but building that into the contract would almost be an impossibility. Member Peterson commented that it would be very easy to stipulate that before closing the whole 27, a new runway would be available to use. Mr. Tackes responded that to change the agreement, he would recommend rejecting all bids and walking away from the grant because there isn't time to redo it and new additions cannot be added now. Member Peterson expressed his astonishment that the requirement of continuous availability of the Airport wasn't in the RFQ. In response to a question, Mr. Clague replied that it's very specific that they don't start the green section before the orange section is done and it's up to the Airport to make it operational. The contractor is going to complete the orange section before the green section is started. In response to another question, Mr. Clague replied that there is an inspection process to ensure that the orange section meets specifications in the contract and will be inspected as soon as it is finished. In response to another question, Mr. Clague replied that it will be painted. In response to another question, Mr. Clague replied that the FAA will be inspecting it at the conclusion of the entire project. In response to a comment, Mr. Clague replied that it's not the responsibility of the contractor to determine whether the runway is operational. In response to another question, Mr. Clague replied that a temporary access to Runway 27 was in the bid and would be an add-on only if Phase 2 of Taxiway A didn't get constructed. Chairman Lewis commented that in a meeting with the pilots, it was discussed that there would be a potential Airport closure upwards of 35-39 days which is why the contractor has been assessed a \$15,000 a day penalty if it's not met. The plan is to work around their schedule, but also meet with them in order to mutually work together to minimize Airport closures. There is still an opportunity to work something out as far as an agreeable schedule between the users and the contractor. Mr. Tackes commented that the contract provides for limitations on the construction to try and keep the runway open, but it was not bid that the contractor would come in with a proposal to construct a temporary runway in order for the Airport to stay open all the time. If that had been done, it wouldn't be close to the \$9 million award. "We've gone as far as we could in the contract but we have to exercise some flexibility with them to minimize it as much as possible." Taxiway A will be usable until construction is at the very end of the new Taxiway A. Mr. Clague commented that it would be a temporary connection from the existing taxiway to the end of the new runway. Another option would be a sub-grade for Taxiway D and some temporary asphalt ramps could be put in if anyone chose to taxi down the dirt taxiway. Member Kelly expressed his understanding that the orange section will be completed and most of it will be able to be used and during the period that the green section is being built, there may be a displaced threshold on the orange section. There will be a period of time when the two are attached that there will be a runway closure. Chairman Lewis asked for other comments from Board members and seeing none, opened the item to public comment.

In response to a question by Robert Dickinson, Mr. Clague replied that in order to build the green section, the existing runway has to be torn out. Runway 9/27 and Taxiway A will be reconstructed. Chairman Lewis advised that the east side of the Airport will be lifted up about ten feet so the current Taxiway A will be ten feet under the ground. Mr. Dickinson opined that they should build the orange and green sections together and continue to use the portion of the existing runway, and use the existing taxiway, build ramps on the east to the orange section and finish the orange to green sections which is a full runway. Member Peterson commented that an RFQ is in place with specifications and dates and if it's not done now, the \$9 million grant is lost. Mr. Dickinson commented that it was bad planning, because it's been the same discussions at all the meetings, the bid has gone out and is waiting for approval, but still can't get a definitive answer as to whether or not the Airport will be closed. A quite lengthy and somewhat heated discussion ensued among Mr. Dickinson, the Board and staff regarding construction of the various sections

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 5

DRAFT

of the runway and taxiway. Mr. Tackes then commented that an enormous amount of time has been spent trying to minimize the cost of the project, do the planning and meeting with the community. "A redesign is not going to happen." Chairman Lewis called for further public comments.

In response to a question by Gary Phillips of NDOT, Mr. Clague replied that 140 calendar days has been allotted in the contract for construction of the orange section. The entire existing runway will be available for use. After the orange section is constructed, then they will move to the green and/or yellow sections at the same time. The green section has a stipulation of 35 calendar days which will be done in double shifts. The approximate start time is dictated by when the grant offer is made. The offer on any of these types of stimulus grants has to be done by June 17th. In response to another question, Mr. Clague replied that the grant has to be offered and accepted by the CCAA. In response to another question, Mr. Clague replied that the earliest start date would be late June to early July. In response to a question, Chairman Lewis replied that June 17th is the last day the grant can be offered. In response to a question by Ralph Smith of Valley Construction, Chairman Lewis replied that the difference between El Camino's and Granite's bids was \$485,851. Mr. Tackes added that the difference in their base bids was only \$700. In response to a question, Mr. Clague replied that the time element will have to be played by ear as this is a long project. "If you want your runway reconstructed, your taxiway reconstructed, we're just going to have to work with the elements and figure this out before they proceed."

Ann Cox commented that 450 people live in Comstock Mobile Home Park which is very close to the runway and the construction. She noted that the hauling hours, crushing hours, and operation of the hot plant are very unreasonable and will severely impact those people. Mr. Clague responded that the intent is to have the least impact on the public by keeping everything on the Airport and put the crusher and hot plant as far away from any residences as possible. He explained that an earth berm will be constructed to prevent noise from emanating beyond the Airport. The hauling will be from the stockpiled areas to the crushing operation. Crushing at the Airport minimizes impact as it prevents trucks from traveling on College Parkway carrying material every day. Chairman Lewis noted that the Airport's neighbors were taken into consideration but Ms. Cox responded that she received notice only two weeks ago. "None of us were notified that this was all being decided before we were even notified of the hours. I think 5:00 a.m. to 10:00 p.m. is very unreasonable. I can hear the shooting range constantly right across the street. I know that we will be hearing this and especially in summer when you leave your windows open." Chairman Lewis thanked Ms. Cox for her comments and brought the item back to the Board. He then entertained a motion to either accept or reject the El Camino bid based upon the recommendation from staff. **Vice Chairman Sullivan moved to reject El Camino Construction's bid for not meeting its specifications. Member Peterson seconded the motion. Motion carried 7-0.** Chairman Lewis then entertained a motion to award the contract to Granite Construction Company pending the outcome of the SUP request as their bid is based upon crushing on site and FAA approval. **Vice Chairman Sullivan moved to award the construction contract to Granite Construction as being the lowest and most responsible bidder contingent upon FAA approval to the lower bidder for the Carson City Airport to rehabilitate and realign Runway 9/27 and Taxiway A and construct Taxiway D contingent upon approval of the special use permit by the Carson City Planning Commission and approval of this matter by the FAA. Member Peterson seconded the motion. Motion carried 7-0.**

G-3. DISCUSSION AND POSSIBLE ACTION TO AUTHORIZE THE CHAIRMAN OF THE CARSON CITY AIRPORT AUTHORITY TO ACCEPT THE ARRA GRANT OFFER (AIP NO. 3-32-0004-17) IN AN APPROXIMATE AMOUNT OF \$9,000,000 PLUS CONTINGENCIES

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 6

DRAFT

FROM THE FAA WHEN THE GRANT OFFER BECOMES AVAILABLE. (1-3100) - Heard as Item 5) Chairman Lewis introduced the item and Mr. Clague advised that when this was written, the results of the bid were unknown which is why it is \$9 million plus contingencies. The FAA was contacted once the discrepancy with El Camino's bid was known and negotiated with them to determine what effective alternatives were needed to include in the bid. They were also given the engineering construction management fee and approximate administrative costs. They have been advised that the project total is over \$9,600,000 and are moving forward with trying to obtain additional funds. They promised the \$9 million and think they can get the \$600,000. He will notify the FAA tomorrow of the amount and they will most likely make a grant offer of \$9,600,322. This item is to authorize the Chairman to accept that offer because there will be only a moment's notice when the FAA makes the offer. Mr. Tackes added that he will be giving a similar presentation to the Board of Supervisors (BOS) so the Mayor will be authorized as well. The Board has already voted to accept up to \$18 million in stimulus funds, so the purpose is to fine tune it so approval better matches the grant. In response to a question, Chairman Lewis advised to amend it to allow either the Chairman or Vice Chairman to sign. In response to another question, Mr. Tackes responded that it will also be amended for the Mayor or Mayor Pro Tem. Chairman Lewis called for further questions from the Board and seeing none, opened the item for public comment. Seeing none, he closed public comment and entertained a motion. **Vice Chairman Sullivan moved to authorize either the Chairman or Vice Chairman of the Carson City Airport Authority to accept the grant offer of approximately \$9,600,322, (AIP 3-32-0004-17) from the FAA when the grant becomes available. Since it also has to be signed by the Mayor, if the Mayor isn't available, the Mayor Pro Tem may sign it. Motion seconded by Member Peterson. Motion carried 7-0.**

G-4. DISCUSSION AND POSSIBLE ACTION TO APPROVE THE PBS&J CONTRACT TO PROVIDE THE CONSTRUCTION MANAGEMENT, INSPECTION, AND MATERIALS TESTING FOR THE CARSON CITY AIRPORT REHABILITATE AND REALIGN RUNWAY 9/27 AND TAXIWAY A AND CONSTRUCT TAXIWAY D PROJECT. APPROVAL OF THIS ITEM IS CONTINGENT ON RECEIPT OF THE FAA GRANT OFFER. (1-3250) - (Heard as Item 6) Chairman Lewis introduced the item and Mr. Clague advised that he would like to move forward so PBS&J can be compensated. A lot of the work done immediately after the bidding phase is construction management services. He revised his initial engineer's report and stated that Task 1 is actually Task 4. The hours for the staff engineer were also reviewed and the time frame was adjusted based on the deductible alternatives that the FAA required. The amount of the fee is not to exceed \$640,000. Chairman Lewis commented that Task 6 was still included on the handouts provided but should be Task 4. In response to a question, Mr. Tackes replied that the fees are for construction management and testing. Mr. Clague narrated a breakdown of the fees which are incorporated into the record. At the conclusion of the project, an engineer's report will be prepared for the FAA and the inspection reports and record drawings will be provided to them as well. The AIP is updated to reflect that the project was completed. In response to a question, Mr. Clague responded that the fees are not necessarily based on a percentage of the total amount of the contract. It is not calculated that way but a good rule of thumb is that the construction management fee be within 7-10 percent of the construction cost. When compared to construction costs, it's in the 7 percent range. In response to another question, Mr. Clague replied that the \$640,000 is sufficient to cover the project and reiterated that it needs to be contingent on receipt of the FAA grant. In response to another question, Mr. Clague replied that Taxiway D and the connector are not included in this fee. In response to a comment, Mr. Tackes replied that it's not appropriate for the contractor to supervise their own work and the FAA requires an independent review. It's a big project and other construction management companies advised that the number is feasible. In response to another question, Mr. Tackes

CARSON CITY AIRPORT AUTHORITY

Minutes of the May 21, 2009 Meeting

Page 7

DRAFT

replied that there is no bidding process but the information was submitted early in order to allow for review. For professional services including engineering services, Nevada law requires a request for qualifications to determine who the most qualified candidate is and then negotiate contract fees. Several firms were evaluated last summer. This is not a bid but is according to the same fees that were approved last August. A lengthy discussion then ensued between Mr. Tackes and Member McClelland regarding the amount of the contract. Mr. Clague commented that he wanted to be sure there was enough money to do the job and assure the FAA that they got what they paid for. Chairman Lewis commented that he had spoken with a professional contract management company and it appears that it is in sync with a competitor. Vice Chairman Sullivan commented that he also checked with a local engineering firm and a City certified engineer who agreed with the 7-10 percent and felt the scope of work was very complete. Chairman Lewis opened the item for public comment. In response to a question by Robert Dickinson, Chairman Lewis replied that there are specific hours which are outlined in the proposal. Two pages of details are specific to the scope of work, number of man hours projected, and cost per man hour. The \$640,000 comes out to roughly 7.2 percent that falls well within the standard range. Mr. Clague's estimate is acceptable as it appears. With no further public comment, Chairman Lewis entertained a motion. **Vice Chairman Sullivan moved to approve the PBS&J contract to provide the construction management inspection and materials testing for the Carson City Airport rehabilitation and realignment of runway 9/27 Taxiway A and construct Taxiway D project. Approval of this item is contingent upon receipt of the FAA grant. The amount of this contract is not to exceed \$640,000 on a time and material basis. Mr. Tackes advised that Taxiway D is not included in this contract and Chairman Lewis requested that Task #4 be specifically mentioned. Vice Chairman Sullivan amended his motion to withdraw the construction of Taxiway D and include Task #4. Member Peterson seconded the motion. Motion carried 7-0.**

G-5. DISCUSSION AND POSSIBLE ACTION REGARDING A PRESENTATION FROM KCXP INVESTMENTS LLC ON THE STATUS OF CONSTRUCTION OF THE JET RANCH PROJECT (1-1548) - (Heard as Item 2) Chairman Lewis introduced the item and recused himself as he is closely tied to the project. Vice Chairman Sullivan assumed duties of the Chair. Ralph Smith with Valley Construction Company represents KCXP on this project. The project has been restarted with preliminary redesign and construction of the interior. It will meet local code but the tenant improvements may be scaled down. It wasn't noticed on the agenda that they would be asking for an extension although it was discussed at the last meeting. Mr. Tackes apologized and said that he didn't review the minutes until after the agenda went out but that Member Peterson had expressly stated to bring it back with the request for an extension. He asked to bring the request back at the next meeting. No one has asked to penalize them or take any action against them and they have kept the Board informed. Mr. Smith advised that he has a letter requesting the extension along with a project schedule. KCXP has agreed to 15 working days for the redesign and 30 working days for the redesign to be submitted and approved by the Building Department. There will be 90 working days for completion and issuance of the certification of occupancy which is a total of 27 weeks for the completion instead of eight months as previously calculated. This will not affect the exterior of the building. He passed copies of the letter and project schedule to members of the Board. Vice Chairman Sullivan asked for comments or questions by members of the Board, counsel, engineer, then members of the public. Seeing no comments, Vice Chairman Sullivan closed public comment, apologized to Mr. Smith and advised that he would be on next month's agenda.

G-6. DISCUSSION AND POSSIBLE ACTION REGARDING ADOPTION OF RESOLUTION TO ACCEPT BIDS PER NRS 244.281 FOR ANTENNA COLLOCATION AND

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 8

DRAFT

LAND LEASE, AS FOLLOWS: (1) EXAMINATION OF APPRAISAL; (2) DETERMINATION OF WHETHER TO ISSUE AN INVITATION TO BID; (3) DETERMINATION OF APPROPRIATE MINIMUM LEASE RATE AND TERMS OF THE LEASE AND PERMITTED USES; AND (4) SET DEADLINE FOR BIDS AND THE DATE FOR THE BID OPENING AND CONSIDERATION. (2-0077) - (Heard as Item 7) Chairman Lewis introduced the item and Mr. Tackes advised that they have already negotiated a lease with Verizon to place their transmitters and antennas at the 39 foot level of the beacon tower. It was then sent over to the City and the DA's office who rejected it because it includes an underlying ground lease, and needs to go through the same process as hangar leases - it needs an appraisal and be put out to bid. An appraisal rate came in at \$1,300 a month. He negotiated a rate with Verizon at \$1,500 a month and recommended it be put out to bid for \$1,500 a month under the terms of the lease negotiated with Verizon. He expects Verizon to be the only entity who bids because it's such a specialized use. If the Board adopts the resolution, he will immediately put it out for publication in order to open bids and award it next month. "Verizon needs to get out on the tower as soon as possible because they are already sending rent payments due to their belief that the earlier approval was a done deal." In response to a question, Mr. Tackes replied that the antennas will be centered at the 39 foot level which is relatively low. AT&T has the prime spot because they built the tower and there are two other companies on it as well. "It has been a tremendous money maker." Chairman Lewis called for further questions from the Board and when there were none, he opened it for public comment. Seeing none, he entertained a motion. **Member Kelly moved to issue the resolution and invitation to bid as recommended by counsel and authorize counsel set dates in compliance with the statute and keep a \$1,500 a month minimum bid price. Member Sullivan seconded the motion. Motion carried 7-0.**

G-7. DISCUSSION AND POSSIBLE ACTION REGARDING CONSENT TO GRANTING OF A SPECIAL USE PERMIT FOR SILVER STATE HIGH SCHOOL APN 05-011-03. (1-0160) -

(Heard as Item 1) Chairman Lewis introduced the item and Steve Knight, Executive Director of Silver State High School introduced himself. He is a past member of the first Airport Authority and pilot. He advised that they are a charter school and have their own School Board. He then introduced several members of the Board that were present for the meeting. He also introduced Mark Palmer of Palmer Engineering who prepared the planning concept. He oriented the CCAA to the site by narrating a map which showed an overview of the Airport and flood plain. The school is in the process of purchasing a portion of a 5.7 acre parcel at the end of the Airport runway with an option on the rest for future expansion. He explained that the school is on the furthest edge of the flood plain. There is a developed floodway designated by Carson City and they plan to have athletic fields there and take Airport water and spread it out over the area minimizing the impact as it goes off the property and accepting the water that comes on the property. In response to a question, Mr. Palmer replied that a portion of the site will be filled to make the school more visible. He stated that the finished floor is going to be a couple feet above what is there now. He explained the general layout of the site and the location of the school, gymnasium and parking lot. The gymnasium was the biggest concern because of the height, but will be limited to 34-35 feet. The football field will be an abbreviated field and the gymnasium will also be a hangar because they will have an aviation program. They aren't in the process now but there may be an issue with the Airport or FAA about a through-the-fence operation. As part of the school is related to aviation they want a section of it dedicated for that purpose with an observation deck and an area for an airplane to use for training purposes. Chairman Lewis confirmed that the location of the property is east of Goni Road and north of Old Hot Springs Road. The north is bordered by CCAA property and the east is bordered by the Weikel property. Mr. Knight advised that Silver State High School is a charter school and is fully accredited by the Northwest School of Accreditation. They are a free and public school and are one of the top 20 high

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 9

DRAFT

schools in the entire State. Fifty eight schools out of 500 in the State are high achieving or above. The school has an enrollment of 500 students who make them high achieving and do well in the State mandated testing. They are a hybrid distance ed school meaning the students attend on an assigned day and have an option of attending on other days. Most of them attend multiple days and 30-40 percent attend all five days. The school is high tech and every room has smart boards and video monitors. The students film and edit the Nevada Day parade and put together the website presentation. They have pneumatics and started the aviation segment this year. They are in partnership with the Civil Air Patrol and U.S. Air Force and have the exclusive permission and distribution of the aerospace book for aerospace education. They are a flight instruction school, not aviation instruction. They are trying to teach aerospace so need the ability to pull an airplane in an on site hangar for instruction. There would be no flight operations or repairing aircraft, although some aspects of mechanics may be taught. They have a good representation of pilots and a very strong interest in aerospace and aviation. The school is a tailored high school with the regular subjects. They are currently located by Big 5 and are quickly running out of room. They will be adding 7th and 8th grades which would be one third of the school and currently anticipate about 750 high school students and 250 7th and 8th graders. All of the teachers work full time at the school, some are part time at WNC and all teach subjects they are certified to teach. They are doing very well in their fifth year, and had 70 students graduate this year. They don't have fights or gang problems and run it very close to a community college type atmosphere. They are partnering with WNC for some electronic courses for next year's credits. They also want to be by the Airport because of the industry. They want to be able to place their students and involve the different businesses with on the job training or job shadowing. The construction of the school was designed with pods to teach thematic subjects and a lot of labs. The Department of Education is their sponsor for the first state sponsored school. Mr. Knight said he is on the School Board for the Montessori Charter School and they have an option to purchase and may lease some of the land.

Chairman Lewis thanked him for his presentation and stated that this is an airport first and foremost and as such generates a lot of noise and dust. The Airport has been here a long time and invested a lot of taxpayers' money to be here well into the future. He voiced his concerns about safety issues and building a school next door to what some day may be a more active Airport. Last November, the Airport had its first instrument approach approved which is a circling the land approach and requires BFR minimums. They are working on a straight in approach or a modified straight in approach which will be only to Runway 27. Some of the obstructions that are within the center of the Airport are going to require obstruction lighting if they are approved for a modified straight in to Runway 27. The access to the school's hangar is simply an access road for vehicles, is not designed for aircraft and has obstructions with which to be concerned. Certain things can be worked out, but in order to have access to the Airport, the CCAA would require through-the-fence access for which an annual fee is charged. He reminded the Board members that they are just considering consent to granting a SUP. Chairman Lewis entertained questions of the applicant.

Member Carter commented that he liked the idea of another high school in Carson City and really didn't have any concerns. Member Peterson commented that when he lived in Virginia he operated out of Williamsburg Airport which was privately owned public use. The owners of the Airport did not build it but had been there many years. North of the Airport was a high school which also had been there for many years, yet neither knew which had been there first. For ten years, the high school pursued a lawsuit to close the Airport for being disruptive which nearly bankrupted its owners. Towards the end of the trial, someone saw an aerial photograph of the Airport in the lobby of the terminal but there was no high school in the photo. That was after ten years of lawsuits. The proposed location of this school is off the preferred or departure end of the runway within the "noise shadow" of departing aircraft and he sees it as a big conflict.

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 10

DRAFT

with good relations. Federal funding with the Airport will ensure its continuous survival for many decades but Board members will be taking phone calls from the school and its successors for many years. "Parents of children who are being interrupted in the middle of class have a right to pick up the phone and call us. I see it as an incompatible use."

Member Kelly stated that noise is going to be a large issue and inquired as to how the school is going to mitigate distractions to the students during a busy event at the Airport and whether windows will be sound proofed or built to code. Mr. Knight responded that there is a high school at the Riverside Flabob Airport. The Walton Foundation put in a charter school as part of a partnership with the Airport. Noise is within the architecture of the building, and would be minimized in the interior of the pods. It is a hybrid school with the curriculum and books online. Students work on computers and every room is high tech. The students do one on one studies with teachers in small groups. The luxury of high tech is sound in the rooms. Teachers use lapel mikes which feed into overhead speakers. "It's not a technological challenge in our school." In response to a question, Mr. Knight replied that they would build to whatever was needed for sound. In response to a comment, Mr. Knight replied that he is a commercial and instrument rated pilot and is fully aware of the noise factor and by no means would they create problems for the Airport for noise abatement, jeopardize the operations, or reduce intended operations of the Airport. Mr. Palmer commented that when they looked at this site, the first thing they looked at was being next to the Airport which is why the gymnasium is on that side. It will be reinforced block construction with no windows on that side. The gymnasium would be slightly higher than the rest of the two story building and act as a buffer. Particular attention was paid to the height limitations to be as far from it as possible. In response to another question, Mr. Knight replied that at no time would they ever be taxiing under power on the access road. They would tow from the pad and it would be only occasionally. An aircraft would be there just for aerodynamics. Member Kelly expressed his concern that even though they may not use the access road now, the Board is considering granting them a right but in several years the school may change. Several years ago, an elementary school was being considered on Arrowhead Drive which was even farther away but the Board voted against it because of the noise and safety factor of having a large group of people near the Airport. The Airport would want to mitigate that by eliminating danger to as many people as possible because it puts a lot of people at risk just because of the location. Mr. Knight replied that an aviation themed school has to be near an airport. Member Kelly commented that most of the aviation schools he is aware of are probably using some sort of an existing building or something that's been grandfathered in but not building a brand new facility right next to it. "I think it's a bad fit."

In response to a question by Vice Chairman Sullivan, Mr. Knight replied that all the students' coursework is done over the internet and not all have to attend every day. They have students in various communities around the State and have a percentage of students that never come in or come in occasionally. Vice Chairman Sullivan commented that there was a development that was close to the east end of the Airport and the Planning Division put on a condition that addressed noise, turbulence, dust, and a number of other issues, but it was a condition of approval by the Planning Commission in the approval of a SUP. It was also recorded against the property that they were aware of the Airport, along with all the noise, dust, etc. If the Board moves for approval, he would like to see a recommendation to the Planning Commission for the same type of condition to be placed on the SUP. In response to a question, Mr. Palmer replied that project plans will be sent to the FAA for review and approval. Vice Chairman Sullivan commented that he would like to see those as conditions of approval that are recommended to the Planning Commission. Mr. Palmer replied that the school would want those conditions and wants to go through all the comments from the Board in order to address them. In response to a question, Vice Chairman Sullivan replied that

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 11

DRAFT

use now is for a school but the use could change in the future and that would be something to address in the conditions when working with the Planning Division.

In response to a question by Member McClelland, Mr. Knight replied that it was not Airport property nor were they looking at approval on through-the-fence access. Chairman Lewis responded that the issue was whether the CCAA has problems with a school being adjacent to the fence line of the Airport and that it is only a yes or no recommendation to the Planning Commission. Mr. Palmer advised that the property is zoned light industrial and they are going before the Planning Commission to request a change in the Master Plan from light industrial to public so it would be compatible with the Airport zoning. "It would actually be a Master Plan amendment, change of land use, and SUP." In response to a question, Mr. Knight replied that they don't want to get anywhere on the other side of the Airport because the school has to have a visible physical presence. They can't hide it back in the industrial area where people don't know about it and being somewhere else would limit their thematics for the aviation aspect. An intent of the school is to be near the industries in order to work with them. Member McClelland commented that he was familiar with the school and feels they have helped a lot of challenged people. In response to a question, Mr. Knight replied that they have 500 students spread out through seven sessions throughout the week and only a portion of them come in. There are usually 80-100 at any one time, including staff. In response to another question, Mr. Knight replied that aerospace is one of the thematics. They also do web design, game design, video production, audio production and all the things in a regular high school. They try to do things that lead towards jobs. "Aerospace is a major interest of mine and at least half of the Board."

Member Saylo advised that he may have a conflict with this issue as he is a member of the Carson City School District's Strategic Planning Committee. In response to a question, Chairman Lewis replied that the Board would be able to place any stipulations they can on the issue. Mr. Tackes advised that the Board is being asked for feedback as there is a Planning Commission meeting next week in which the proponents will be presenting this item and this is the CCAA's opportunity to decide what message they want to communicate to the Planning Commission. If there are conditions, that would be the time to express them. He advised that Title 19 does not permit through-the-fence access on this part of the Airport but that doesn't mean that there could not be through-the-fence access. Title 19 was written with through-the-fence access on the north and east side of the Airport. When the City first developed the industrial area, the concept was that they would encourage joint usage between the industrial development and the Airport. When Goni Road was realigned, one of the landowners claimed that some of his rights were taken away including his right of access to the Airport. "We went on record saying there is no through-the-fence access there. People don't have a right to through-the-fence access there as they do in other places. It's not just a matter of applying Title 19."

Chairman Lewis commented that though-the-fence is not a right. The Board cannot guarantee a right if the school is approved and built. Mr. Palmer commented that they would expect that that would be one of the conditions if the item is approved but it is not being considered at this time. In response to a question, Mr. Tackes replied that additional assurances could be requested and the Airport could be named as an additional insured. In response to a comment, Mr. Tackes replied that the Spanish Springs Airport has a development and school right off the end of the runway, and there's a photo of a Cessna that crashed on take-off into a new uninhabited house. That is a concern that needs to be considered. There was a plane that did a departure stall and crashed into the hangars. Everyone knows that you don't take-off at the end of the runway. Taking off earlier is more in the zone of where things happen. Member Peterson commented, "it raises our exposure and if we're insured and they hold us harmless so that any claims that

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 12

DRAFT

come to us from dead students would go back to them. I wouldn't want to increase the exposure of the Airport on that scale." Mr. Tackes advised that in a 2006 case, *Sisolak vs. Clark County*, the Nevada Supreme Court said that extracting certain requirements out of approval of a special use permit typically are not binding on the applicant unless there's compensation for it. It has created havoc since 2006 with Airport planning. The Airport's concerns should be outlined and ask for what is needed but sometimes just asking and getting something may not actually offer the protection. The *Sisolak* case is a hot button issue with the State's aviation department. Chairman Lewis commented that there was an aircraft accident on the Weikel property in the mid-eighties. The pilot came up and stalled and ended up on the Weikel side of the fence line and the plane burned. He wanted to put on the record that there has been an accident in that area and let the Board know that Mr. Peterson's concern is warranted. "One of the most dangerous points of any aircraft flight is the take-off. Just because you're a couple of hundred feet off the center line doesn't guarantee that your school is going to be safe." He then opened the item to public comment.

(1-1141) In response to a question by Joel Flamenbaum, Mr. Palmer replied that the maximum height is 35 to 36 feet but the building is two feet under that. Mr. Flamenbaum expressed his concern about wind turbulence due to a predominant area that winds come from and the problems with various other areas of turbulence on departure and take-off.

Ann Cox who lives across the street in Comstock Mobile Home Park, expressed her concern about the 2,800 gallons of water per day estimate for the school. The park has a twelve inch water line and an eight inch sewer line. The water pressure in the park is very low. The park is 37 years old and an eight inch sewer line is probably not adequate for the park because plumbers are in there a lot and things are getting backed up. The infrastructure will probably be a big concern to the 450 residents in the park. She also expressed her concern about the ingress, egress, noise, safety, and traffic factors. Member McClelland suggested she make her comments known to the Planning Commission.

Gene Shelton commented that he owns property adjacent to the subject property across the street on Goni and is probably the closest occupied building to the proposed high school. The property is zoned general industrial and one of his concerns is the same as what the Board has expressed about what happens in several years. General industrial is the heaviest industrial use zoning in Carson City and allows just about any type of industrial use. The City has conflict charts they use between various zoning and he feels that between general industrial and a high school, it would probably fit within those conflict zones. Regarding noise, his building and windows rattle when planes take off. "I can't believe that noise is not going to be an issue with the building." He expressed concern that they were going to channel the water going to the Irwin Bank property and spread it out over athletic fields, but Irwin Bank has made provisions for the water to be re-channeled and if the water is spread out, he wondered how they will get it back to exit their property to fit with Irwin Bank's provisions. He further commented that the property cut off from the Airport at the time the extension on Goni Road was put through was his property and the property of a previous owner which was involved in a lawsuit with the City. The claims made for the value of the property were that it was cut off from the Airport and through-the-fence. The City defended those claims by indicating that there was no right to come through-the-fence to the property by reasoning that Title 19 did not provide for access to the property through any property that wasn't originally owned by Carson City. Regarding the gym concrete floor, he wondered if it would be removable as playing basketball on a concrete floor is problematic for kids. He stated he doesn't have an objection to the high school other than he doesn't want future conflicts based on what is done with his property because 75 percent of it is still vacant. At the request of Chairman Lewis, Mr. Shelton recited his address as 3868 Goni Road.

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 13

DRAFT

Bill Abbott stated that there are better locations connected to the Airport that would be much more appropriate. As a pilot, he's going to consider the school every time he takes off and will probably use 9 instead of 27 because he would rather land in a vacant field than take a chance of hitting a school. The location is extremely objectionable and it's going to cause him make choices in his flying habits that may not be airport appropriate. "I'm going to be contradicting other traffic out there that may not be aware of the school. If somebody has a stall in their take-off and needs to land straight ahead and they see a field they can land in, that's probably what they're going to pick, although it could unfortunately be football game night. The location is extremely inappropriate and there are better locations."

Joe Raphael echoed the comments of the Board members and thinks the charter school does a fine job although he is opposed to the location. He retired from the air force and unfortunately saw airplanes drop out of the sky almost all around the airbase runway. He has been here about 20 years and recalled another crash that went down the runway almost to the fence, and another hanging in the trees to the left of 27 across College Parkway. Chairman Lewis called for further public comment and when there was none, he closed public comment. He asked Mr. Clague for his comments.

Mr. Clague commented that his concern with form 75-60 is when the FAA looks at the obstruction, they may not be aware of the Airport's plans to have a modified straight in approach which would affect what is considered an obstruction. When they contacted him regarding any potential problems, he was unaware of the modified straight in approach at the time. In the design criteria for airports, the number one non-land use the FAA recommends is having a school nearby. Chairman Lewis asked the Board members for any further discussion.

In response to a question, Mr. Clague replied that it is common for a nearby development to contact him for an engineering opinion. In response to another question, Mr. Clague replied that the billable hours were minor and didn't think they were billed. Vice Chairman Sullivan commented that there are some conditions that can be made to minimize some issues that were brought up but the issue now is the location. In response to a question, Vice Chairman Sullivan recalled a residential development on the corner of College Parkway and Sherman. He worked on a condition of approval that brought up some of the issues that Member Peterson mentioned and also spoke about noise and dust. It was a fairly long condition of approval which was recorded against the property. The Airport could work with the Planning Division to have a similar condition put on this project as well as some other issues, sending plans to the FAA and dealing with through-the-fence at a later time. Chairman Lewis entertained a motion. **Member Peterson moved that the Airport Authority disapprove the request for special use as proposed. The motion was seconded. Motion carried 4-2-1.** Vice Chairman Sullivan commented that this will go to the Planning Commission and they may want to know the reason for the recommendation from the CCAA. Member Peterson said the minutes of the meeting could be offered but didn't want to add an explanation other than this discussion. Mr. Tackes advised that he and Mr. Clague will be at the Planning Commission meeting to discuss another issue and will be in a position to convey it. Vice Chairman Sullivan inquired if it was possible to get summary minutes to the Planning Commission as their meeting is next Wednesday and wants them to understand what was said at this meeting. Mr. Tackes replied that he would look into it.

G-8. DISCUSSION AND POSSIBLE ACTION REGARDING CONSIDERATION OF THE TENTATIVE 2009/2010 FY BUDGET AND APPROVAL OF THE FINAL 2009/2010 BUDGET PER NRS 354.596 AND 354.598; AUTHORIZATION TO CERTIFY AND TRANSMIT SAME TO THE DEPARTMENT OF TAXATION AND THE NEVADA TAX COMMISSION;

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 14

DRAFT

AUTHORIZATION FOR STAFF TO MAKE THE REQUIRED FILINGS. (2-0138) - Chairman Lewis introduced the item and Member Carter offered to review all the items individually or answer questions regarding specific items. He recommended that the Board approve the tentative budget to make it the final budget. Chairman Lewis directed Member Carter to give the bottom line figures. Member Carter advised that tentatively for 2010, operational income charges for services are \$339,265 with \$11,000 budgeted for interest for a revenue of \$350,265. Expenses are totaled at \$311,100, leaving an operational profit of \$39,165. For the present year, \$41,200 was budgeted, and with an increase in expenses, there is expected additional income which is about the same as budgeted. The \$9 million FAA grant and a \$150,000 AWOS grant are also budgeted. Overall profit should be \$31,665 at the end of the year. Chairman Lewis called for questions from the Board. In response to a question, Mr. Tackes explained that the purported increase from \$52,500 to \$70,000 in legal fees is a misnomer. The augmented item shows that actual legal expenses were closer to \$110,000 to \$115,000. Changing airport managers was not anticipated nor were a variety of other things that happened, all of which cost additional legal expenses. An abnormally large amount of money was spent last year which is why it was cut back. "My goal is to try to keep it down. I believe in this Airport, and I do everything I can to keep my expenses at a minimum but a lot of stuff pops up. The only alternative is to engage another lawyer who I guarantee will charge more per hour than my discount rate." Vice Chairman Sullivan expressed his appreciation and acknowledged that Mr. Tackes does a lot of work. Mr. Tackes commented that he's going to pass along as much as he can to Mr. Pullman who has already taken on many things. Mr. Tackes continued that he's also done a better job tracking legal expenses that are directly related to the AIP project so those can be billed back to the FAA. There has been a submittal for \$10,000 and another one is pending. In response to a question, Mr. Tackes replied that when people apply for land leases, they need to reimburse for engineering and legal review in the preparation of those leases. Mr. Pullman commented that he will be working with Mr. Tackes to relieve him from as many duties as possible and is willing to take on all that he can. His goal is to be under budget without failure. Chairman Lewis called for further questions and seeing none, opened the item to public comment. Seeing none, he entertained a motion. **Member Peterson moved to accept the proposed budget for 2009/2010 and authorize the Treasurer and staff certify and transmit the budget to the Department of Taxation and Nevada State Tax Commission. The motion was seconded by Vice Chairman Sullivan. Motion carried 7-0.**

G-9. DISCUSSION AND POSSIBLE ACTION REGARDING AUGMENTATION OF 2008/2009 FY BUDGET (2-0287) Chairman Lewis introduced the item and Member Carter advised of an opportunity to avoid problems with the Department of Taxation due to some overruns in the 2008/2009 budget. "Due to unforeseen expenses, last year we went over budget \$19,000 in operational expenses. We have until the end of the fiscal year, June 30th, to submit an augmented budget and want to get approval from the Board to augment and review the numbers mid-June year-to-date and to see if we can come in without a loss." Chairman Lewis called for questions from the Board and seeing none, opened the item for public comment. Seeing none, he entertained a motion. **Vice Chairman Sullivan moved that the Board approve the augmentation of the 2008/2009 budget as recommended by the Treasurer and authorize the Treasurer and staff to certify and transmit the same as appropriate. Member Peterson seconded the motion. Motion carried 7-0.** Chairman Lewis thanked Mr. Pullman and commented that he directed him to get involved in this process as his job will be running the Airport under the new budget.

G-10. DISCUSSION AND POSSIBLE ACTION TO APPROVE AN EMPLOYEE BENEFITS PACKAGE FOR NEW AIRPORT MANAGER (2-0339) Chairman Lewis introduced the item and Member Peterson advised that he prepared a package based on a commercial business approach. He

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 15

DRAFT

circulated it to the subcommittee and based on their input, revised the package and hopes to present it next month after review by the entire CCAA. He explained that his company uses Applied Staffing, and essentially sold all of his employees to them and they rent everyone back which allows a much bigger group insurance pool. It saves his company about \$29,000 a year and they do all the tax filings, processing payroll and have legal services available for labor issues. Everyone saves money and there is no downside. "Normally they demand a minimum of five people to avoid adverse selection but when I contacted them, they gave special permission to accept us as is. We discovered we couldn't use the City package and tried to equal or improve some of the City benefits, but the PERS question needs to be resolved. The basic benefits will be equally fine direct or through Applied Staffing. It's an administrative service. The W-2 comes from them, the individual is ours, and we have the authority to hire and fire the individual." Mr. Tackes asked Member Peterson to send him the information on Applied Staffing and he will check on the PERS eligibility. Member Peterson opined that an airport with one or two employees doesn't want to do its own payroll, administration, and labor law, and this potentially drops the insurance premium and relieves the paperwork. A two month process has already been agreed upon and he wants the Board to review the revised package prior to the next meeting. If PERS can be accepted, the Board could propose to go with the Applied Staffing approach or move forward as originally discussed. Chairman Lewis called for public comment and when there was none, he deferred the item to the June meeting.

H. AIRPORT ENGINEER'S REPORT. (2-0413) - Chairman Lewis introduced the item and Mr. Clague advised that an AIP grant in the amount of \$150,000 will be awarded to install an AWOS. "We are still waiting on the electrical portion of the design and will submit it to the FAA for approval to advertise the project in a timely manner and get it done during the summer. The options are a Super AWOS and an AWOS 3. When the bid is evaluated, the CCAA can decide what type of AWOS to get."

I. AIRPORT MANAGER'S REPORT. (2-0433) - Chairman Lewis introduced the item and Mr. Pullman advised that cold asphalt repairs are being done throughout the airfield, especially in the larger cracks that pose a threat to aircraft. The terminal is being painted utilizing Dirk and John as the labor force. He suggested posting an airport information sign outside. There is a sign available that can be put on the roof and electricity is available for lighting. It could be tied in fairly easily, look nice, and create more visibility. The outside painting is under budget and he plans to use the remaining money into tearing up the floor, baring the concrete and repainting it a couple of different colors. If the terminal looks better it can bring in more activity. He has implemented an Airport Activity Permit. People have previously been allowed to use the facilities without any type of contract. The Activity Permit requires them to abide by Airport rules and regulations. The Airport has the right to collect money in usage fees for parties, etc., if just for the use of electricity. Non-profits are fine, but there needs to be a method to bring in revenue for the terminal. He's contemplating an idea of implementing a long term parking fee for people who want to park their vehicles in the terminal lot. Some have group cars and the Airport should be collecting a fee which could bring in more revenue and possibly clean up the parking lot. If someone is coming in a lot and utilizing their vehicle, they could use the Airport's FBO's to fill up their aircraft and offset that monthly charge. Three or four people are working on the Open House, but the Airport will be ready and it should turn out well. He also has had many people interested in affordable hangars and Airport owned hangars. He is starting to regulate tailgating because it is a major security issue and has gone on too long. People are doing it and not taking responsibility. He's getting the word out that it will be enforced. Security patrols are being paid \$5,000 a year but he doesn't know what kind of security they are providing although they are not at the Airport all night. They send reports only when something happens or if something is spotted. He has received only one report since he's been here and has gone through previous reports which

CARSON CITY AIRPORT AUTHORITY
Minutes of the May 21, 2009 Meeting
Page 16

DRAFT

turn out to be nothing major. He thinks it's something that can be reduced or even eliminated and possibly save the Airport \$5,000 a year for something that may not be a viable service.

J. LEGAL COUNSEL'S REPORT. (2-0559) - Chairman Lewis introduced the item and Mr. Tackes advised that a complaint was filed with the FAA regarding an earlier grant, the acquisition of 24 acres of land that was purchased from Serpa. The complaint was that the appraisal was not reliable and too much money was spent. The appraiser responded to the allegations and the FAA asked to engage a review appraiser who confirmed that the value paid was appropriate and the appraisal was correct. Both appraisers were MAI certified. The FAA asked the review appraiser to address two additional points and it was resubmitted. There have been communications indicating the matter is resolved however, there has been no definitive response. It is another source of legal and appraisal expenses and the Airport FAA representative has advised to include it in a recovery grant. Chairman Lewis asked Mr. Tackes to submit a report next month regarding the appraisals' legal costs and ancillary costs. In response to a question, Mr. Tackes replied that it is critical to the FAA that the supplement to the review appraisal is in by May 15th. He asked them if it would impact the grant but they don't believe the grant proposal is in jeopardy.

K. TREASURER'S REPORT. (2-0620) - Chairman Lewis introduced the item and Mr. Carter advised that the final reimbursement for the hill removal project was received and Mr. Pullman immediately put it into the money market account which is \$478,788.94. There is roughly \$10,500 in the checking account and \$670 in the maintenance account.

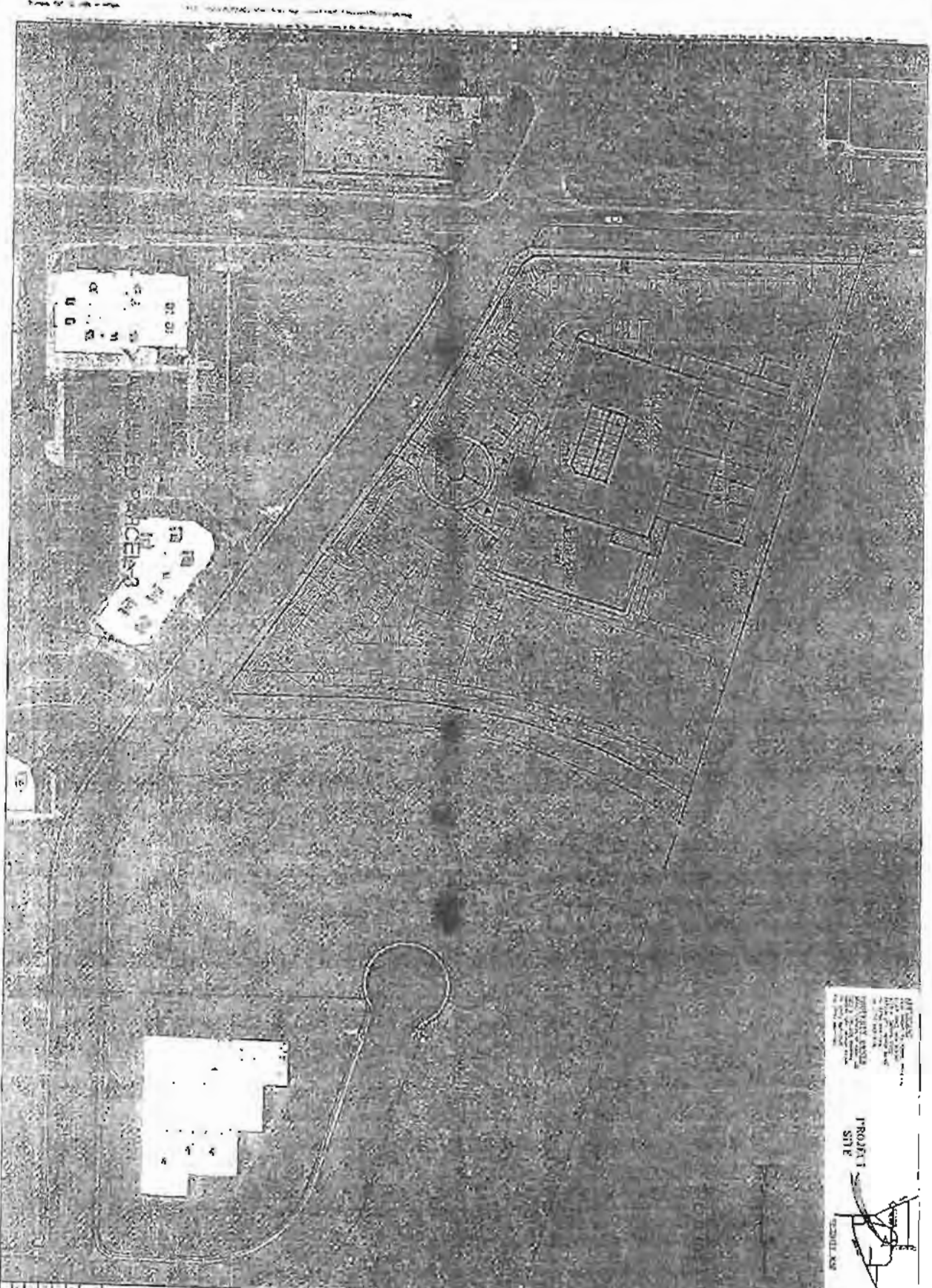
L. REPORT FROM AUTHORITY MEMBERS. (2-0633) - None.

M. AGENDA ITEMS FOR NEXT REGULAR MEETING. (2-0645) - Chairman Lewis advised that the request for extension from Jet Ranch and the benefits package will be added in addition to the award of the antenna lease offer and museum item. In response to a comment, Mr. Tackes replied that Mr. Lombard needs an approval from the Board as to conceptual plans that have already been reviewed. The item should be put on the next agenda. Vice Chairman Sullivan suggested adding the plans to the building department, but the Chairman could sign it if a SUP is necessary. Mr. Tackes commented that they need approval on the conceptual plans in order to apply for a SUP. Vice Chairman Sullivan commented that the Chairman can sign the plans and the SUP application as they are general business items. Mr. Tackes suggested that Mr. Lombard find out exactly what is needed. Chairman Lewis told him to come back and talk to Mr. Pullman, but believes he can sign off on it since it has already been reviewed. If not, it will be agendaized for the next meeting.

N. ACTION ON ADJOURNMENT. (2-0700) - Chairman Lewis adjourned the meeting at 9:45 p.m.

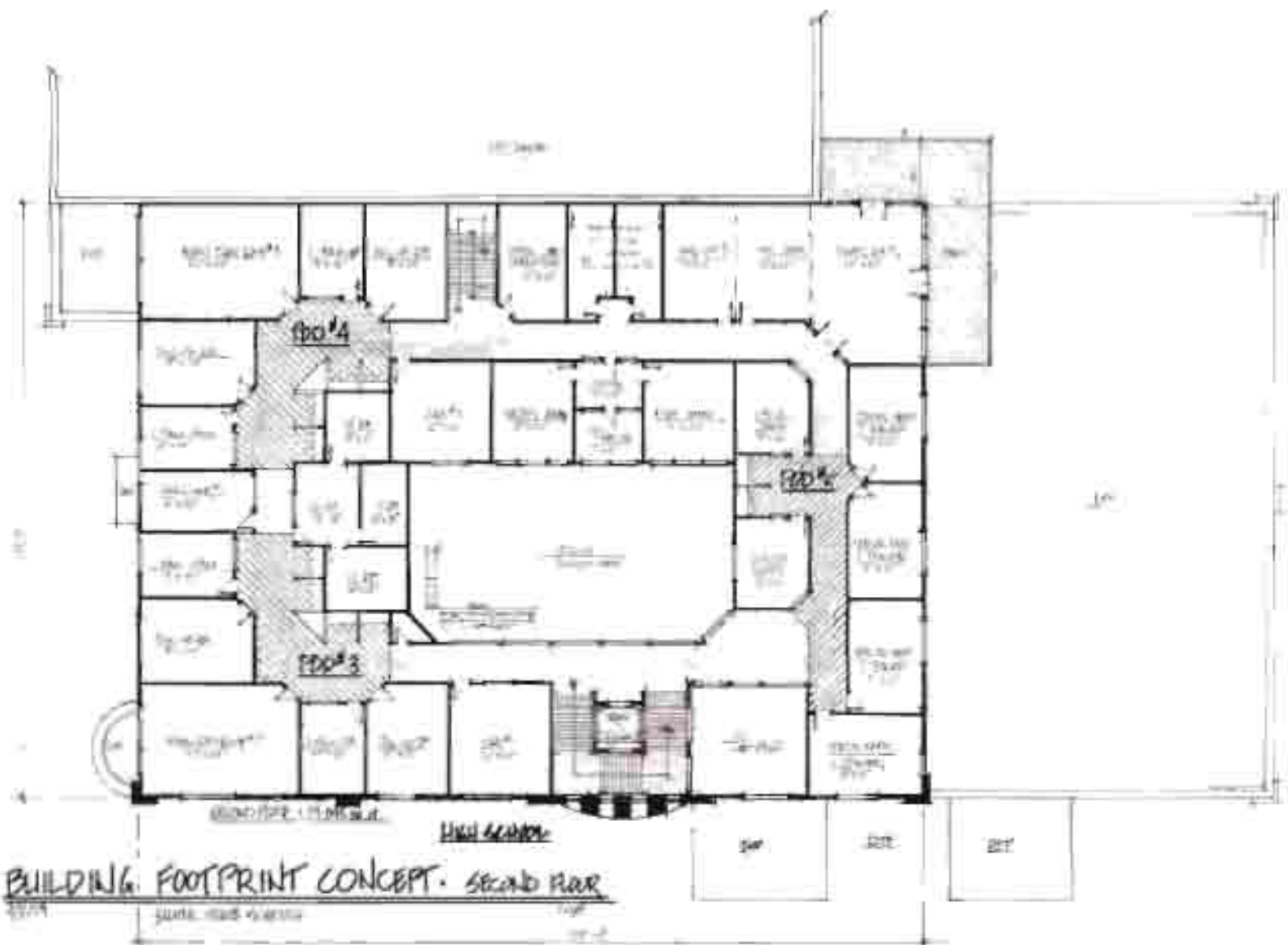
The Minutes of the May 21, 2009 Carson City Airport Authority meeting are so approved this _____ day of June, 2009.

Steve Lewis, Chairman



PROJECT AREA
 SITE
 PROJECT NO.

CONCEPTUAL SITE PLAN		Palmer Engineering Group, Ltd.	
200 GARDEN STREET, SUITE 100, MISSISSAUGA, ONT. L4X 1L7		PHONE: (905) 276-1111 FAX: (905) 276-1112 WWW.PALMER-ENG.COM	



BUILDING FOOTPRINT CONCEPT - SECOND FLOOR

DATE: 10/10/2010

Palmer Engineering Group Ltd.	
L1: 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000	
SECOND FLOOR FOOTPRINT CONCEPT	DATE: 10/10/2010
SCALE: 1:500	PROJECT: [illegible]
DESIGNER: [illegible]	CHECKED: [illegible]
DATE: 10/10/2010	PROJECT: [illegible]



APPLICANT
 1234 Main St
 City, State, Zip
 Phone: (555) 123-4567
 Fax: (555) 987-6543

PROJECT SITE



CONCEPTUAL SITE PLAN <small>SEE ALSO: CONCEPTUAL SITE PLAN, 10/10/00</small>		Palmer Engineering Group, Ltd. <small>1234 Main St, City, State, Zip Phone: (555) 123-4567 Fax: (555) 987-6543</small>
SHEET NO. 101 OF 101	DATE: 10/10/00	DRAWN BY: J. Smith
CHECKED BY: M. Jones	APPROVED BY: D. Brown	PROJECT NO. 101
SCALE: 1" = 100'	NORTH:	SHEET NO. 101