

CARSON CITY BOARD OF SUPERVISORS

Minutes of the August 19, 2010 Meeting

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A regular meeting of the Carson City Board of Supervisors was scheduled for 8:30 a.m. on Thursday, August 19, 2010 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Mayor Robert Crowell
Supervisor Robin Williamson, Ward 1
Supervisor Shelly Aldean, Ward 2
Supervisor Pete Livermore, Ward 3
Supervisor Molly Walt, Ward 4

STAFF: Larry Werner, City Manager
Alan Glover, Clerk - Recorder
Neil Rombardo, District Attorney
Kathleen King, Recording Secretary

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

1 - 4. CALL TO ORDER, ROLL CALL, INVOCATION, AND PLEDGE OF ALLEGIANCE (8:29:50) - Mayor Crowell called the meeting to order at 8:30 a.m. Roll was called; a quorum was present. Seventh Day Adventist Church Pastor Ron Torkelson provided the invocation. Mayor Crowell requested a moment of silence to honor the recent passing of Marie Wolf, Betty Ihfe, and Patricia Potter. Gil Yanuck led the pledge of allegiance.

5. ACTION ON APPROVAL OF MINUTES - July 15, 2010 (8:31:47) - **Supervisor Aldean** noted a correction to page 10 of the minutes, and **moved to approve them as amended. Supervisor Williamson seconded the motion. Motion carried 5-0.**

6. ADOPTION OF AGENDA (8:32:49) - Mayor Crowell deemed the agenda adopted.

7. PUBLIC COMMENTS AND DISCUSSION (8:32:42) - Mayor Crowell entertained public comment. (8:33:10) Carol Howell advised of having obtained a copy of the Meridian Report and of having visited the "Buildings and Grounds Department," to compare "the figures with what the report showed." She compared the report to "pigs rolling in the mud ... to walking down Central Park," and described it as "so full of holes." She advised that "2009 lease figures" were used "for the state departments," and stated, "We all know that the state renegotiated downward because of the economy. All of those lease figures, it looks like, to me, we're going to end up paying, as a state, a dollar more a square foot if those departments that they discussed in the report go into those buildings." Ms. Howell further stated, "That equates to more than \$20 million a year." In response to a question, Mr. Werner advised that the City was not a party to the Meridian Report. "What choices they make for the ... private side of that issue is their choice, not our issue." Ms. Howell reiterated that the Meridian Report is "full of holes with merging departments sharing copy machines, phone systems. It doesn't make any sense to me." She expressed the hope that P3 Development is not using the Meridian Report.

In response to a question, Mayor Crowell advised of having heard rumors associated with possible legislative actions relative to local governments. He noted the importance of being aware without

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“put[ting] too much stock in what we hear until we see ... a concrete plan ...” In response to a further question, he advised that the City’s ending fund balance is compliant with state law. He explained that the City’s purview over revenues is authorized by the state, and advised that City department heads and elected officials developed a priority cut list prior to filing the balanced budget with the Department of Taxation.

In response to a further question, Mayor Crowell advised that his brother is the current President of the Friends of the Library. He further advised that he has no financial commitment to his brother which would affect his ability to vote on actions relative to the conceptual development. He further advised of a law associate who serves as a member of the Library Foundation to whom he also has no financial commitment. He further advised of having been informed by the District Attorney of no particular conflict and no necessity for disclosure. He assured Ms. Howell of his intent to disclose the information anyway. He further advised of having requested a voluntary opinion from the State Commission on Ethics “to back that up.” He offered to provide a copy to Ms. Howell. He further advised that he owns part of a business that owns a piece of property in downtown Carson City. It is not within the conceptual development area of the City Center. He advised that this information was also included in his voluntary opinion request from the State Commission on Ethics. He expressed the belief that the current practice of disclosing the information without being precluded from voting will suffice.

In response to a question, Mr. Werner advised that the next Carson Nugget Development Advisory Committee meeting is scheduled for Monday, September 27th. He further advised that the P3 Development feasibility study will be available to the public at the same time it is made available to the advisory committee. Supervisor Livermore requested Mr. Werner to agendize a status report “on a routine, information-basis only.” Mayor Crowell advised that the status report could be provided as part of item 20.

8. SPECIAL PRESENTATIONS

8(A) PRESENTATION OF TWO STORMREADY SIGNS TO CARSON CITY FOR BECOMING A STORMREADY COMMUNITY BY RHETT MILNE FROM THE NATIONAL WEATHER SERVICE (8:41:21) - Mayor Crowell introduced this item, and Fire Chief Stacey Giomi provided background information. He introduced National Weather Center Reno Office Meteorologist-in-Charge Jane Hollingsworth.

(8:42:19) Ms. Hollingsworth advised that Carson City has received a StormReady designation, and commended Mr. Werner, Storm Water Engineer Robb Fellows, Engineering Technician Shyla Lemons, Chief Giomi, and Gary Dunn. Ms. Hollingsworth explained the StormReady designation indicates the National Weather Service “is working together with Carson City so that, in the event of a weather-related natural disaster, we know how to communicate and how to put actions into effect so that we can protect life and property.” She introduced Warning Coordination Meteorologist Rhett Milne, and commended his diligent work with Chief Giomi “to make this happen.”

(8:43:32) Mr. Milne thanked everyone for their involvement, noting the honorable distinction. He discussed the inevitability of natural disasters, but StormReady recognizes the steps taken by the City to ensure preparedness. He noted that the StormReady designation indicates Carson City is as prepared as any other major city. He discussed the importance of educating the citizens in emergency preparedness, and thanked City staff for all their hard work.

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Supervisor Williamson thanked Mr. Milne and noted the professionalism and commitment of City staff to serve our community and work with federal partners. She inquired as to emergency preparedness checklists or other information which can be distributed to the citizens. Mr. Milne described emergency disaster kits which include checklists and contact information. In response to a further question, Chief Giomi advised of a disaster preparedness brochure available via the Fire Department's website and a publication available from the Fire Department.

Mr. Milne discussed the communication requirement associated with the StormReady designation, and advised that the City has gone "above and beyond" to ensure incoming and outgoing communication as well as emergency preparedness education. He acknowledged the requirement to maintain the current level of preparedness in order to maintain the StormReady designation. He explained that a StormReady program evaluation is conducted every three years. In response to a further question, he advised of approximately 1500 U.S. and three Nevada county StormReady designations. Supervisor Aldean commended the staff. Chief Giomi referred to the StormReady sign, a sample of which was displayed in the meeting room, which will be installed at the four community gateways. Mayor Crowell thanked Ms. Hollingsworth and Mr. Milne for their presentation.

8(B) FINAL UPDATE ON CENSUS 2010 OPERATIONS AND PRESENTATION TO CARSON CITY FOR OUTSTANDING LEADERSHIP (8:49:02) - Mayor Crowell introduced U.S. Census Bureau Chief Government Liaison for Nevada David Byerman, who advised of his new appointment to the position of Secretary to the Nevada State Senate. Mr. Byerman provided background information on this item, and narrated a corresponding PowerPoint presentation. He presented a plaque to Mayor Crowell, on behalf of the City, commemorating the partnership between the U.S. Census Bureau and the City's government and recognizing the outstanding contribution of City staff. He thanked Mayor Crowell for the leadership shown, and Mayor Crowell thanked Mr. Byerman.

In response to a question, Mr. Byerman explained that the census count is intended to be a "snapshot of the population as of April 1st." He advised that vacant properties are attempted to be determined as "vacant on April 1st. That's how we determine whether those people count as residents of Carson City during the census." Supervisor Aldean noted the number of people which have migrated from single-family homes into apartments. "... it's not that they haven't been counted in the census. They've just relocated to a different domicile." Mr. Byerman described a variety of counting processes, including as applicable to group quarters such as assisted living facilities. Supervisor Aldean commended the census as a "job well done." Mayor Crowell entertained public comment; however, none was forthcoming.

9. CONSENT AGENDA (9:01:15) - Mayor Crowell entertained requests to hear items separate from the consent agenda. When none were forthcoming, he entertained a motion. **Supervisor Livermore moved to approve the consent agenda, consisting of items 9-1 from the Assessor; 9-2 from Purchasing and Contracts, as published and presented. Supervisor Aldean seconded the motion. Motion carried 5-0.**

9-1. ASSESSOR - ACTION TO APPROVE THE REMOVAL OF A PORTION OF THE TAXES FROM PARCEL NUMBER 008-175-12, 2131 SNEDDON WAY, FROM THE 2010 / 2011 REAL PROPERTY TAX ROLL, PURSUANT TO NRS 361.765, IN THE AMOUNT OF \$310.79

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9-2. PURCHASING AND CONTRACTS DIVISION - ACTION TO ACCEPT THE WORK AS COMPLETED, TO ACCEPT THE CONTRACT SUMMARY AS PRESENTED, AND TO APPROVE THE RELEASE OF FINAL PAYMENT IN THE AMOUNT OF \$40,620.90 FOR CONTRACT NO. 0910-143, TITLED PRODUCTION WELL #41 DRILLING, CONSTRUCTION, AND TESTING PROJECT, TO HYDRO RESOURCES NEVADA, INC. DBA HUMBOLDT DRILLING AND PUMP CONSTRUCTION, INC.

10. RECESS BOARD OF SUPERVISORS (9:01:48) - Mayor Crowell recessed the Board of Supervisors at 9:01 a.m.

LIQUOR AND ENTERTAINMENT BOARD

11. CALL TO ORDER AND ROLL CALL (9:01:51) - Chairperson Crowell called the Liquor and Entertainment Board to order. Roll was called; a quorum was present, including Member Furlong.

12. PUBLIC WORKS DEPARTMENT, BUSINESS LICENSE DIVISION - ACTION TO APPROVE THOMAS STRECKFUS AS THE LIQUOR MANAGER FOR THE PIZZA FACTORY (LIQUOR LICENSE NO. 10-27295) LOCATED AT 135 CLEARVIEW DRIVE, #127, CARSON CITY (9:02:14) - Chairperson Crowell introduced this item, and Principal Planner Jennifer Pruitt reviewed the agenda materials.

(9:03:15) Chairperson Crowell thanked Mr. Streckfus for doing business in Carson City. In response to a question, Mr. Streckfus advised of having held a liquor license in Lyon County “for over 17 years.” He expressed an awareness of the “different organizations that go around and ... do spot checking of minors ...” He advised that his employees are trained to request identification and to ensure no alcohol is served to a minor. In response to a question, he advised that anyone under the age of 35 is requested to produce identification in his establishment. In response to a further question, he was uncertain as to whether Lyon County has a mandatory alcohol server training program.

At Chairperson Crowell’s request, Member Furlong reviewed the Sheriff’s Department alcohol server training program. He emphasized that most sales of alcohol to minors are done by employees who have not completed the alcohol server training program. He provided contact information and strongly recommended that Mr. Streckfus require his employees who serve alcohol to attend the training program. Chairperson Crowell advised that the alcohol server training program is a condition of the liquor license.

Mr. Streckfus acknowledged that Lyon County has a compliance check program and that he has passed all compliance checks. Member Aldean congratulated him. Member Furlong reviewed details of Lyon County’s compliance check program. Chairperson Crowell reiterated his thanks to Mr. Streckfus for doing business in Carson City, and requested his vigilance over ensuring that no alcohol is sold to minors.

Chairperson Crowell entertained a motion. **Member Livermore moved to approve Thomas Streckfus as the liquor manager for the Pizza Factory, liquor license 10-27295, located at 135 Clearview Drive, #127, Carson City. Member Walt seconded the motion. Motion carried 6-0.**

13. ACTION TO ADJOURN THE LIQUOR AND ENTERTAINMENT BOARD (9:07:20) - Chairperson Crowell adjourned the Liquor and Entertainment Board at 9:07 a.m.

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14. RECONVENE BOARD OF SUPERVISORS (9:07:22) - Mayor Crowell reconvened the Board of Supervisors.

ORDINANCES, RESOLUTIONS, AND OTHER ITEMS

15. ANY ITEM(S) PULLED FROM THE CONSENT AGENDA WILL BE HEARD AT THIS TIME (9:07:25) - None.

16. PURCHASING AND CONTRACTS DIVISION

16(A) ACTION TO AMEND CONTRACT NO. 0910-203, ENGINEERING SERVICES FOR THE SAW MILL CANYON PIPELINE AND WATER DELIVERY PROJECT WITH BLACK AND VEATCH TO LIMIT THE SCOPE OF WORK TO THE PHASE I ACTIVITIES AND TO REDUCE THE CONTRACT AMOUNT TO \$186,800.00 FROM THE WATER FUND ACCOUNT, AS PROVIDED IN FY 2010 / 2011 (9:07:32) - Mayor Crowell introduced this item. Deputy Public Works Director Ken Arnold reviewed the agenda report, and the Phase I activities, as outlined in the work plan included in the agenda materials. Supervisor Aldean noted the revision to the Phase I cost. In response to a question, Mr. Arnold advised of no changes to the Phase I tasks. He explained a change to the full accounting of the Phase I activities. "One of the subcontractors ... came in higher than anticipated." In response to a question, Mr. Werner explained that the entire project budget was estimated. He expressed the hope that the entire project can be done for close to the \$616,364.00 estimate included in the agenda report.

In response to a question, Mr. Arnold advised that water delivery for the community is "much better than expected." He described demand met and storage levels as "outstanding," and reviewed various water sources. Supervisor Williamson commended the Public Works Department crews on their excellent service. At Supervisor Livermore's request, Mr. Arnold discussed the benefits of the seasonal flashboards for supplemental storage in Marlette Lake.

Mayor Crowell entertained public comment and, when none was forthcoming, a motion. **Supervisor Williamson moved to amend Contract No. 0910-203, Engineering Services for the Saw Mill Canyon Pipeline and Water Delivery Project with Black and Veatch, to limit the scope of work to the Phase I activities and to reduce the contract amount to \$186,800.00, from the water fund account, as provided for in FY 2010 / 2011. Supervisor Aldean seconded the motion. Motion carried 5-0.**

16(B) ACTION TO DETERMINE THAT RELIANT ELECTRIC IS THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER, PURSUANT TO NRS CHAPTER 338, AND TO AWARD CONTRACT NO. 1011-073, CARSON CITY PUBLIC WORKS SOLAR PHOTOVOLTAIC SYSTEM TO RELIANT ELECTRIC FOR A BID AMOUNT OF \$559,730.00, PLUS A CONTINGENCY AMOUNT NOT TO EXCEED \$40,270.00, TO BE FUNDED FROM THE CAPITAL PROJECTS / SOLAR PROJECT FUND, AS PROVIDED IN FY 2010 / 2011 (9:15:46) - Mayor Crowell introduced this item, and Deputy Public Works Director Darren Schulz reviewed the agenda report. Mr. Schulz acknowledged an approximate \$23,000 annual savings, and estimated 12 or 13 years to recover the amount of the grant.

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Mayor Crowell entertained public comment; however, none was forthcoming. In response to a question, Mr. Schulz estimated 8 to 9 local jobs to be created by the contract. Mayor Crowell entertained a motion. **Supervisor Williamson moved to determine that Reliant Electric is the lowest responsive and responsible bidder, pursuant to NRS Chapter 338, and to award Contract No. 1011-073, Carson City Public Works Solar Photovoltaic System to Reliant Electric for a bid amount of \$559,730.00, plus a contingency amount not to exceed \$40,270.00, to be funded from the Capital Project / Solar Project fund, as provided in FY 2010 / 2011. Supervisor Livermore seconded the motion. Motion carried 5-0.** At Mayor Crowell's request, Mr. Schulz advised of having recently provided Supervisor Williamson with information on alternative energy projects in the City. Supervisor Williamson agreed to forward the information.

17. PUBLIC WORKS DEPARTMENT, PLANNING AND ZONING DIVISION

17(A) ACTION TO APPROVE AN ABANDONMENT OF PUBLIC RIGHT-OF-WAY APPLICATION FROM TRI-STATE SURVEYING (PROPERTY OWNERS: HERMAN C. BAUER, ALEXANDER KIRSCH, AND JEANNIE BANGHAM) TO REDUCE THE EXISTING RIGHT-OF-WAY WIDTH BY EIGHT FEET ADJACENT TO PROPERTIES ZONED RESIDENTIAL OFFICE (RO), LOCATED AT NORTH MINNESOTA, NORTH DIVISION, AND WEST ANN STREETS, APNs 001-191-02, -05, AND -06, AND AUTHORIZE THE MAYOR TO SIGN THE ORDER OF ABANDONMENT (9:20:50) - Mayor Crowell introduced this item, and Principal Planner Jennifer Pruitt reviewed the agenda materials in conjunction with displayed slides. She noted that the Order of Abandonment will not result in the reduction of the North Minnesota, North Division, and West Ann Streets widths. She reviewed the public noticing process relative to the July 28, 2010 Planning Commission meeting, and advised of having received no public comments.

(9:23:26) Tri-State Surveying Land Surveyor Greg Phillips, representing Herman Bauer, reviewed the application, copies of which were included in the agenda materials. Mr. Phillips acknowledged the purpose of the abandonment application to resolve an encroachment issue and bring the properties into compliance with residential setbacks. He noted Mr. Bauer's intent to develop the "northerly property" in the future. In response to a question, Mr. Phillips advised of having spoken with June Kylett, the owner of the property on the corner of North Minnesota and Washington Streets. "She's aware of what we're doing and she's in support of it, but ... she wasn't comfortable participating." Mr. Phillips acknowledged the condition of approval to construct curb, gutter, and 5-foot wide sidewalks "all the way around the northerly property before the actual right-of-way dedication records." He further acknowledged Mr. Bauer's agreement to the condition of approval. City Engineer Jeff Sharp advised of an additional condition of approval to relocate overhead utility lines prior to recording the abandonment. Mr. Phillips acknowledged agreement.

Mayor Crowell entertained public comment and additional staff or Board member comments. When none were forthcoming, he entertained a motion. **Supervisor Aldean moved to approve an abandonment of public right-of-way application from Tri-State Surveying, property owners Herman C. Bauer, Alexander Kirsch, and Jeannie Bangham, to reduce the existing right-of-way width by eight feet, adjacent to property zoned residential office, located at North Minnesota, North Division, and West Ann Streets, APNs 001-191-02, -05, and -06, based on seven findings and subject to the conditions of approval contained in the staff report, and to authorize the Mayor to sign the Order of Abandonment, with a clerical change to the Order of Abandonment. Supervisor Williamson seconded the motion. Motion carried 5-0.**

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17(B) ACTION TO AUTHORIZE THE PUBLIC WORKS DEPARTMENT TO SUBMIT AN APPLICATION FOR A HUD COMMUNITY CHALLENGE PLANNING GRANT IN THE AMOUNT OF \$100,000 TO CREATE A SPECIFIC PLAN AND ZONING FOR THE FAIRVIEW DRIVE MIXED-USE CORRIDOR (9:28:29) - Mayor Crowell introduced this item, and Planning Division Director Lee Plemel reviewed the agenda materials. He emphasized that the match requirement would be accomplished using in-kind services, without any additional allocation of funds.

Supervisor Aldean noted a total of six mixed-use activity centers identified on the land use plan. In response to a question, Mr. Plemel explained the reasons for designating the subject mixed-use corridor was the freeway terminus, the “largely industrial” development in the area, and “one of the more vulnerable to change in the more immediate future ... It’s one of the corridors that ... was more ripe for this type of plan.” In addition, he advised of having “almost ... initiat[ed] this process ... a couple years ago ... on this very corridor because the freeway was ending there. ... we had to back off ... because there wasn’t money available to do it at the time. We actually terminated this very same planning process a couple years ago.” Mr. Plemel responded to additional questions of clarification.

Supervisor Williamson noted the subject item represents the first step, the application process. Mr. Plemel acknowledged there will be “a lot of public outreach and a lot of public meetings ...” He discussed the labor-intensive process, which includes public outreach. In response to a question, he advised of no time frame associated with award notices. With regard to grant performance, the funding is required to be obligated no later than September 30, 2012. Supervisor Livermore expressed the hope that the grant will address “some of those conflict zones.” In response to a question, Mr. Plemel anticipates that the scope of the study can be defined through the process and with public input. He explained that “a corridor of non-residential on either side of Fairview Drive ... would be the area of change to the mixed-use zoning. But the participation would then be expanded beyond that to the adjacent neighborhoods.” He acknowledged that adjacent properties could petition to be included in the study.

In reference to the land use map, Supervisor Aldean noted the anticipation of a variety of mixed uses along the subject corridor and throughout the City. She further noted the land use map is the product of a great deal of public input as part of the Envision Carson City comprehensive master plan update. In response to a question, Mr. Plemel advised of no anticipation of changes to the master plan. The goal would be to change the zoning map and develop a specific plan with policies as to the corresponding transition. Mr. Plemel acknowledged that the changes would adhere as closely as possible to the existing master plan.

Mayor Crowell entertained public comment. (9:42:32) Ward 3 Supervisor Candidate John McKenna noted that Fairview Drive “goes from 395 to 50 and it’s fairly-well built up.” He inquired as to the timing of the subject grant application in consideration of “very few non-old, built-up properties there, including the National Guard, etc.” He expressed concern regarding to the 2011 / 2012 budget in consideration of timing. He expressed a preference for planning actual development. Mr. Plemel clarified that the plan area is Fairview Drive from the freeway to South Carson Street, where it is largely industrial and where interest in more retail has been expressed.

Supervisor Aldean expressed appreciation for Mr. McKenna’s concern, and noted that when capital is not available “all you can do is plan.” She suggested that the present economic downturn is an appropriate time to commence the subject process. Mr. Plemel noted that the Planning Commission has expressed the same sentiment on numerous occasions. In response to a question, he advised that in-kind services to satisfy the

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match requirement will begin accruing once an agreement is signed. In response to a question, Mr. Plemel advised that the Quail Run residents would be part of the process. "... that type of compatibility is what needs to be addressed in the plan."

Mayor Crowell entertained additional public comment. (9:47:35) Janice Baldwin requested an explanation of the master plan, and inquired as to other requirements associated with the federal grant. Mr. Plemel provided an overview of the comprehensive master plan, describing it as "the land use policy document that is a vision for the future of the City." He emphasized the comprehensive master plan is "just policy. It's not the zoning, it's not the entitlements." With regard to the subject section of Fairview Drive, he explained the mixed-use commercial corridor designation. "And, furthermore, there is ... an activity center that's described in more detail within the master plan document ..." Mr. Plemel referred interested citizens to the master plan document available on the City's website. He explained there is no zoning designation which "matches ... that master plan ..." Part of the master plan implementation was to develop zoning to match the mixed-use designations. Mr. Plemel explained the term "mixed-use commercial" which indicates "primarily commercial but there also might be some residential uses as well as offices ... and the activity center, meaning there's more area where it's easier to get around."

With regard to other, associated obligations, Mr. Plemel advised that the Planning Division is also responsible for the HUD Community Development Block Grant Program. "We're well aware that there are other requirements that come along with the contracts when you agree to money. There are fair housing, equal opportunity," etc. At the time an agreement is developed, those details would be included.

(9:52:13) Carol Howell expressed the opinion that Fairview Drive "is already mixed-use," and inquired as to the reason for "spend[ing] this kind of money until somebody's ready to develop it and needs a rezoning of the property which they could apply to you all to get without spending this to get this grant." Mayor Crowell explained the purpose of planning documents to facilitate development. Mr. Plemel clarified that no funds will be expended to acquire the grant, but that staff time would be used as part of the match requirement. He advised that the area is presently zoned industrial. He acknowledged there are a mix of uses, and expressed the belief that the industrial zoning needs to be changed over time pursuant to the comprehensive master plan "so that we don't get more conflicting industrial uses ... right next to the neighborhood. It's a desire of the City that that corridor does not become an industrial corridor but more of a commercial / residential corridor." In consideration of planning, he acknowledged "one way to do it is to just let developers come in and ... apply to change the zoning and you do it piecemeal ... or you look at it comprehensively," as proposed by the subject item. In response to a question, he advised of a number of vacant industrial buildings "that are just shells right now. That's where we've had some interest." He emphasized there is no intent to convey that the present industrial uses should move.

Supervisor Aldean described the combination of uses on Fairview Drive as "extraordinarily eclectic." She recalled a controversy over a business immediately adjacent to Quail Run. "Because we didn't have the sorts of controls, we had Quail Run develop ... right next to a stamping operation." Supervisor Aldean discussed the importance of avoiding friction zones and making the development process a little more predictable. She noted that the present zoning allows industrial development "on a corridor that is changing in terms of its complexion." She reiterated the importance of precluding perpetuation of friction zones.

In response to a further question, Mr. Plemel explained the term "activity center," as a policy described in the master plan. "There are certain areas of the City that were identified, particularly in the mixed-use

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corridors. ... it's ... more of a focus of where the commercial development should occur in the future as a place ... that may be more pedestrian-friendly."

Mayor Crowell entertained additional public comment. (9:59:25) Janice Baldwin inquired as to the possibility of funding the study without applying for a federal grant.

Mayor Crowell entertained further comments or discussion; however, none were forthcoming. Mr. Plemel noted the importance of predictability to builders and developers, "rather than the unpredictability of having to come to the Planning Commission and Board of Supervisors to ask for permission to do something different in development. That's another reason why we plan and want to do these things ahead of time; to guide the developers to what the City wants ..." Mayor Crowell advised of having reviewed HUD grant compliance requirements, and that they are not onerous in terms of requiring expenditure of additional funds. "They deal with process issues ..."

Supervisor Livermore inquired as to whether City resources could be used to conduct the same study. Mr. Werner advised that the funding is not available in the budget. City staff has been encouraged to seek after grant funding "because we simply do not have the funds to do it." In response to a comment, Mr. Werner advised that the study would likely "not hit a priority in our budget ..." He expressed the opinion that not pursuing federal grants, the award of which returns federal monies back to the community, would seem foolish. He advised of no onerous requirements associated with federal grants.

Mayor Crowell entertained additional discussion or comments, and when none were forthcoming, a motion. Supervisor Williamson noted the subject item represents an opportunity to leverage in-kind staff time to apply for federal funding to help a very comprehensive outreach in a transitional, friction-zone area. She further noted the grant requirements will be reviewed if it is awarded. **Supervisor Williamson moved to authorize the Public Works Department to submit an application for a HUD Community Challenge Planning Grant, in the amount of \$100,000 to create a specific plan and zoning for the Fairview Drive mixed-use corridor. Supervisor Walt seconded the motion.** Supervisor Livermore inquired as to the possibility of pursuing the study, if the grant is not awarded, as part of the 2012 or 2013 budget. Mr. Plemel explained that Planning Division staff is attempting to implement the comprehensive master plan measures adopted each year, and will continue to do so. Mayor Crowell noted the time and effort invested in developing the Envision Carson City comprehensive master plan update, and discussed the importance of considering and implementing the measures, if they are still applicable. He agreed with Supervisor Aldean's earlier statement relative to planning. He called for a vote on the pending motion; **motion carried 5-0.**

18. PUBLIC WORKS DEPARTMENT - TRANSPORTATION DIVISION - ACTION TO AUTHORIZE THE PUBLIC WORKS DEPARTMENT TO SUBMIT AN APPLICATION FOR A HUD COMMUNITY CHALLENGE PLANNING GRANT IN THE AMOUNT OF \$240,000, TO CREATE A PRELIMINARY DESIGN FOR THE NARROWING OF CARSON STREET, BETWEEN JOHN STREET AND STEWART STREET (10:07:12) - Mayor Crowell introduced this item. Transportation Manager Patrick Pittenger reviewed the agenda materials. In response to a question, Mr. Pittenger advised that approval of this item would not translate to reducing Carson Street to two lanes. "This is not a final decision. This is a planning / preliminary engineering study. ... We'd have to go through additional design and a final decision has to be made and it really wouldn't be final until a contract was awarded to actually build something."

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Mayor Crowell read into the record a portion of the “Enhance Pedestrian Environment” measure of the 2006 Envision Carson City comprehensive master plan update. He noted that the comprehensive master plan update was unanimously approved by the Board of Supervisors. In response to a question, Mr. Pittenger advised that the grant application completely complies with the aforementioned measure. In response to a further question, he advised that creating the preliminary design would not preclude “changing our minds as we go forward.” He further advised that the Carson Area Metropolitan Planning Organization (“CAMPO”) has been funded to update its regional transportation plan over the winter. As part of that process, data will be collected relative to traffic. “We will be continuing to evaluate this as we proceed.”

Supervisor Walt noted the extensive citizen involvement in the 2006 Envision Carson City master plan update, and that citizen involvement will be solicited as part of the subject preliminary design process. In response to a question, Mr. Pittenger advised that items would be agendaized for the Redevelopment Authority and the Regional Transportation Commission for programming the \$60,000 match. In response to a question, Mr. Werner reviewed the various methods to receive public input, including design charrettes and public meetings.

Supervisor Livermore inquired as to the disposition of the traffic study conducted by Winston and Associates as part of the Envision Carson City process. Mr. Pittenger explained the purpose of the subject grant application is preliminary design to consider “the actual cross-section of the road, ... the width of the road, ... on-street parking ..., bulb-outs ... It’s not the actual modeling of the traffic flows in this case.” He acknowledged that the subject preliminary design would be a precursor to construction documents. In response to a further question, he explained that “the actual narrowing ... wouldn’t be proposed to take place north of William Street. It goes up to John to make sure that we include that entire intersection. Our previous traffic flow analyses show that the narrowing would principally happen between William and Fifth Streets.” In response to a further question, Mr. Pittenger advised there is not yet a specific cost estimate for construction. Conducting the preliminary design would provide additional information. In response to a further question, Mr. Pittenger suggested the possibility that the design consultant be requested to start refining a cost estimate. The source of funding is not yet known and would not be within the purview of the design engineer. Supervisor Livermore expressed concern over “putting the cart before the horse,” in consideration of “completing design that we’re paying, at least from this grant, \$60,000 ... plus there’ll probably be more until you get up to the 100 percent documents.” Mr. Pittenger acknowledged the preliminary design will accomplish “30 percent documents,” but reiterated that “it moves us a step closer to knowing what this would potentially look like and closer to what it could cost us regardless of the source.”

Supervisor Aldean considered the subject item as “preparatory to the narrowing of Carson Street.” She noted that the “public has weighed in repeatedly that this is something they want to pursue,” and expressed the opinion the Board would be derelict in its duties to not be responsible about moving the process forward in a consistent and timely manner based on the available resources. She further noted that the Regional Transportation Commission has spent millions of dollars preparing by extending Stewart Street and by widening Roop Street. “All of that is a prerequisite to the day when we’ll be able to enact Carson City’s vision for downtown ...” In reference to Supervisor Walt’s comments, she noted the subject item represents “one step in that direction.” She advised that the Regional Transportation Commission estimated that it would cost approximately \$12 million to narrow Carson Street, expressed the opinion that the estimate needs to be refined, and reiterated that the subject project will assist in doing so. She described the subject

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process as a “very logical step in a sequence of steps to move us further toward that vision for downtown Carson City.” She expressed support for submitting the grant application, and advised of having spoken with Mr. Werner and Mr. Pittenger regarding a corresponding Regional Transportation Commission item. She suggested that the expenditure of \$30,000 to help move the process forward is philosophically consistent with the Regional Transportation Commission’s mandate.

In response to a question, Mr. Pittenger advised that the CAMPO was recently provided a status report from NDOT Freeway Project Manager Jim Gallegos. Final construction of the freeway is anticipated to begin in approximately 2014, with completion of the project anticipated in 2016. In response to a further question, Mr. Pittenger offered to provide Supervisor Livermore a status report on gas tax revenues. Mr. Werner provided background information on the purpose of the subject item, and explained that the subject process is “no different than what we’ve done with any project in the City for the last forty years ... We always go through a preliminary evaluation when we have a project that we think we might want to do. We usually try to get to the 30 percent design level to see whether or not the cost is in a realm of reality ... or if we can break a project up and make it into doable pieces that accomplish a goal, particularly with the master plan.” Supervisor Aldean commended Mr. Werner for agendaizing the subject and previous items in consideration of the matching requirement and the City’s current economic situation. She expressed support for bringing such things forward in a public meeting “so that we have complete disclosure with respect to how it might impact the general fund or the Regional Transportation Commission or Redevelopment. Mayor Crowell concurred.

Mayor Crowell entertained public comment. (10:29:01) Gil Yanuck expressed understanding for reducing expenditures and balancing budgets. He read a prepared statement into the record, noting that “not everyone was completely enthralled with narrowing ... Carson Street,” at the time Envision Carson City was approved. He expressed concern over snow removal issues associated with two lanes on Carson Street. He expressed opposition to continuing to consider narrowing Carson Street “in a time of fiscal responsibility.” He noted that Carson City residents “have waited over 20 years to be able to drive down Carson Street anytime of the day without fear of delays as they progress at a snail’s pace through town.” He suggested that residents “breathed a sigh of relief ... with the opening of the bypass.” He expressed the opinion that travel on Stewart Street is inefficient. “What kind of major thoroughfare has a stop sign in the middle of it?” He expressed opposition to reducing Carson Street to two lanes. He expressed understanding for the “desire to be able to take advantage of a fairly large grant of federal funds to get us money to get the project moving,” and suggested, “it is tempting to take what can be perceived as free money to start or enhance the program.” He noted that the grant funding is “a one-shot deal and the City and, ultimately, the taxpayer is going to be on the hook to continue the expenditures for something they really don’t need and may not want.”

(10:31:53) Dan Allison, a member of Muscle Powered, advised that he would be “reflecting some ideas that [Muscle Powered] has talked about ...” He described Carson Street, “as it exists right now, as pedestrian-unfriendly ..., bicycle hostile, and it excludes transit because of the way it was designed. It’s not a complete street.” Mr. Allison described the concept of “complete streets, ... streets that serve the needs of all modes of travel. Carson Street, as it exists right now, does not do that.” He expressed the opinion that the subject “planning process will allow development of an idea which does meet the needs of all modes of travel.” He explained the concept of complete streets “is not to move as many cars as quickly as possible, but to give people access to the resources that they want to get to.” He suggested “the point of the Envision plan was to bring people to downtown. Moving cars through quickly doesn’t get

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people to downtown. It gets people through downtown and out the other side and that's a bad idea." Mr. Allison expressed strong support for the planning grant "so that we can move this process forward." He suggested that TIGER program funding "is an appropriate way of paying for this. It was a federally-funded state highway and the TIGER program reflects a different way of looking at transportation. Instead of moving the maximum number of cars in the shortest period of time, it asks the question, 'How do we want our transportation system to work?'" He expressed the opinion that the TIGER grant is "a completely appropriate source of funding to move us from that old vision of what Carson Street is to a new vision of Carson Street as being the heart of downtown." He reiterated his support.

(10:34:03) Frank Page advised that he is a retired NDOT division head, and discussed needed improvements to Carson Street drainage facilities. In response to a question, Mayor Crowell advised that ownership of Carson Street has been transferred to the City. Mr. Page suggested considering the amount of research necessary to improve the Carson Street drainage facilities. He expressed the hope that "we don't necessarily get involved on Carson Street as we have on Roop." In response to a question, Supervisor Aldean provided background information on previous plans for NDOT to rehabilitate Carson Street prior to transferring ownership to the City. "In lieu of that, they are giving us money." Supervisor Aldean expressed the opinion that the City has been fairly compensated, and advised that the funding will be used to help maintain Carson Street. She assured Mr. Page that drainage will be a key component of the engineering design.

(10:36:57) Carrie Lamkin advised that she has worked in the downtown area since the age of 13, and expressed concern with regard to narrowing Carson Street in consideration of traffic accidents, sufficient turning radii for large vehicles, and snow removal. She stated, "2006 was a while ago. The economy was booming. ... At this point now, I see hundreds of buildings standing vacant." She discussed concerns over "people bypassing Carson" if Carson Street is reduced to two lanes. She expressed agreement with including bicycle lanes, and reiterated concern over safety issues. She advised of having spoken to other residents, who have expressed the opinion that widening Carson Street was "the best thing that they ever did." In response to a question, Mayor Crowell reiterated that freeway construction is anticipated to be complete in 2016. Mayor Crowell briefly reviewed his history in Carson City, and advised that the decision to reduce Carson Street from four to two lanes hasn't yet been made. He discussed the importance of planning in order to answer questions before taking the next step. Mr. Pittenger acknowledged that the grant funding is for preliminary design in consideration of "what people think could be done ..." In reference to Supervisor Aldean's comments, he reiterated that "it gets us further down the road to getting us cost estimates and getting us to address parking and drainage and all these other issues." In response to a further question, Mayor Crowell advised that NDOT employees were involved in Envision 2006. He anticipates that the outreach process associated with the subject grant will include NDOT representatives.

Mr. Rombardo cautioned against straying from the agenda item, and noted the importance of complying with the City's master plan. He further noted that the subject grant application "is a further step towards that. Whether or not [Carson Street] gets reduced ..., that comes down the road."

(10:43:29) Ward 1 Supervisor Candidate Rob Joiner expressed appreciation for Mayor Crowell's comments relative to the scope of the planning process. He acknowledged planning charrettes and "a plan for the downtown that a lot of people have envisioned." He advised of having talked to "some property owners that felt those scoping studies were not all encompassing," but suggested, "that's an unfair criticism because they had the opportunity." He provided historic information on previous consideration given to the couplet

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system. "You see the beginnings of that today, with the Stewart Street extension." He described possibilities associated with reconfiguring Stewart Street and Roop Street to one-way, and advised "that was immediately shot down by property owners along Roop Street and taken off the planning boards." He discussed alternatives to Carson Street, including Division Street. Mayor Crowell cautioned Mr. Joiner with regard to straying from the agenda item. Mr. Joiner expressed support for "leverag[ing] funds for a planning project," and concern over "only looking at one project." He discussed the potential of legislative actions which would pass costs along to the counties. He requested the Board to consider "the taxpayers and short-term versus long-term impacts this would have on the costs ...; how this would be funded going forward." In response to a question, he recommended "that you make it very transparent; that Redevelopment funds are still public funds and, if you're going to use those as part of RTC funding to scope this, I think that needs to be very clearly stated about Redevelopment funds can be used for other purposes, such as public safety in those districts. That's something that would take the pressure off the general fund." He expressed the opinion that, after the 2011 Legislative session, "all the taxpayers in this City are going to be paying more, locally and statewide." In consideration of project scoping, he inquired as to whether "you're truly looking at all the alternatives." He expressed appreciation for Mayor Crowell's comments relative to the subject planning process helping to make a decision. He stated, "You could very easily, today, by federal standards, narrow the lanes of the four lanes you have from 14 feet to 11 feet, six inches and gain five feet on each side of the road. Widen your sidewalks five feet, not have to take the medians out. You've now got your pedestrian atmosphere. You've added safety. ..." Mr. Joiner reiterated "there are alternatives that ... should be considered that are very cost effective."

Mayor Crowell reiterated that the Envision 2006 comprehensive master plan had been approved by the Board. "That's where we are." He referred to Mr. Pittenger's previous response to his question that the subject grant application is consistent with the Envision 2006 comprehensive master plan update. "That said, for decision-makers to make an informed judgment, we've got to see the documents. We've got to see the data and that's what this type of study produces for us." Discussion followed. Mr. Werner advised that a complete set of alternatives was evaluated, in great detail, as part of the Envision 2006 process. "It turned out, from a public standpoint and a cost standpoint and an actual traffic functionality standpoint, this was the best alternative for what we were trying to do with the downtown. ... This plan we came up with, at that time, is the one that we want to now take a look at and cost it out." Mr. Werner offered assurances that "we will always look at whether or not those alternatives and the bases for those alternatives are still valid. ... But the intent is not to go through a whole scoping process like we would for a route selection or an alternative because that has been done and it was done in great, great detail. Again, as people have stated, as we see things and our assumptions are maybe being challenged or what was the reason why we made the choice at that time, we will see those pop up if they are significantly different than what they were four years ago. And, at that point, we will take a look at it."

Mr. Joiner stated, "You're getting a false sense of security. NDOT has told us consistently ... the level of trips per day through the corridor that we had a few years ago will be replaced in just a few years even after the freeway is completed if and when we get back to our normal growth pattern. You need to plan for that traffic not being less than what it was at its peak a few years ago." Mr. Werner advised, "That's not what our study said ..." Supervisor Aldean advised of having heard the same statements from NDOT representatives, "but that's why we embarked on this very ambitious, expensive process to basically increase the capacity of our other surface roads, like Roop Street and Stewart Street, that was not factored into their analysis." She reiterated that the CAMPO will include consideration of the traffic volumes and patterns, as part of the update to its regional transportation plan, to ensure the narrowing of Carson Street

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is supported. Supervisor Livermore referred to the possible closure of Minnesota Street, as well, and requested the "CAMPO ... to consider that also to the west side traffic study."

Mayor Crowell entertained additional public comments or questions. (10:54:02) Carol Howell referenced the 2006 Envision Carson City master plan update, and stated, "... we were in the top of a very high economical cycle. We're now down, I hope, as low as we're going to go." She expressed the opinion that the Board is "not doing your jobs by realizing that, in today's market, is not the time to be doing this." She objected to the grant application as "another \$48,000 that we, as the taxpayer in this City, have to fork out, and it's for the benefit of the redevelopment project, the master plan. We're looking at \$139,000 that I can accumulate between the feasibility study and now this \$48,000 that we have to match or pay for this grant." She inquired as to when the Board will decide "that we've got to stop the spending."

(10:55:35) Donna Inverson, a member of Muscle Powered, expressed the opinion that the Board should be "proactive as far as the future and changes in traffic. Maybe the future isn't all going to be car traffic. We need to have a downtown that is accessible to bus traffic, pedestrian traffic, and bicycles. ... Right now, Carson City downtown is definitely not good for that type of traffic." Ms. Inverson advised that she "walks all over Carson City, and it's very hard to get around downtown sometimes, getting across Carson Street." She expressed support for the study "to make sure that it is accessible." In reference to concerns expressed over spending, she stated, "If we aren't preparing now for when the economy does turn around, we're suddenly going to be in a situation where we're not ready when the economy is ready ..."

(10:56:47) Janice Baldwin suggested taking a survey regarding various income levels. She further suggested, "There's probably not anybody in this room that is on welfare or without income ... so it's really hard for us to have a proper perspective of what is going on." She expressed appreciation for the desire for bicycle paths downtown, but suggested "there's places to bike and maybe it's not convenient on the main street." She advised of not having been involved in the "feasibility study ... a few years ago, 2004," but stated, "I would have been against it then in the fact that I wouldn't want a library next to the casino ..." In reference to comments relative to the City's financial status, she suggested that grant funding was not necessary in previous years. "2004, 2006, we wouldn't have applied for these grants. We had enough money then." Mayor Crowell acknowledged Ms. Baldwin's opinion that the previous and subject items represent an unwise expenditure of funds. In response to a comment, Mayor Crowell reiterated that the City is not going broke. "We have the ... ending reserve balance required by law."

Mayor Crowell entertained additional public comment; however, none was forthcoming. Supervisor Aldean suggested a misconception, and advised that funding which may or may not be allocated from the Regional Transportation Commission and the Redevelopment Authority to furnish the match for the subject grant application is in the existing budget. "We are not instituting a new tax. We are not levying a new charge to pay for the matching funds. This is within our approved budget." Supervisor Aldean reiterated the opinion that the subject grant application represents prudence in preparation for the future. **Supervisor Aldean moved to authorize the Public Works Department to submit an application for a HUD Community Challenge Planning Grant, in the amount of \$240,000, to create a preliminary design for the narrowing of Carson Street between John Street and Stewart Street; funding source Carson City Redevelopment Authority and Carson City RTC, pursuant to authorization by both of those entities. Supervisor Walt seconded the motion.** In reference to the previous item, Supervisor Livermore inquired as to "how do you decide what you're going to fund, what you're not going to fund. This wasn't approved in the budget, but we can find money to do this, but we can't find money to pay for Fairview Drive."

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Mayor Crowell entertained additional Board discussion; however, none was forthcoming. Mayor Crowell advised of having recently reviewed an article from Bloomberg.com which indicated "Carson City is one of the top ten cities in the United States to rebound in 2014." Mayor Crowell called for a vote on the pending motion. **Motion carried 4-1.** Supervisor Livermore requested that the testimony be reflected in the minutes.

19. FINANCE DEPARTMENT

19(A) ACTION TO ADOPT OR REJECT, ON SECOND READING, BILL NO. 109, AN ORDINANCE OF THE BOARD OF SUPERVISORS OF CARSON CITY, NEVADA, DESIGNATED BY THE SHORT TITLE "2010E WATER BOND ORDINANCE;" PROVIDING FOR THE ISSUANCE OF ITS GENERAL OBLIGATION (LIMITED TAX) WATER BOND (ADDITIONALLY SECURED BY PLEDGED REVENUES), SERIES 2010E (TAXABLE DIRECT PAY BUILD AMERICA BONDS); PROVIDING THE FORM, TERMS, AND CONDITIONS OF THE BOND; PROVIDING FOR THE LEVY AND COLLECTION OF THE ANNUAL GENERAL (AD VALOREM) TAXES FOR THE PAYMENT OF SUCH BOND; ADDITIONALLY SECURING ITS PAYMENT BY A PLEDGE OF REVENUES DERIVED FROM THE WATER SYSTEM OF THE CITY; AND PROVIDING OTHER MATTERS PROPERLY RELATED THERETO (11:04:07) - Mayor Crowell introduced this item, and Finance Department Director Nick Providenti reviewed the agenda materials. He noted a Certificate, included in the agenda materials, acknowledging that Carson City is taking the risk of these Build America Bonds. He summarized the Certificate, for the record. He anticipates that, over the life of the 20-year loan, the City will save between \$2.4 and \$2.6 million in interest costs. Mr. Providenti and Mayor Crowell provided direction with regard to the appropriate action.

Mayor Crowell entertained public comment and, when none was forthcoming, a motion. **Supervisor Williamson moved to adopt, on second reading, Bill No. 109, Ordinance No. 2010-10, an ordinance of the Board of Supervisors of Carson City, Nevada, designated by the short title "2010E Water Bond Ordinance;" providing for the issuance of its general obligation (limited tax) water bond (additionally secured by pledged revenues), Series 2010E (taxable direct pay Build America Bonds); providing the form, terms, and conditions of the bond; providing for the levy and collection of its annual general (ad valorem) taxes for the payment of such bond; additionally securing its payment by a pledge of revenues derived from the water system of the City; and providing other matters properly related thereto. Supervisor Aldean seconded the motion. Motion carried 5-0.**

19(B) ACTION TO ADOPT OR REJECT, ON SECOND READING, BILL NO. 110, AN ORDINANCE OF THE BOARD OF SUPERVISORS OF CARSON CITY, NEVADA, DESIGNATED BY THE SHORT TITLE "2010E WATER BOND ORDINANCE;" PROVIDING FOR THE ISSUANCE OF ITS GENERAL OBLIGATION (LIMITED TAX) WATER BOND (ADDITIONALLY SECURED BY PLEDGED REVENUES), SERIES 2010E (TAX-EXEMPT); PROVIDING THE FORM, TERMS, AND CONDITIONS OF THE BOND; PROVIDING FOR THE LEVY AND COLLECTION OF THE ANNUAL GENERAL (AD VALOREM) TAXES FOR THE PAYMENT OF SUCH BOND; ADDITIONALLY SECURING ITS PAYMENT BY A PLEDGE OF REVENUES DERIVED FROM THE WATER SYSTEM OF THE CITY; AND PROVIDING OTHER MATTERS PROPERLY RELATED THERETO (11:07:52) - Mayor Crowell introduced this item, and entertained a motion to take no further action. Discussion ensued, and **Supervisor Aldean moved to take no further action , on second reading, on Bill No. 110, designated by the short title of "2010E Water Bond Ordinance;" providing for the issuance of its general obligation (limited tax)**

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water bond (additionally secured by pledged revenues), Series 2010E (tax exempt); providing the form, terms, and conditions of the bond; providing for the levy and collection of the annual general (ad valorem) taxes for the payment of such bond; additionally securing its payment by a pledge of revenues derived from the water system of the City; and providing other matters properly related thereto. Supervisor Livermore seconded the motion. Motion carried 5-0.

19(C) ACTION TO ADOPT OR REJECT, ON SECOND READING, BILL NO. 111, AN ORDINANCE OF THE BOARD OF SUPERVISORS OF CARSON CITY, NEVADA, DESIGNATED BY THE SHORT TITLE “2010F SEWER BOND ORDINANCE;” PROVIDING FOR THE ISSUANCE OF ITS GENERAL OBLIGATION (LIMITED TAX) SEWER BOND (ADDITIONALLY SECURED BY PLEDGED REVENUES), SERIES 2010F (TAXABLE DIRECT PAY BUILD AMERICA BONDS); PROVIDING THE FORM, TERMS, AND CONDITIONS OF THE BOND; PROVIDING FOR THE LEVY AND COLLECTION OF THE ANNUAL GENERAL (AD VALOREM) TAXES FOR THE PAYMENT OF SUCH BOND; ADDITIONALLY SECURING ITS PAYMENT BY A PLEDGE OF REVENUES DERIVED FROM THE SANITARY SEWER SYSTEM OF THE CITY; AND PROVIDING OTHER MATTERS PROPERLY RELATED THERETO (11:09:11) - Mayor Crowell introduced this item, and Mr. Providenti provided an overview of the agenda materials. He anticipates saving between \$250,000 to \$350,000, based on interest rates, with the Build America Bonds. In reference to the Certificate, he acknowledged an understanding that the City assumes all the risk; that the state is taking none of the risk. He referenced staff’s recommended action.

Mayor Crowell entertained public comment. (11:10:00) Frank Page inquired as to whether a rate increase will be required. Mayor Crowell advised that a rate increase has already been implemented.

Mayor Crowell entertained a motion. Supervisor Walt moved to adopt, on second reading, Bill No. 111, Ordinance No. 2010-11, an ordinance of the Board of Supervisors of Carson City, Nevada, designated by the short title, “2010F Sewer Bond Ordinance;” providing for the issuance of general obligation (limited tax) sewer bond (additionally secured by pledged revenues), Series 2010F (taxable direct pay Build America Bonds); providing the form, terms, and conditions of the bond; providing for the levy and collection of the annual general (ad valorem) taxes for the payment of such bond; additionally securing its payment by a pledge of revenues derived from the sanitary sewer system of the City; and providing other matters relating thereto. Supervisor Williamson seconded the motion. Motion carried 5-0.

19(D) ACTION TO ADOPT OR REJECT, ON SECOND READING, BILL NO. 112, AN ORDINANCE OF THE BOARD OF SUPERVISORS OF CARSON CITY, NEVADA, DESIGNATED BY THE SHORT TITLE “2010F SEWER BOND ORDINANCE;” PROVIDING FOR THE ISSUANCE OF ITS GENERAL OBLIGATION (LIMITED TAX) SEWER BOND (ADDITIONALLY SECURED BY PLEDGED REVENUES), SERIES 2010F (TAX-EXEMPT); PROVIDING THE FORM, TERMS, AND CONDITIONS OF THE BOND; PROVIDING FOR THE LEVY AND COLLECTION OF THE ANNUAL GENERAL (AD VALOREM) TAXES FOR THE PAYMENT OF SUCH BOND; ADDITIONALLY SECURING ITS PAYMENT BY A PLEDGE OF REVENUES DERIVED FROM THE SANITARY SEWER SYSTEM OF THE CITY; AND PROVIDING OTHER MATTERS PROPERLY RELATED THERETO (11:11:13) - Mayor Crowell introduced this item, and entertained a motion to take no further action. Supervisor Livermore moved to take no further action, on second reading, Bill No. 112, an ordinance of the Board of Supervisors

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of Carson City, Nevada, designated by the short title “2010F Sewer Bond Ordinance;” providing for the issuance of its general obligation (limited tax) sewer bond (additionally secured by pledged revenues), Series 2010F (tax-exempt); providing the form, terms, and conditions of the bond; providing for the levy and collection of the annual general (ad valorem) taxes for the payment of such bond; additionally securing its payments by a pledge of revenues derived from the sanitary sewer system of the City; and providing other matters related thereto. Supervisor Williamson seconded the motion. Motion carried 5-0.

20. BOARD OF SUPERVISORS NON-ACTION ITEMS:

INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - None.

CORRESPONDENCE TO THE BOARD OF SUPERVISORS - None.

STATUS REPORTS AND COMMENTS FROM THE BOARD MEMBERS (11:12:34) -

Supervisor Walt noted that school starts on Monday, August 23rd, and requested people to be cautious of children biking and walking to and from school. Supervisor Aldean noted that the V&T Railway is one of a few railroads to be featured in the most recent edition of *Via*, the AAA Insurance travel magazine. She encouraged every tourist to take advantage.

Supervisor Williamson noted that the League of Cities held their annual conference in Reno last week. She advised of having provided a brief presentation regarding the Nevada Association of Counties’ ballot question. She provided an overview of the ballot issue, and urged the citizens to carefully consider the question.

Mayor Crowell entertained additional Board reports and, when none were forthcoming, advised that he has referred two people to the new business resource center with “very good response ...” He further advised that Supervisor Aldean will chair the next Board meeting, as Mayor *Pro Tem*, as he attends and provides the keynote address at the First World Emerging Industries Summit in Changchun, China. He advised that Carson City’s flag will be planted “on the international community, saying ‘We’re open for global business.’”

STAFF COMMENTS AND STATUS REPORTS (11:16:28) - Mr. Werner advised of a meeting scheduled for later in the day on the City Center project. “... it’s to get more details and more information so we can start drawing some conclusions on what we’re ultimately ending up with and we’ll bring back to the citizens committee and the Board in September.” He anticipates agendaizing a presentation to the Board, in the near future, on social media. He discussed the various benefits.

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21. ACTION TO ADJOURN (11:18:36) - Supervisor Aldean moved to adjourn the meeting at 11:18 a.m. The motion was seconded and carried unanimously.

The Minutes of the August 19, 2010 Carson City Board of Supervisors meeting are so approved this 16th day of September, 2010.

ROBERT L. CROWELL, Mayor

ATTEST:

ALAN GLOVER, Clerk - Recorder