

## Airport: Shelves, shelves, create work honoring luggage handlers

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wide chandelier, formed like three valley oak trees attached at their trunks, and decorated with more than a thousand hanging crystals.

Passengers will see the chandelier as they pass through the new terminal's federal security checkpoint.

A third piece, called "The Baggage Handlers," is a series of steel and redwood shelves of various sizes on the terminal wall. At close view, they create simple geometric shapes. As viewers step back, the shelves and their shadows evolve into human figures – workers at the airport.

Sacramento County Executive Terry Schuttan said the three pieces have won the support of two county review panels and should complement the luggage sculpture in Terminal A and the bird sculptures on the garage.

"It will set Sacramento on the map for public art as far as anybody who travels," he said.

The artists will present their works for Board of Supervisors' approval Tuesday.

The airport expansion project is being funded through airport-generated revenues. The new terminal is scheduled for completion in 2011. By county ordinance, a percentage of the construction cost must be used for public art.

The red rabbit artist, Lawrence Argent, an art professor at the University of Denver, won recent notice during the Democratic National Convention for his three-story blue bear peering into the Denver convention center windows.

Whereas the bear is an outsider looking in, Sacramento's rabbit would take center stage as a fellow traveler.

"People are going to go, 'Why a rabbit? It doesn't make sense,'" Argent said. He said he's hoping, however, that people will find it amusing and invigorating.

Its color, "an orangy-red," he said, "simulates speed but represents the warmth of what Sacramento is with its sun."

Artist Donald Lipski of Philadelphia is his oak-inspired chandelier will bring grandeur and dramatic light displays to the terminal's concourse building.

Lipski created a similar chandelier sculpture for Grand Central Station in New York City.

"This one will be more spectacular," he said, "more massive. And with more space around it, it can really breathe. You can get back and see it."

Christian Moeller's artwork – a massive set of two wall sculptures that he calls bitmap paintings – is an homage to airport workers, such as baggage handlers, who do manual labor in a highly mechanized world.

Moeller, a UCLA art professor, said he may use Sacramento airport employees as his models.

"Baggage handlers get all the blame," Moeller said. "It's a little unfair. I was interested in celebrating this invisible work force."

Call The Bee's Tony Bizjak, (916) 321-1059.



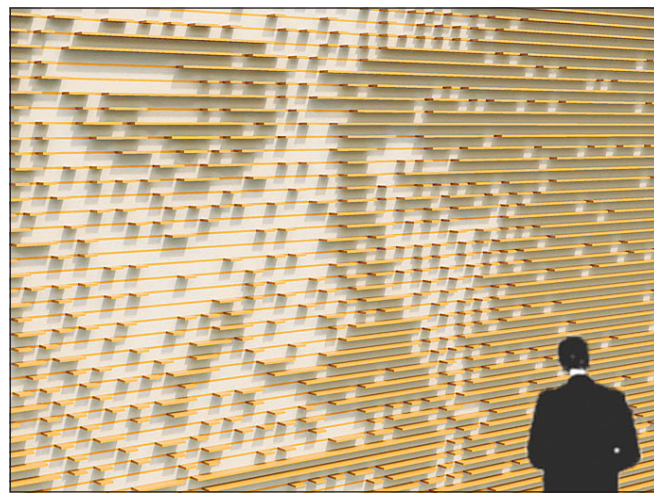
LAWRENCE ARGENT

Denver artist Lawrence Argent has designed a 56-foot fiberglass rabbit that would hang from the rafters in the main atrium of Sacramento International Airport's new terminal.



DONALD LIPSKI

A 30-foot-wide chandelier by artist Donald Lipski of Philadelphia is proposed near the federal security checkpoint. It would resemble three connected valley oaks, their branches dripping with crystals.



CHRISTIAN MOELLER

"The Baggage Handlers" by Christian Moeller of Los Angeles would look like a series of shelves on a wall up close. But at a distance, it would evolve into the faces of airport workers.

## Tahoe: Fees make it costly to work on pier

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ment agencies," she said. The complex rules on Tahoe are rooted in a 40-year-old compact between California and Nevada to rein in development of vacation homes, ski resorts and hotel-casinos around the lake, which is bisected by the state line. Congress ratified the deal, declaring the lake "a national treasure."

Yet an obstacle course of privately built piers and fences have kept the beach-loving public from enjoying its full splendor. California allows sunbathers, kayakers and others to park themselves on the shores fronting homes on its side of the lake. But Nevada has no such "public trust easement."

The pier rules and the revisions approved last week are designed to balance the multitude of interests, maintaining the property owners' development rights while minimizing the clutter and glare of shoreline development for sightseers.

Those seeking to build pier or boat slips must consult about a dozen different maps to make sure, among other things, the structure does not degrade fish habitat, spoil the scenery or encroach on drinking water intakes.

The process becomes arduous if the owner is looking to build a pier for exclusive use. The TRPA rules favor piers owned by multiple homes in the neighborhood to limit the number of structures jutting out from the shore.

Some owners have no quarrel with the many environmental restrictions, seeing them as the price to be paid to keep Tahoe beautiful.

Lynn and Gary Crosswhite of Reno said they didn't challenge any of the TRPA requirements and had their permit for widening their pier approved unanimously by the agency's governing board within three months.

After he died last year, Wright said she withdrew their permit application.

"I threw in the towel. I am too old to be taking on govern-

ment agencies," she said. The complex rules on Tahoe are rooted in a 40-year-old compact between California and Nevada to rein in development of vacation homes, ski resorts and hotel-casinos around the lake, which is bisected by the state line. Congress ratified the deal, declaring the lake "a national treasure."

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Call The Bee's Chris Bowman, (916) 321-1069.



AUTUMN CRUZ acruz@sacbee.com

The girls' varsity volleyball team practices last week in the Mesa Verde High School gym. The San Juan Unified School District is building a second gym there using money from a 2002 school construction bond.

## Gym: Timing brings opportunity

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are experiencing a favorable climate for construction bids.

"Our bids are coming in at far less than our architects or engineers have estimated," Pierce said. "All of the sudden, contractors are sharpening their pencils because quite honestly people are hungry for money."

Funding for the new San Juan buildings comes from a \$350 million bond that voters approved in 2002.

"We saw construction prices escalate after the bond passed in 2002," Myers said.

"But because of the downturn in the economy for the last year now, as well as the downturn in housing market, we've actually gotten a very good price (on the gym construction)."

The timing for Mesa Verde's

new gym was right in more ways than one.

In the years since the bond passed, the district also began to see a decline in enrollment, so officials wanted to be prudent about upgrading facilities that might have to be closed.

Mesa Verde already has one gym, built at the school in 1974. Adding the new 8,500-square-foot gym gives the school another full-size basketball court and more room for athletic teams to practice.

It also puts Mesa Verde on par with the majority of San Juan high schools. All the other schools – like Del

Campo – have two gyms.

The \$350 million bond was pitched to voters as a way to equalize amenities at San Juan schools and to repair and maintain campuses mostly built in the 1950s and '60s.

When voters approved the bond, they agreed to pay \$60 in taxes per \$100,000 assessed value of their homes for 30 years, Myers said.

"We're doing 25 million to 30 million (dollars) per year in construction work," said Myers, who anticipates the \$350 million bond will allow for about 10 years of construction.

Call The Bee's Melissa Nix, (916) 321-1090.

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