

NEVADA PLANNER



American Planning Association
Nevada Chapter

Making Great Communities Happen

A Publication of the Nevada Chapter of the American Planning Association

WINTER 2017

inside:

**2016 DeBoer Award
Winners**

**Clark County's
Conservation Element**

**Las Vegas' Historic
Westside School**

**Storey County's New
Comp Plan**

**Hoover Dam Gateway
Center**

**Nevada State Freight
Plan**

**Memories from 2016
the State Planning
Conference**



contents WINTER 2017

3 Northern Section News
ANGELA FUSS, AICP

3 Southern Section News
JARED TASKO, AICP

3 Clark County Conservation Element
GARRETT TERBERG III, AICP

4 2016 DeBoer Award Winners

6 The Historic Westside School Gets an A+ Makeover
COURTNEY MOONEY, AICP

8 Storey County Adopts New Comprehensive Plan
FREDERICK STEINMANN

9 Hoover Dam Gateway Center at Boulder City
DOUG RANKIN, AICP

10 Nevada State Freight Plan
DAN ANDERSEN

12 2016 State Planning Conference Photos



American Planning Association
Nevada Chapter

Making Great Communities Happen



ON THE COVER: A snowy Carson City street.
© flickr/Jeff Moser

WHO's WHO

NEVADA CHAPTER LEADERSHIP:

President **Andy Durling**, AICP | Wood Rodgers, Inc.
adurling@woodrogers.com

Vice President **Robert Summerfield**, AICP | City of Las Vegas
rsummerfield@lasvegasnevada.gov

Treasurer **Michael Harper**, FAICP
retcoplnr09@hotmail.com

Secretary **Frederick Steinmann** | University of Nevada, Reno
fred@unr.edu

Immediate Past President **Greg Toth**, AICP | City of Henderson
greg.toth@cityofhenderson.com

NORTHERN SECTION OFFICERS:

Director **Angela Fuss**, AICP | CFA, Inc.
afuss@cfareno.com

Assistant Director **Theresa Avance**, AICP | Tahoe Regional Planning Agency
tavance@trpa.org

Secretary **Stacie Huggins** | Wood Rodgers, Inc.
stacie.huggins@sbcglobal.net

Treasurer **Susan Pansky**, AICP | Carson City
spansky@carson.org

SOUTHERN SECTION OFFICERS:

Director **Jared Tasko**, AICP | Clark County
jtasko@clarkcountynv.gov

Assistant Director **Michael Howe**, AICP | City of Las Vegas
mphowe@lasvegasnevada.gov

Treasurer **Jim Marshall**, AICP | City of Las Vegas
jmarshall@lasvegasnevada.gov

Secretary **Garrett TerBerg III**, AICP | Clark County
gtb@clarkcountynv.gov

Planning Official Representative (Southern Section) **Kenneth Kraft** | City of North Las Vegas Planning Commission

APPOINTED LEADERSHIP:

Professional Development Officer **Marco Velotta**, AICP | City of Las Vegas
mvelotta@lasvegasnevada.gov

Planning Official Development Officer **Julie Hunter** | Washoe County Health District
jdhunter@washoecounty.us

THE NEVADA PLANNER

Editor in Chief **Greg Toth**, AICP | City of Henderson
greg.toth@cityofhenderson.com

NORTHERN SECTION NEWS

ANGELA FUSS, AICP
DIRECTOR, NORTHERN SECTION

On February 7th, Kim Robinson, Executive Director, and Jeremy Smith, GIS Coordinator with the Truckee Meadows Regional Planning Agency (TMRPA), gave a presentation on the results of the Truckee Meadows Regional Housing Study. The housing analysis looked at the region's likely future housing needs based on demographic, socioeconomic, and economic trends, and a comparison of land supply to the expected needs for housing types. The next luncheon is scheduled for March 9th, when Pete Etchart, Chief Operating Officer for the Washoe County School District, will present on the topic of the process, timing, and list of school projects scheduled for construction in the near future, resulting from the passage of WC-1.

WC-1 is the Washoe County ballot question to increase sales tax by a half-cent to fund capital improvement projects for the Washoe County School District. The voters passed the ballot initiative and now new schools can be built and existing ones can be repaired.

SOUTHERN SECTION NEWS

JARED TASKO, AICP
DIRECTOR, SOUTHERN SECTION

On February 16th, the Southern Section partnered with the Institute of Transportation Engineers and the City of Henderson to host a luncheon about Expanding Transit Choice in Southern Nevada. Raymond Hess, the Director of Planning at RTC, presented the RTC's High Capacity Transit project, and Jay Renkens, the Director of the Planning and Design Services at MIG in Denver, described learning opportunities from other American cities related to transit planning. The luncheon was located at The Center and Three Square catered the event. Our next luncheon is scheduled for April 11th, and the topic is Health Equity. Speakers will highlight the social determinants of health, the history of planning and public health, and recent UNLV research on pedestrian yielding behavior.

CLARK COUNTY CONSERVATION ELEMENT

GARRETT TERBERG III, AICP

The Clark County Board of County Commissioners last adopted a comprehensive update to the Conservation Element to its Comprehensive Master Plan in the early 2000s. In order to keep pace with current conservation concepts, an update was needed. Staff worked on the document and related maps, and has developed a Element Report with Goals and Policies that is currently going through the public hearing process. Board of County Commissioners adoption of the document is anticipated in March 2017.

The Conservation Element provides information on natural resources within the context of projected growth and development. Clark County has a history of planning for conservation and natural resource management and protection. These efforts have for the most part been singularly topic-specific or part of a larger, broader plan covering many topics. The scope of this effort is to acknowledge and describe existing efforts and identify new areas for consideration. The proper stewardship of natural resources is vital to a community's quality of life, economic prosperity, and resiliency.

The policies suggested within the Element will provide direction for the development of more specific strategic efforts. Many of these policies are in various stages of implementation but, due to their applicability to the topics listed within the Conservation Element, were also included in this document.

The Element's issues, opportunities, and policies are divided by broad topic categories, followed by more detailed topic categories of Land, Water, Plants & Animals, and Air. They are in no particular order of priority or importance. The issues and opportunities are included within the Existing Natural Resource's chapter. When adopted, the Conservation Element can be accessed along with the entire Comprehensive Master Plan at:

<http://www.clarkcountynv.gov/comprehensive-planning/advanced-planning/Pages/ComprehensivePlan.aspx>



#PlanningMonth

BROUGHT TO YOU BY PLANNERS

2016 DeBoer Award Winners

OUTSTANDING PLAN

Vision 2045 Downtown Las Vegas Master Plan

(President Andy Durling, AICP, with Robert Summerfield, AICP, accepting)



OUTSTANDING PLANNING PROGRAM, TECHNIQUES, & TOOLS

SR 28 National Scenic Byway Corridor Signage Master Plan

(Eva Krause, AICP, accepting)



OUTSTANDING PUBLIC OUTREACH & JOURNALISM

ReImagine Reno

(Maureen McKissick and Brianna Wolf accepting)



OUTSTANDING CULTURAL & ENVIRONMENTAL PLAN

One Truckee River Management Plan

(Angela Fuss, AICP, accepting)



DISTINGUISHED LEADERSHIP AWARD PROFESSIONAL PLANNER

Lee G. Gibson, AICP



2016 DeBoer Award Winners

DISTINGUISHED LEADERSHIP AWARD ELECTED OFFICIAL

Reno City Councilwoman Neona Jardon



DISTINGUISHED LEADERSHIP AWARD CITIZEN PLANNER

Mauricia Baca



PRESIDENT'S AWARD

Frederick Steinmann



DeBULL AWARD

Marco Velotta, AICP

(Presented by Vice President Robert Summerfield, AICP)



STUDENT POSTER CONTEST

Ali Gholami, University of Nevada, Reno



THE HISTORIC WESTSIDE SCHOOL GETS AN A+ MAKEOVER

COURTNEY MOONEY, AICP



The Historic Westside School, located at W. Washington Avenue and D Street in the heart of the historic Westside, was recently given a \$12.5 million makeover by the City of Las Vegas. The school is the oldest remaining in Las Vegas, and is listed on the local, state, and National Register of Historic Places for its architecture and association with the local civil rights movement.

The original school building was constructed in 1923 in the Mission Revival style on land that was donated by Las Vegas pioneer Helen J. Stewart to the Las Vegas School District. The small two-room building was designed by the prominent Southern California architectural firm of Allison and Allison. It boasted a symmetrical façade with a decorative parapet, wood sash windows and doors, and wide projecting eaves with exposed rafter tails.

When built, the school served a small, lower-income community of Caucasians, Hispanics and Paiute children that lived on the west side of the San Pedro, Los Angeles & Salt Lake Railroad tracks. Prior to its construction, the children crossed the tracks each day to attend school.

With the signing of the Boulder Canyon Project Act by President Coolidge in 1928, the population of Las Vegas boomed as new families flooded the area, hoping to find

work constructing Boulder (now Hoover) Dam and other federally funded projects occurring in the valley. One such project, the U.S. Courthouse and Post Office (now rehabilitated as the National Museum of Organized Crime and Law Enforcement, "Mob Museum"), was planned to be located in an existing, thriving African American community in the downtown area. The federal government would not build at that location unless the city relocated the residents and shut down a nearby "red light district."

Then-mayor Ernie Cragin openly promoted racist policies by refusing to renew licenses of African American-owned businesses downtown unless owners moved to the Westside. It was during the 1930s that the student demographics at the school shifted to predominantly African American and it remained so until closing in 1967.

During World War II Las Vegas' population exploded again as people arrived looking for work at the Army Air Corps Gunnery School (now Nellis Air Force Base), and Basic Magnesium, Inc., in Basic Townsite (now Henderson). In 1948 a concrete block "annex" was constructed at the Westside School to house eight additional classrooms and an administration room. Designed in the Ranch style by local architect A. Lacy Worswick, the building had a G-shape plan with inner courtyard, expansive steel frame windows, roof dormer vents, decorative wood corbels, and breezeways.

The school became an important community center for the neighborhood. The United Services Organization (USO) established a center on the north side of the campus, offering movie screenings and game nights. By 1949, the school had 535 students and would be the third school in Las Vegas with eight complete grades.

In 1974 the School Board Trustees declared the school to be surplus property and ordered it sold. It was purchased by the Economic Opportunity Board of Clark County (EOB), a not-for-profit low-income community service organization.

In 1977, the annex underwent a major renovation, including removal and replacement of interior walls and other finishes to accommodate offices of the EOB. Original window openings were infilled with brick to increase secu-





rity and block the western sunlight, and wood canopies to hold air conditioning units were added in the courtyard.

Throughout the 1980s and into the early 2000s, EOB and other agencies leased the campus and revisions were made to the 1923 building to accommodate the offices and broadcasting rooms of the EOB affiliate, KCEP Power 88 community radio station. The 1923 building received a new standing seam metal roof and in-kind replacement of existing wood frame, double-hung windows. Some interior walls and other finishes were removed and replaced, and satellite dishes and radio towers were installed onsite to accommodate KCEP.

The buildings operated in slow decline until 2006 when the city received a \$70,000 grant from the Nevada Commission for Cultural Centers and Historic Preservation to pay for a new roof and patching of some severely deteriorated masonry that was spalling from ground water seepage.

In 2007, the not-for-profit organization Principium raised money to paint all the buildings and clean up the landscaping.

The new roof and paint had an energizing effect on the community. In 2007 Ricki Y. Barlow, Ward 5 councilman, and the city Planning Department began work on a master plan to restore the school as a community gathering place and gateway for West Las Vegas. A massive public

outreach campaign kicked off in 2010 with an outdoor party at the school. Oral histories were recorded by the UNLV Oral History Research Center and photographs of alumni and the school were scanned. A stakeholder committee was created with community members and city staff. The committee met monthly for over a year and several community meetings and events were held in which preferred uses, such as meeting and exhibit space for historical exhibits, light retail and office uses, were established.

In 2011, KME Architects were commissioned to draft the Historic Westside School Master Plan and Historic American Buildings Survey report. KME worked with the State Historic Preservation Office and the city's Historic Preservation Commission (HPC) on the rehabilitation treatment plan, which would respect the historic architecture but maintain the buildings' relevancy and flexibility for new uses.

Construction began in 2015 and was completed by fall 2016. The work included modern improvements such as natural gas-powered air conditioning, modern wiring, insulated windows, an expanded parking lot with covered parking spaces, three electric car charging stations and three bike racks. The satellite dishes were moved to the center of the parking lot and shielded with a masonry wall. Steel entrance gates that mimicked the window pattern of the 1923 building and included historical images and quotes from alumni were designed by local artist Zak Ostrowski.

Rehabilitating the school involved painstaking historical research, allowing workmen to restore floors, cabinets and walls to their original finishes. Lighting fixtures and doors no longer available were duplicated. The steel frame windows that were bricked in on the west façade of the annex were recreated and installed in the original locations. Old carpet, padding and tiles were removed to reveal the school's original wood flooring, and the building's exteriors were returned to their original mint green. The courtyard and grounds were upgraded with new walkways, trees, shrubs, lighting and signage. Tile murals once located on the front façade were carefully removed and reinstalled in a shaded patio area. Adams Avenue was reopened to create access from D Street. All





work had to be reviewed and approved by the HPC, the State Historic Preservation Office and the National Parks Service.

The rehabilitation project was granted \$550,000 by the Commission for the Las Vegas Centennial for structural, mechanical and electrical surveys of the school site, and for the development of the master plan. Additional costs were provided by the city of Las Vegas Redevelopment Agency and the city of Las Vegas which also made use of \$4 million in gap financing supplied via New Markets Tax Credits. The rehabilitation project and artist-designed gates received the 2016 Mayor's Urban Design Awards for historic preservation and public art.

The Historic Westside School is located on the Pioneer Trail which links the school to other historically significant sites in the Westside such as the Harrison Boarding House (c. 1942). The Harrison House is listed on the local and state historic registers for being one of the last remaining sites to have provided lodging to African American performers who were prevented from staying in the Strip hotels in which they performed. Walking tour brochures for the Pioneer Trail and Historic Westside are located on the city's website at:

www.lasvegasnevada.gov/hp 

Courtney Mooney, AICP, is the Urban Design Coordinator and Historic Preservation Officer for the City of Las Vegas.

STOREY COUNTY ADOPTS NEW COMPREHENSIVE PLAN

FREDERICK STEINMANN

Congratulations to the Storey County Planning Department on the successful development and adoption of the new 2016 Storey County Master Plan!



AUSTIN OSBORNE, STOREY COUNTY PLANNING DIRECTOR, RECEIVES AN AWARD FROM THE STOREY COUNTY BOARD OF COUNTY COMMISSIONERS FOR HIS HARD WORK AND DEDICATION OVER THE PAST SEVEN YEARS TO GET THE MASTER PLAN WRITTEN AND APPROVED.



AUSTIN WITH STOREY COUNTY MANAGER PAT WHITTEN.

THE HOOVER DAM GATEWAY CENTER: A SPECIAL AREA MASTER PLAN IN THE MAKING

DOUG RANKIN, AICP

In the last issue of the Nevada Planner readers were introduced to some of the history of DeBoer's Plan for Boulder City. So, 88 years later what is next for Boulder City? In the early 2000's, emergence of a Canada to Mexico transportation corridor and lack of an interstate between Phoenix and Las Vegas opened an opportunity for the cities and the region. From this need the I-11 Corridor was born. With a long-standing need for the city-to-city linkage, this opportunity was seen as both fulfilling an existing need while tapping into a much greater regional and trans-national economic development possibility. This created an opportunity for Boulder City to plan an economic development area located at a new interchange of I-11 and US-95. Strategic opportunities are limited within the life of a city and requires it to be astute in recognizing the circumstance and then being able to convert opportunities into success. Having seen the potential, the City recognized the need for long range visioning and planning, and opted for creating a Special Area Master Plan.

In August of 2016, Boulder City began the master planning process in cooperation with a team lead by G. C. Garcia. The Master Plan's foundation was to be built from the input provided from the citizens, elected officials, appointed officials and business and community leaders of Boulder City. Over 20 one on one interviews were held with members of the City Council, Planning Commission, Historic Preservation Commission, Economic Vitality, City Manager's Office, Public Works, and the Planning Department.

Results of the interviews included common themes of connecting the new interchange to the existing City both physically and culturally, providing for an architectural theme that reflects the history and culture of the City, a plan that creates an economic return to the City, a preferred set of uses and a set of non-preferred uses.

A town hall meeting was planned and organized for the date of October 12, 2016. Notice of the town hall was sent out in public utility bills, through Facebook in cooperation with the blog Boulder City Social and a full-page ad in the Boulder Review. The Meeting was held at the Boulder City Library at 6:00 p.m. on October 12, 2016, fifty-seven members of public attended the meeting. The scope of the meeting included a project overview and gathered the public's input on preferred and non-preferred uses, architectural preferences and community goals.

Results of this meeting further defined the preferred and non-preferred uses, confirmed the visions gathered from the individual interviews of a plan that connects the new interchange to the existing City physically and culturally and provides for an architectural theme that reflects the history and culture of the City.

With the discovery and outreach portions of the Master

THE VISION
THE HOOVER DAM GATEWAY CENTER AT BOULDER CITY WILL BE INTERSTATE I-11'S PREMIER BUSINESS-CENTRIC, MASTER-PLANNED PLACE, PROVIDING AN ECONOMIC ENGINE DRIVING FUTURE CITY REVENUES, ENHANCING THE QUALITY OF LIFE FOR RESIDENTS, AND BEING: RESPONSIVE TO THE MARKETPLACE; RESPECTIVE OF THE CITY'S CHARM, CULTURE AND HISTORY; REFLECTIVE OF A COHESIVE AND FLEXIBLE LAND USE AND DESIGN AND REALIZABLE IN TIME, MONEY AND PROCESS.



Plan completed, the Vision for the Plan was established.

The Vision now in hand, the building of elements for the plan has begun. Those elements will include history, lessons learned from Route 66 cities, connectivity, design guidelines and implementation recommendations. It is anticipated the plan will be ready for review and adoption by the Boulder City Council in the very near future.



Doug Rankin, AICP, is Planning Manager at G.C. Garcia, Inc.



NEVADA'S FAST ACT-COMPLIANT FREIGHT PLAN

DAN ANDERSEN

Nevada is one of the first states to have a FAST Act-compliant freight plan. The Nevada Department of Transportation (NDOT) received a letter from the Federal Highway Administration (FHWA), dated January 18, 2017, stating that the Nevada State Freight Plan “contains all elements required by [the FAST Act]” and that “the State may now obligate such funds for projects that meet all National Highway Freight Program (NHFP) eligibility requirements....” That letter was the capstone of a process that began in 2013 with a Freight Assessment Study, followed by initiation of the full development of the State Freight Plan in 2014.

The Nevada State Freight Plan is the state’s first comprehensive multimodal plan that identifies specific recommendations to improve the state’s freight infrastructure and distribution, with the ultimate goal of creating a competitive advantage for Nevada that will result in a growing and diversifying economy.

The Freight Plan:

- Identifies strategic goals, objectives, and performance measures
- Provides a competitive market analysis identifying critical issues, trends, and economic drivers
- Outlines the vision and framework to improve the movement and distribution of goods
- Recommends strategies and actions to achieve goals and implement the Plan
- Describes the funding, financing, and partnerships needed to achieve the Plan

The competitive market analysis is a unique feature of the Plan and identifies three ways Nevada must change in order to capitalize on opportunities and establish a competitive market position:



One is to strengthen its position within the distribution network; that is, adding strong cross-roads connections (depicted in the figures below) to gain broader access to more markets from all major points on the compass.



Another is to increase Nevada’s capacity and efficiency for intermodal rail-truck and air-truck transfers through a more integrated multi-modal configuration.

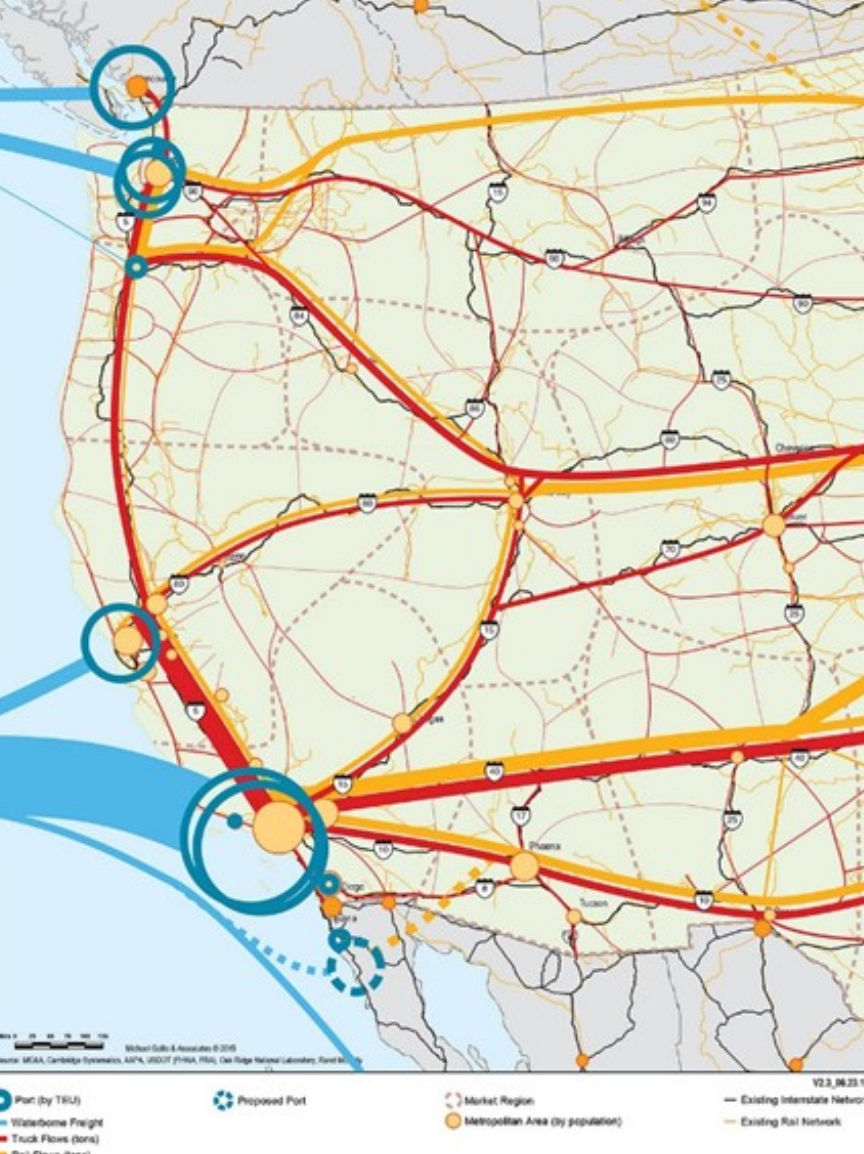


The third is to be conscious of capacity and performance issues that must increase in size and efficiency in order for Nevada to realize its full potential.

The Freight Plan presents a suite of strategies, supported by a series of implementation actions, to achieve the vision and goals of the Plan. The strategies include major investments in freight transportation infrastructure, as well as low-cost programs and broad-based policies designed to enhance freight operations and freight-supported economic development in Nevada. The Freight Plan also presents phasing, partners, and funding considerations to accomplish the outlined strategies.

Significant stakeholder involvement, including meetings and interviews with more than 100 participants from approximately 75 public agencies and private organizations, provided important input during development of the Freight Plan. Stakeholders included truckers, railroads, manufacturers, ports, airports, third-party logistics providers, real estate brokers, industrial developers, economic development agencies, freight policy institutes, and plan-






MARKET ACCESS: FROM CORRIDORS TO CROSSROADS

THE IMAGE ON THE LEFT DEPICTS CURRENT FREIGHT FLOWS IN THE WESTERN UNITED STATES, SHOWING THAT NEVADA'S MAJOR METROS OF LAS VEGAS AND RENO ARE SIMPLY STOPS ALONG CORRIDORS, WHILE THE IMAGE ON THE RIGHT DEPICTS A POTENTIAL NEW FUTURE WITH NEVADA'S MAJOR METRO HUBS AS CROSSROADS HAVING NAFTA CONNECTIVITY AND INCREASED MARKET ACCESS (SOURCE: MG&A, 2015 BASED ON USDOT (FHWA, FRA), AAPA, OAK RIDGE NATIONAL LABORATORY, U.S. CENSUS BUREAU, BEA, FORTUNE DATA).

ning agencies, not only within the state but also in California and throughout the western United States.

Particularly important outcomes of this outreach effort included the formation of the Nevada Freight Advisory Committee, which recommends projects, policies, and services that NDOT presents to the Nevada State Transportation Board for approval or further consideration. In addition, NDOT reached out to 10 other western states and formed the Western States Freight Coalition to share best practices, lobby the Federal Government regarding common interests, and seek opportunities for cross-state collaboration.

Bill Thompson, NDOT's Freight Program Manager, led the effort with support from the consultant team of Gallis & Associates, CH2M, and Cambridge Systematics. The Plan is [available for download from NDOT's website](#). It will be incorporated into NDOT's strategic long-range transportation plan (One Nevada Transportation Plan) currently under development. 



Dan Andersen is a transportation planning manager at CH2M with 29 years of professional experience—11 years in transportation planning and 18 years prior to that in public relations. Dan has managed projects and tasks ranging from regional and state freight plans to multi-state corridor studies. He earned a Bachelor of Arts in International Relations from Brigham Young University and a Master of Science in Environmental Management and Policy from the University of Nevada Las Vegas.



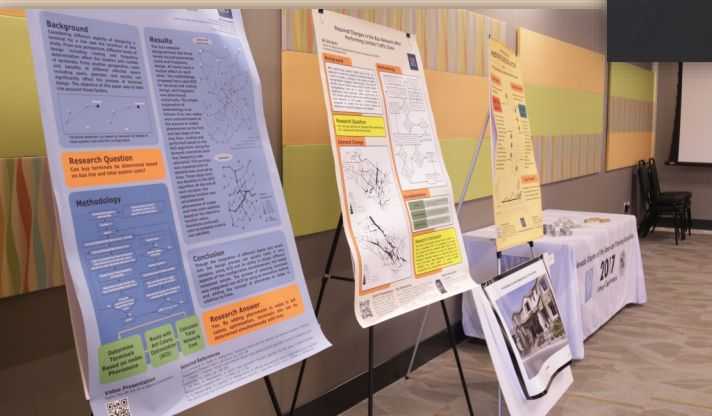
MEMORIES FROM THE 2016 NEVADA STATE PLANNING CONFERENCE



BROK ARMANTROUT AND GREG TOTH, AICP, PREPARING FOR "THE CHICKEN SESSION" IN BOULDER CITY.



THE GUESTS OF HONOR AT THE CHICKEN SESSION. THEY BARELY MADE A PEEP.



STUDENT POSTERS ON DISPLAY AT NEVADA STATE COLLEGE IN HENDERSON.



NATIONAL APA PRESIDENT-ELECT CYNTHIA BOWEN, AICP, SPENT THE ENTIRE CONFERENCE WITH US. SO DID THE HORNS.



DAVE CORNOYER AND MICHAEL HOWE, AICP, SCHOOLING PEOPLE ON LAS VEGAS' EXCITING 3RD STREET OPEN SPACE PROJECT.



A BOWL OF FRUIT.



OUR DREAM TEAM LAW PANEL WAITING FOR SOMEONE TO FINISH ASKING THEIR QUESTION.

NEVADA PLANNER

The Nevada Planner is a publication of the Nevada Chapter of the American Planning Association, with a circulation of approximately 300 Chapter members, members of APA leadership, and Chapter Presidents. It is published three times per year.

ARTICLES

To submit articles, letters, announcements, events, photos, or advertisements, please contact Greg Toth, Editor in Chief, at greg.toth@cityofhenderson.com. The next issue will be published this summer.

CHANGES OF ADDRESS

The Nevada Chapter receives all member mailing and email addresses from the National database. To change your mailing address or email address, please log in to www.planning.org and update your information there.

CHAPTER-ONLY MEMBERSHIPS

Become a member of the Nevada Chapter! For only \$40 annually, you'll receive all emails, newsletters, announcements, and Chapter voting privileges that National members receive. Visit our website for an application and mail it with your payment to:

Nevada Chapter APA
550 W. Plumb Ln., Suite B #213
Reno NV 89509-3666
www.apanevada.org



STUNNING NEVADA BLUES. PHOTO BY KRISTY KIMBRELL AND COURTESY OF THE ELKO CONVENTION & VISITORS AUTHORITY.



CALICO BASIN IN CLARK COUNTY. © [FLICKR/ALLAN \(DIGITAL_AL\)](#)



BUCKLAND STATION AT FORT CHURCHILL STATE PARK. PHOTO COURTESY OF THE NEVADA DIVISION OF STATE LANDS.