

NEVADA PLANNER



American Planning Association
Nevada Chapter

Making Great Communities Happen

A Publication of the Nevada Chapter of the American Planning Association

FALL 2018

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Plan**

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ON THE COVER: THE AFTERNOON SUN SETS ON THE SITE OF THE 2018 NEVADA STATE PLANNING CONFERENCE, THE EVER-CHANGING CAMPUS OF THE UNIVERSITY OF NEVADA, LAS VEGAS. © UNLV

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THE NEVADA PLANNER

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NORTHERN SECTION NEWS

ANGELA FUSS, AICP
DIRECTOR, NORTHERN SECTION

The Northern Section will be holding a driving tour of the RTC 4th Street/Prater Way RAPID Transit Tour on Friday, October 5th from 12-1 p.m. The RTC 4th Street/Prater Way RAPID Transit Project is a 3.1-mile bus rapid transit (BRT) line that links the business districts of downtown Reno and downtown Sparks. The project includes eight passenger stations (four in each direction), off-vehicle fare collection, transit signal priority, real-time schedule information at stations and a bus charging facility. Service will be provided using four specially-branded, all-electric buses. The project also includes conversion of the roadway from two lanes in each direction with no center turn lane to one lane in each direction with a center turn lane, new sidewalks, and bicycle lanes. BRT service will reduce transit travel times in the corridor via more frequent and convenient service. On weekdays, service will operate every 10 minutes during peak and off-peak hours. On weekends, service will operate every 12 minutes.

On Tuesday, October 16th, Jim Bertolini, MA, historian for the Nevada State Historic Preservation Office (NVSHPO), will provide an overview of historic preservation including the key methods, strategies and products that are available for infusing preservation into existing and on-going city/county planning and the role of preservation in economic development.

SOUTHERN SECTION NEWS

LISA CORRADO, AICP
DIRECTOR, SOUTHERN SECTION

We are excited to offer a premier program line-up for this year's conference, thanks to the partnership with UNLV's Brookings Mountain West and the Lincy Institute. Together, we recruited academic experts on national planning topics to showcase the caliber of our university partner and to generate collaboration with the planning field.

Your program includes: an insider's perspective on the Raiders Stadium, elected officials from across the State weighing in on the greatest challenges and opportunities facing their communities, Brookings DC scholars; Dr. Chris Nelson of the University of Arizona on growth management, and APA President Cynthia Bowen, FAICP, on tactical leadership. We exceeded our sponsorship goals this year, demonstrating the value of our membership and support from our business and community leaders. Thank you to all of our sponsors, speakers, Conference Committee, and volunteer support for making this year's conference possible!



LETTER FROM THE PRESIDENT

ROBERT SUMMERFIELD, AICP
PRESIDENT, NEVADA CHAPTER

It is autumn again in Nevada, which means changing leaves in our northern communities and getting back to sub-100-degree days in the south. Nationally and locally, it is a time for the election of representatives to Washington, and for all of us to Carson City, and voting on big questions about our state's future. Fall is a huge time for Major League Sports, with football, hockey, and basketball all kicking-off in the fall, and baseball wrapping up. It also means it is time for our annual conference. This year is the 46th Annual Nevada State Planning Conference.

This year's conference is themed "Welcome to the Big Leagues, Nevada." And while we continue to invest and diversify our offerings in tourism and world class entertainment, the work we are doing as planners by being always adaptable, motivated, and responsive to new ideas is providing the necessary support to our communities and clients that allow so many of the "Big League" changes to be achieved to their full potential. Our State and localities are confronting a time of many changes and we're meeting these changes during a time of larger, nation-wide and global transformation. The universe of planning is an exciting and dynamic area in which to work, and we'll continue to meet and bring inspired people together at our Section events and in forums like our annual conference, to ensure our Chapter remains at the cutting edge.

Before I close, I'd like to thank everyone who contributed to the state conference, shares their stories in the *Nevada Planner*, and participates in the Northern and Southern Sections' brown bags and mixers. Bringing your expertise to our gatherings, participating in panels, presenting your work, and telling your stories in our chapter newsletter all help make a difference to your peers and the constituents they serve. You, as Nevada's planning leaders, have the vision, the knowledge, the wherewithal, and the experience to help us pave our way into the future. You are truly our greatest asset today and tomorrow, and the Chapter Board could not accomplish what we do without your support and leadership. My personal respect and thanks goes out to all of you!

Regards,



CONSENSUS-BASED PLANNING FOR LAKE TAHOE'S SHORELINE

ADAM LEWANDOWSKI, AICP



AN UNDEVELOPED SECTION OF SHORELINE IN THE CARSON CITY RURAL AREA. THE SHORELINE PLAN PROHIBITS NEW PRIVATE STRUCTURES ALONG UNDEVELOPED PORTIONS OF THE SHORE. PHOTO: ASCENT ENVIRONMENTAL

Lake Tahoe is world-renowned for its crystal-clear water, stunning scenic quality, and outdoor recreational opportunities. Each year, an estimated 4 to 6 million people visit the Tahoe region. During the summer, most of those visitors are found along the shoreline of the lake. The Tahoe region is also home to nearly 55,000 full-time residents and a unique mix of private and public lands. These conditions combine to create a planning dilemma for Lake Tahoe: how to balance private property rights with the conservation and public enjoyment of a national treasure. Plans for the shoreline of Lake Tahoe have been the subject of intense controversy and litigation for over 30 years. Now, a proposed Lake Tahoe Shoreline Plan, developed through a consensus-based process and grounded in science, is poised to finally resolve the controversy and enact a comprehensive, long-term plan to regulate development along Lake Tahoe's shores.

History of Shoreline Planning at Lake Tahoe

Bisected by the California-Nevada state line, Lake Tahoe has been protected by those states and the federal government for more than 40 years through a unique governance model administered by the Tahoe Regional Planning Agency (TRPA). In 1987, TRPA adopted a Regional Plan that was the result of an extensive, collaborative process between many different stakeholders and interest groups. It established plans and ordinances governing land use and development in the Tahoe region. The one topic that was not comprehensively addressed in that Regional Plan was regulation of shoreline development and facilities, including marinas, piers, buoys, boat ramps, and other structures.

When the 1987 Regional Plan was adopted, there was

controversy and uncertainty about the effects of shoreline structures on fish habitat. In response, TRPA implemented an interim prohibition of structures in fish habitat until additional studies assessing these effects could be completed. By the early 1990s, the findings of these studies were released, concluding that piers, marinas, buoys, and boat ramps would have limited effects on fish habitat.

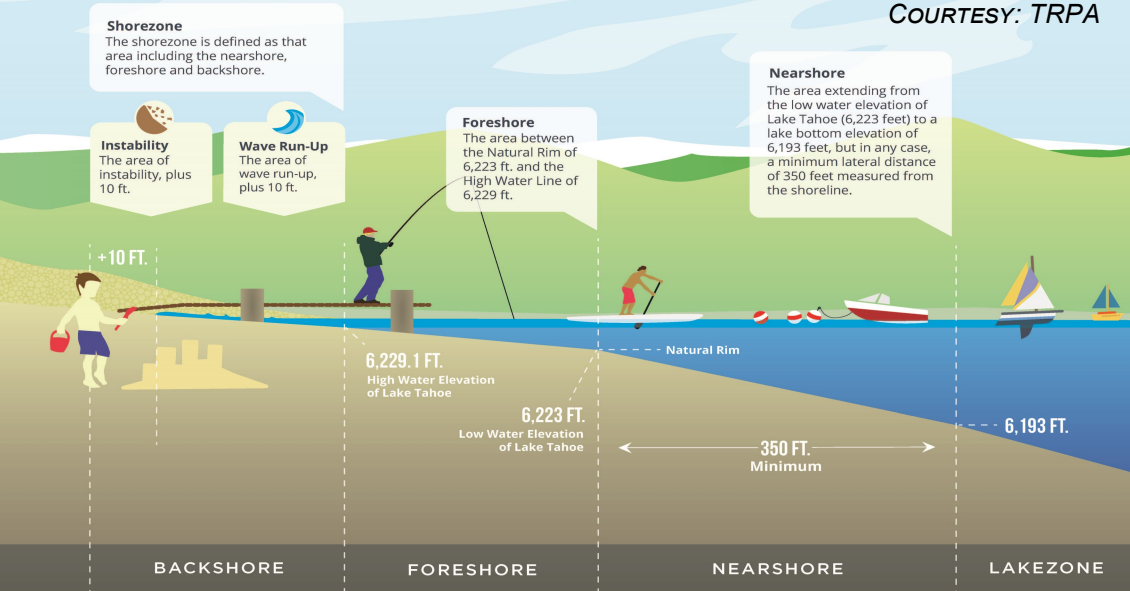
Since that time, several iterations of a shoreline plan were developed, evaluated, and proposed. This work culminated in 2008, when TRPA adopted ordinances regulating structures along the shore. However, the ongoing controversy surrounding any plan for Lake Tahoe's shoreline was underscored by litigation filed by private property interests and environmental advocates. The Ninth Circuit Court of Appeals vacated the ordinances in 2010, and there has been a moratorium on new structures along the shore ever since.

PIERS AND BUOYS ALONG THE SHORE OF LAKE TAHOE. THE SHORELINE PLAN WOULD REGULATE THE NUMBER, DESIGN, AND LOCATION OF PIERS & BUOYS. PHOTO: ASCENT ENVIRONMENTAL



THE SHORELINE OF LAKE TAHOE

THE SHORES OF LAKE TAHOE ARE DIVIDED INTO THE BACKSHORE, FORESHORE, NEARSHORE, AND LAKEZONE. THE SHORELINE PLAN REGULATES STRUCTURES AND USES IN EACH ZONE..
COURTESY: TRPA



Finally, much of the past controversy was focused on the environmental impacts of the shoreline plan. To address these concerns, TRPA convened a separate, joint fact-finding committee, including technical experts from universities, agencies, and representatives from interest groups. This committee reviewed scientific and technical information on the effects of shoreline plan proposals in open public meetings. The joint fact-finding committee informed the development of detailed modeling of boating activity and air pollutant emissions. This approach ensured that all parties had the same facts and understanding of the trade-offs associated with plan proposals. The steering committee could then focus

Consensus-Based Planning Process

In 2016, TRPA launched a new effort to develop a Shoreline Plan. TRPA and partner organizations, with the assistance of a third-party mediator, convened stakeholders and developed a consensus-based planning process. TRPA collected extensive public input and established a steering committee to identify key issues and develop policy recommendations. The steering committee included senior representatives from public agencies and representatives of property owners, marinas, and environmental groups. The committee met over 40 times and ultimately recommended a series of policy proposals to address the intractable issues that had previously prevented completion of a shoreline plan.

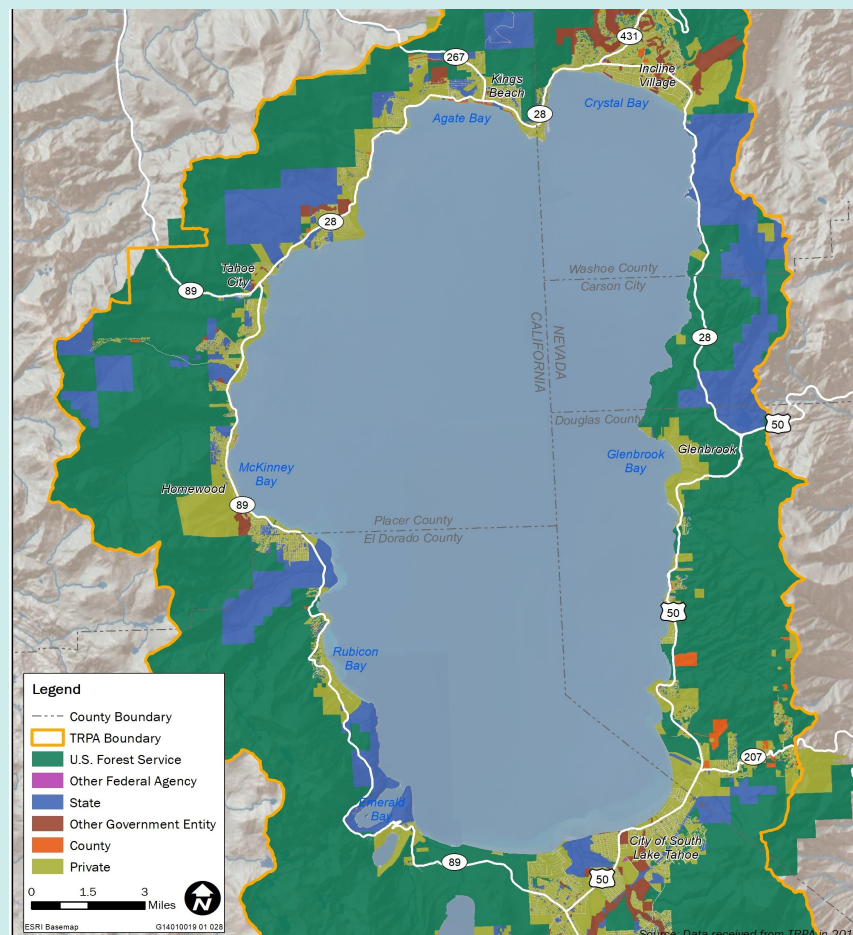
While collaborative planning had been attempted in the past, the recent planning process included features that allowed it to succeed where numerous past efforts had not. First, each meeting was facilitated by a neutral mediator. In fact, the various interest groups were invited to participate in the selection of the mediator, which built trust from the outset. The mediator ensured that each interest group had an equal say in the policy proposals, which created a balanced plan.

Second, the steering committee was limited to 10 individuals representing differing interests. This small group allowed the process to be manageable and allowed members frequent interaction and the opportunity to build relationships and trust. To maintain transparency, all of the steering committee meeting materials, notes, and draft policy proposals were continually made available to the public, and planners met separately with community groups and other stakeholders throughout the process to identify concerns and bring those back to the steering committee. This allowed for a committee that was small enough to work through the complex details of the plan, while allowing any interested party to provide input on the draft policy proposals as they were being developed.

on negotiating policy proposals rather than debating the technical facts.

In May, 2018, TRPA released a draft Shoreline Plan and Environmental Impact Statement based on the work of the steering committee and joint fact-finding committee.

The Shoreline Plan



THE LAKE TAHOE REGION CONTAINS A MIX OF PRIVATE & PUBLIC LAND. THE SHORELINE PLAN BALANCES PRIVATE & PUBLIC ACCESS TO THE LAKE. COURTESY: ASCENT ENVIRONMENTAL

The Shoreline Plan completes the regional growth control system first established in the 1987 regional plan by establishing limits on the number of marinas, boat ramps, piers, buoys, and other structures that can be developed along Lake Tahoe's shores and regulations for their development. It prohibits new marinas but allows existing marinas to expand if they include measures to improve the environment. To protect undeveloped shoreline, it prohibits new structures in sensitive areas, and includes incentives for property owners to retire development potential and instead construct shared piers that serve multiple lakefront properties. It provides flexibility in the placement of buoys and design of boat ramps to provide lake access during droughts, but strictly limits the length of piers. The plan includes detailed design standards and environmental requirements to protect scenic quality, fish habitat, water quality, and other resources. It also slowly meters out the permitting of new structures to ensure that projects along the shoreline occur gradually and allow TRPA to adapt to unexpected changes.

Because the Shoreline Plan would increase the potential for motorized boats to access Lake Tahoe, a key issue was how additional motorized boating would affect the recreational experience of kayakers, paddle boarders, swimmers, and beach-goers. To address these concerns, the plan expands no-wake zones and establishes fees on boats and shoreline structures that fund additional enforcement of boating regulations, public education, and monitoring.

Final Negotiations and Adoption

While the draft Shoreline Plan represented a set of compromises that were supported by all members of the steering committee, not all stakeholders were supportive. Some environmental groups and public agencies expressed concerns particularly about the effects of additional boats on air and water quality. Paddlers were concerned about their ability to safely navigate around piers and buoy fields, and private property owners brought up site-specific concerns about the feasibility of design standards.


Rather than push forward with the draft plan, TRPA met

THE SHORELINE PLAN PROHIBITS NEW MARINAS BUT ALLOWS EXISTING MARINAS TO EXPAND. PHOTO: TRPA



A KAYAK APPROACHES THE SHORE IN DOUGLAS COUNTY. THE SHORELINE PLAN INCLUDES MEASURES TO PROTECT NON-MOTORIZED RECREATION. PHOTO: TRPA

with concerned parties, revised the plan, and resolved as many concerns as possible. The plan was revised to add additional no-wake zones, public access funding, and revised design standards to better protect non-motorized recreation. TRPA also revised standards to address site-specific conditions that affect the feasibility of piers and buoys along different areas of the shoreline. After these revisions, many stakeholders who opposed the draft plan ultimately expressed support.

The success of the Shoreline Plan is the direct result of a consensus-based planning process, objective scientific information, transparency and public involvement, and the planning agency's sincere willingness to continually engage with stakeholders to refine the plan. On September 27, 2018, a committee of the TRPA Governing Board unanimously voted to recommend approval of the Shoreline Plan and the plan is scheduled for final adoption in late October. 

Adam Lewandowski, AICP, is a Senior Planner at Ascent Environmental, a dynamic environmental, natural resources, urban design, and planning consultancy. His work focuses on environmental, land use, and recreation planning in northern Nevada and California.

www.ascentenvironmental.com



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October 8-10, 2018



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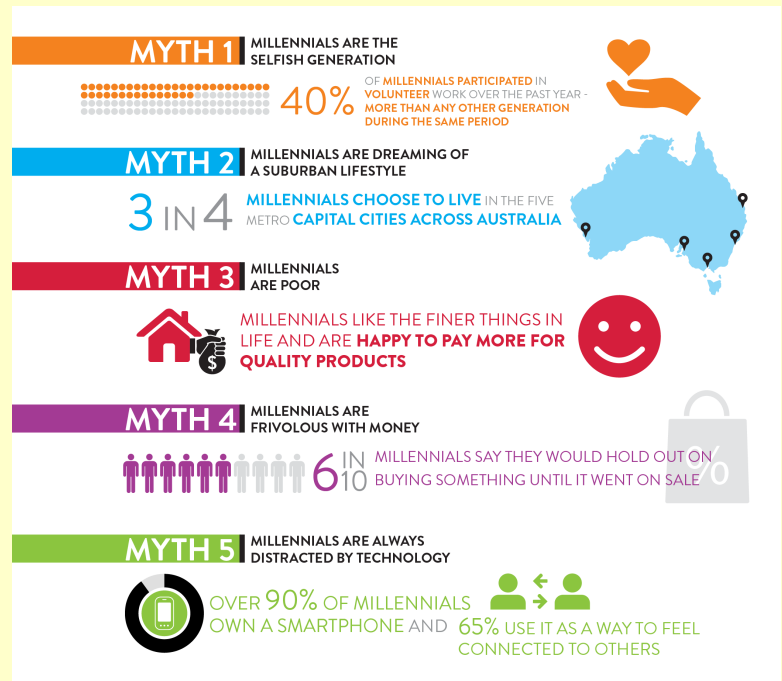
TECH, GENERATIONS, AND PLANNING

PERRY GROSS, PH.D.

What does it mean to be in the **Big Leagues**? For planners, it means thinking about the future in ways that allow us to help plan for that eventuality. The following offers some thinking about that future in order for Nevada planners to continue our heritage of anticipating the wide range of these potential futures. No solutions here; just thoughts. Let's just focus on the implications for two significant trends. One, consider the increasing speed in which innovation, technology, and new ideas continue being introduced to society. Think autonomous vehicles, Alexa, fulfillment centers (not malls), and all the other things we were not thinking of a decade ago. Two, consider the increasing realization that our younger generations, folks under the age of 35, have been adapting to technological advancements their entire lives. These two trends continue to march forward with significant implications for planners.

The speed at which new technology gets introduced continues to increase and is expected to accelerate. For example, the introduction of a 5G communication protocol versus a 4G protocol is not just hype, it is a game-changer. The jump in communication bandwidth has implications for Internet and all other emerging communications, entertainment, and artificial intelligence platforms. We don't know what we don't know, but we can be assured it will be different. Advancing technology is here to stay and planners need to integrate it into their thinking. Cell towers might be the least of our planning worries.

Enter generations, beginning in 1980, that have grown up in a "digital age." They carry around an encyclopedia (and more) in their hands: cell phones, flip phones, smart phones... Google, Facebook, Twitter... Uber, Air B&B, scooters... All of these current innovations will underpin those emerging in the future. As the 2014 Council of Economic Advisers' "15 Economic Facts about Millennials" report identified, growing up digital has produced a generation of entrepreneurs who communicate and interact digitally. The technology/generation trend interaction provides many avenues for planner introspection. Practical planning example, Dr. Chris Nelson, a professor at the University of Arizona



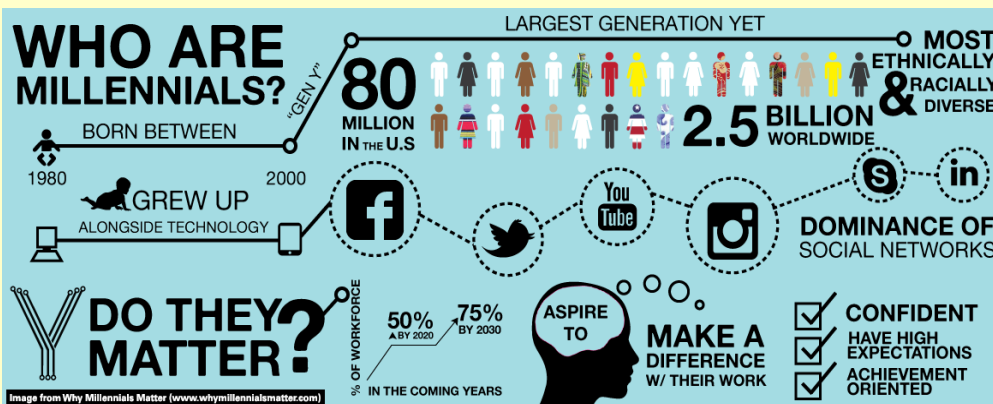
(and a presenter at this year's conference), provides an interesting characterization of how younger generations integrate with older generations in the ongoing struggle of providing housing in his "Reshaping Metropolitan America: Development Trends and Opportunities to 2030." The jury is out on whether "a house in the burbs" is still the American dream for younger people.

Intelligent mobility provides an additional great thought experiment for the interaction between advancing technology and generations of folks familiar with adapting to technology. We start with the Intelligent Vehicle Highway Systems initiative introduced into the 1992 US Transportation legislation, a thoughtful initiative to adapt technologies developed for military purposes for transportation applications. Think video detection and LED signs. Adaptation was spotty and continues to be the subject of implementation evaluation. The entire initiative has become more sophisticated and more effectively implemented in the last few years. Why?

The technology trend continues to interweave with the generational trend. Essentially, younger people can integrate new technology into society because they have been doing it their entire lives. Historically, planning practice has lagged behind the requirements of technology (fiber optic cables and cell towers). We planners need to accept into our practice that younger generations expect planning to accommodate this reality. Code reform, legislative advocacy, and other APA

activities can advance a positive outcome for these and other emerging trends (and there are many). If Animal Crackers finally do not have to live in cages, we planners surely can offer an equally aspirational version of the future. Consider the trends.

Perry Gross, Ph.D., is a planner for Atkins Global in its Oakland, California, office.





TAKE A WALK ON THE HIGH LINE: MUCH MORE THAN A BYLINE!

GARETT TERBERG III, AICP

On the latest of several recent family sojourns in mid-September, 2018, my wife and I took time to see our younger son in New York City as he celebrated his first year living there. His goal is to direct plays in the on/off Broadway Theater District, and with his passion and networking I have no doubt he'll succeed! As part of our first evening of activities in NYC, we included a walk on the High Line.

As a planner, I'm all about exploring cities on foot (averaged 15K steps each day I was there), and a walk through this now vibrant section of Manhattan was an exciting treat! It turned out to be a lightly raining evening, and the sights and smells of the vegetation along the route that created a truly unique and surreal sensory experience. There are various overhangs that provide shelter if needed, and viewing areas with seats allow views over streetscapes below (seen from people on the street as "living billboards"). Parts of the route are also ramped up 5-10 feet to give the impression of being above the trees. Some of the existing train tracks were also retained to tie in the historic significance of the structure. One interesting sculpture (segmented man) was found beside the walkway. I understand certain locations along the route are favorites for food vendors to share their wares during the day; however, none were out when we made our way along the route.

The [High Line](#) is a public park built on a 1.45-mile-long

elevated rail structure (30-80 feet wide) running from Gansevoort Street to West 34th Street on Manhattan's West Side. Previously, the High Line was a freight rail line, in operation from 1934 to 1980. It carried meat to the meatpacking district, agricultural goods to the factories and warehouses of the industrial West Side, and mail to the Post Office ([source link](#)).

In 1984, Conrail, which owned the elevated structure, began taking steps to abandon it, but first was required to offer it for sale to any group that might use it to run a freight operation. Peter Obletz swooped in and bought the High Line for \$10. What was his vision for acquiring this rusting structure? In his own words, "it was a terra incognita up there," Mr. Obletz told a New York Times reporter for a 1984 article. "Unrestricted space. Unimaginable tranquility."

The sale came under withering attack from owners of property under the structure and from the state's Department of Transportation. The fight swallowed up every cent Mr. Obletz had. "It was a heartbreak for all his friends to watch him go through all his personal funds for this," recalled Carl D'Aquino, a longtime friend. So, despite the dashing of Mr. Obletz's dream of seeing trains



rumbling once again over the High Line, many of the people who have been involved in the struggle over the its preservation say Mr. Obletz's monomaniacal efforts helped keep the line intact ([New York Times](#)).

During the decades of disuse until the early 2000's, many people were calling the High Line an ugly eyesore (Mayor Giuliani signed a demolition order, one of his last acts in office). But few of these critics saw what had secretly taken over the structure: a thriving garden of wild plants. Inspired by the beauty of this hidden landscape, two local citizens, Joshua David and Robert Hammond, founded



Friends of the High Line, a non-profit conservancy, to advocate for its preservation and reuse as a public space. After years of building community support, Friends of the High Line was able to overcome significant opposition to preserve the structure by transforming it into a world-renowned public park. Friends of the High Line remains the sole group responsible for maintenance and operation of the [High Line](#).

Obviously, the result has been a wildly popular walking route in the heart of the city since its renovation and complete opening in 2011. In fact, a number of planners that attended the NPC17 in NYC [posted their experiences](#) on




Instagram.

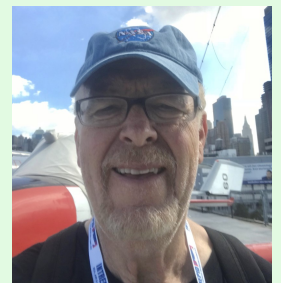
For those who haven't been following the latest developments, Hudson Yards (near the north end of the route) is in the process of completing two awesome attractions. The first is called The Shed, a venue with quilted membrane sides for events committed to commissioning, producing, and presenting all types of performing arts, visual arts, and pop culture. It is scheduled to open in the spring of 2019 and will feature a movable platform and walls to accommodate the variety of events envisioned by the designers.



Directly adjacent to The Shed is a honeycomb-like structure comprising a series of interconnected staircases called "Vessel," also slated to open in 2019. From a hexagonal base measuring 50 feet across, each layer becomes wider until the top ring is 150 feet across. Thus, a total of 154 staircases—almost 2,500 individual steps—and 80 landings make up [the structure](#).

The experience of walking the High Line was somewhat surreal in the rainy night; however, I possibly enjoyed the experience even more than if I had walked the route on a bright sunny day. I recommend the walk as an essential activity (especially from a planning perspective) while in New York City. It promises to be even more exciting for this area of the city when The Shed and the Vessel are completed next year. 

Garrett TerBerg, III, AICP, has served at planning agencies, served on APA Chapter Boards, and has taken on teaching and mentoring roles throughout the Southwest since the 1980s. He's made Southern Nevada his home since 1992. He loves to visit his immediate family across the nation, which enriches his understanding of what planning is all about!



OP-ED: DECISIONS NEARING FOR SHORELINE PLAN, DEVELOPMENT RIGHTS

JIM LAWRENCE AND BILL YEATES

This September and October, the Tahoe Regional Planning Agency (TRPA) Governing Board will move forward with hearings and final milestone decisions on two significant initiatives: A new Shoreline Plan and an overhaul of the agency's transferable development rights system.

TRPA will hold hearings for both these initiatives at the Governing Board meeting on Wednesday, Sept. 26, and could hold final votes on them as early as Wednesday, Oct. 24.

The Governing Board set these two strategic initiatives as top priorities for TRPA back in 2015, along with other ongoing initiatives focused on improving forest health and community wildfire preparedness, fighting aquatic invasive species, and upgrading Lake Tahoe's transportation system and transit services.

For two years, TRPA has been working closely with many stakeholder partners and the public through highly-collaborative planning processes to see these initiatives through to completion.

Shoreline regulations have long been a controversial and seemingly insurmountable planning area at Lake Tahoe. Multiple attempts to update them have failed. Through a collaborative planning process with partners around the lake, there is now a proposed Shoreline Plan that would update TRPA's shoreline regulations for the first time in decades. TRPA and its partners have been working together to ensure the plan will benefit the environment along Tahoe's shoreline and improve recreation access, safety, and experiences on the lake.

The proposed Shoreline Plan creates development caps and regulations for a limited number of new shoreline structures such as piers, buoys, and public boat ramps, as well as a framework for marinas to expand or reconfigure if they incorporate environmental improvements.

The plan would also create a range of new shoreline programs needed to address the environmental effects of new activity under the plan. These programs would be paid for through fees on moorings, boat stickers, and boat rental concessions that TRPA and its planning partners are working to apportion fairly to various shoreline users and structures.

The programs include better boater education and enforcement of the 600-foot no-wake zone, an expansion

of the no-wake zone to include all of Emerald Bay, and new no-wake buffer zones for swimmers, paddlers, and shoreline structures, all aimed at reducing boating noise impacts and improving recreation safety on the lake. But the new programs also include better monitoring for noise and scenic impacts, additional projects to control harmful aquatic invasive species, enforcement of unauthorized moorings on the lake, and new provisions to keep loud boats with aftermarket exhaust systems that exceed noise standards from operating on the lake.


Development Rights

The development rights initiative would mark the first major overhaul of Lake Tahoe's unique transferable development rights system in years, including the commercial floor area, tourist accommodation units, and residential units of use that are needed for any development project in the Tahoe Basin to proceed. This complex system was put in place to cap total development potential at Tahoe and stop the runaway development that once threatened the region's natural environment.

Under proposed changes put forward by the Development Rights Working Group, which includes partners in both the development and environmental communities, those caps on total development potential in the Tahoe Basin would be maintained. But the proposal would allow conversions among various development rights, whereby commercial floor area could be converted into residential housing or tourist lodging uses (and vice versa) and transferred more easily across local government boundaries in the Tahoe Basin.

The goal is to make Lake Tahoe's development rights system more flexible and easier to navigate, to help investors accelerate redevelopment projects in town centers that benefit the environment, create more vibrant communities and greater opportunities for more workforce housing, and implement the goals of the 2012 Regional Plan.

Both initiatives have been major undertakings for TRPA and its partners. Their adoption would mark a major milestone for all of our work to conserve and restore Lake Tahoe's natural environment, revitalize communities, and improve the world-renowned public recreation opportunities the region affords.

Progress on such difficult issues shows that collaboration is very much alive and well in the Tahoe Basin, and that a wide array of local, state, federal, and private partners are all invested in working together to protect Lake Tahoe's environment and make the region a better place to live, recreate, and invest. We look forward to hearing your thoughts on these initiatives as we approach our role in making important final decisions on them. 

Jim Lawrence is Chair of the Tahoe Regional Planning Agency Governing Board. **Bill Yeates** is Vice Chair.

PLANNER ON THE MOVE



In May of this year, Scott Carey completed his graduate program and earned a Master's of Science degree in Leadership & Management from Western Governor's University-Nevada. Scott has been working in planning at the tribal, state, and local levels of government throughout Nevada for the past 16 years. Since 2016, he has

served as the Planner for the Reno-Sparks Indian Colony where he works on transportation planning, government affairs, strategic planning, and land use projects for the tribe. Scott also serves his hometown of Sparks as a citizen planner on the city's Planning Commission currently serving as Vice Chairman.



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COMING EVENTS

NORTHERN SECTION LUNCHEON

October 16

Historic Preservation 101

12:00 - 1:00

Washoe County Building, Mount Rose Conference Room

1001 E. 9th Street

1.0 CM Event #9158594

PLANNING WEBCASTS

October 19

Transportation Corridor Planning for Improved Land Use Outcomes

10:00 a.m. - 11:30 a.m. PDT

Presented by the Wisconsin Chapter

October 26

How to Mobilize and Turn Volunteers Into Leaders in Your Community

10:00 a.m. - 11:30 a.m. PDT

Presented by the Florida Chapter

November 9

Innovative Financing for Transportation Projects

Presented by the Transportation Planning Division

November 16

TBA

Presented by the Hazard Mitigation & Disaster Recovery Division

December 14

TBA

Presented by the Planning & the Black Community Division

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JARED GOES TO WASHINGTON: APA'S POLICY AND ADVOCACY CONFERENCE AND FALL LEADERSHIP MEETINGS

JARED TASKO, AICP

"Dig deep into community engagement and advocacy topics!" That was the clever marketing slogan for the 2018 APA Fall Leadership Meetings and Policy and Advocacy Conference, held in Washington D.C. from September 22-25. Topics like the affordable housing crisis, community fiscal health, the mid-term elections, inclusionary housing policy, and more were all discussed in detail, and policy experts provided the framework for a robust four days of meetings and conference sessions.

I was fortunate to attend the Fall APA Leadership Meetings on behalf of Nevada Planners. The Chapter President typically attends, but this year a scheduling conflict prevented Robert from attending. As the Chapter Treasurer, I appreciated the opportunity from Robert to attend the meetings, learn more about APA leadership, engage with fellow planners, explore Washington D.C. for the first time, and report the information back to my fellow Nevada APA members.

The APA Leadership Meetings occurred all day on Saturday. Almost immediately at the opening plenary, I learned that APA holds leadership meetings twice a year, once before the Fall Policy and Advocacy Conference in Washington D.C. and once before the National Planning Conference (San Francisco in 2019). Cynthia Bowen, FAICP, outgoing APA President, gave an insightful overview that enabled me to better understand the organizational structure of APA. For instance, although I knew that APA was governed by a Board of Directors (13

members who are elected from the membership of the Association), I didn't know that, in addition, there are three board advisors. The advisors are the elected leaders of the Chapter Presidents Council, the Divisions Council, and the Student Representatives Council. Leadership committees are elected from the 47 Chapters, 21 Divisions, and the Student Representatives, respectively.

Also at the opening plenary, APA CEO, James Drinan, gave an impressive speech about the direction of APA. Although the speech was forward-thinking, an important take-away from James' speech was a bit of practical advice. James advised everyone to make the best use of their limited in-person time by using the opportunity for strategic planning. Everything that could be handled by e-mail or a conference call should be delegated to those platforms, and everyone should save the valuable in-person time for discussing important issues and setting strategic direction of their respective committees. This is good advice for leadership/board meetings at a variety of organizations.

After the opening sessions, the Chapter Presidents Council representatives from each of the 47 Chapters broke out into separate committees to continue work from the previous meeting, which occurred before the National Planning Conference in New Orleans. These committees included the Presidents Leadership Committee, Advocacy and Policy Committee, Certification and Education Committee, Membership Committee, and Communication Committee. I jumped into the Advocacy and Policy Committee and learned that the committee was putting

together resources to distribute to the Chapters to help with legislative lobbying. In the case of NV APA, the information will be beneficial for us to help build capacity to start lobbying the Nevada legislature on bills that impact planning.

After the committee meetings, the Chapter Presidents Council held a formal board meeting with the 47 Chapter Representatives. Like a planning commission or city council meeting, we utilized Robert's Rules of Order to vote on standard business items, approve budgets, and advise specific work groups that were reporting back to the board. Overall, this experience provided insight into how the Chapters are collaborating to solve common issues and distribute information to the members.

Sunday was the official start of the Policy and Advocacy Conference, which followed the Leadership Meetings. The conference focused on emerging topics like housing affordability and state-level advocacy. I heard from several attendees that this was their favorite APA conference. The smaller setting (as compared to the National Planning Conference), the reduced number of attendees, and the more focused session topics did provide a productive and dynamic conference learning experience.


Over the course of Sunday and Monday, I attended sessions on such topics as developing a successful narrative about planning, honing messaging and media interview techniques, and autonomous vehicles. I also participated in a walking tour (in the rain) along the 14th Street corridor about inclusionary zoning practices. I was impressed with the extensive regulations, policies, and programs in place locally to promote affordable housing. Washington, D.C. also provides an impressive public transportation system and pedestrian amenities, which



relieves households from the added expense of owning and operating a vehicle, further assisting with housing affordability. Affordable housing is not just an issue in Washington, D.C. Talking to fellow planners from other states, I learned that regions all over the country are experiencing the housing affordability crisis, including areas as diverse as Omaha and Cincinnati. Factors like stagnant wages and increasing housing are contributing to unaffordable housing costs nationwide.

This is an issue that Nevadans are familiar with, especially in the Las Vegas and Reno metro areas. APA's key principles to address our national housing crisis include: 1) Modernize state planning laws; 2) Reform local codes; 3) Promote inclusionary growth; 4) Remove barriers to multifamily housing; 5) Turn NIMBY into YIMBY, and 6) Rethink finance.

Tuesday was reserved for meetings arranged for conference attendees with the legislative leadership from their home district. For example, I had meetings arranged with Sen. Dean Heller and Sen. Catherine Cortez Masto with the intention of advocating for funding for federal bills that impact planning. Unfortunately, I was traveling back to Nevada early on Tuesday, so I was unable to meet with the legislators.

I also explored the surrounding area on foot. Walking around the National Mall, I paid tribute to such monuments as the Lincoln Memorial, Martin Luther King, Jr. Memorial, Jefferson Memorial, Vietnam Memorial, and more. As a fan of modern and contemporary art, I also stopped by the Rothko Room at the Phillips Collection and the Burning Man Exhibit, which included installation art from Burning Man, at the Renwick, Smithsonian Art Museum. As a side-note, I also made a special point to exercise on the "Exorcist Stairs" in Georgetown, which was just a short jog from my hotel. Overall, I thoroughly enjoyed the experience at the leadership meetings and Policy and Advocacy Conference, and I look forward to engaging more with APA leadership and advocating on behalf of Nevada Planners if I attend again. 



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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, or photos, please contact Greg Toth, Editor, at greg.toth@cityofhenderson.com. The Winter issue will be published in the New Year.

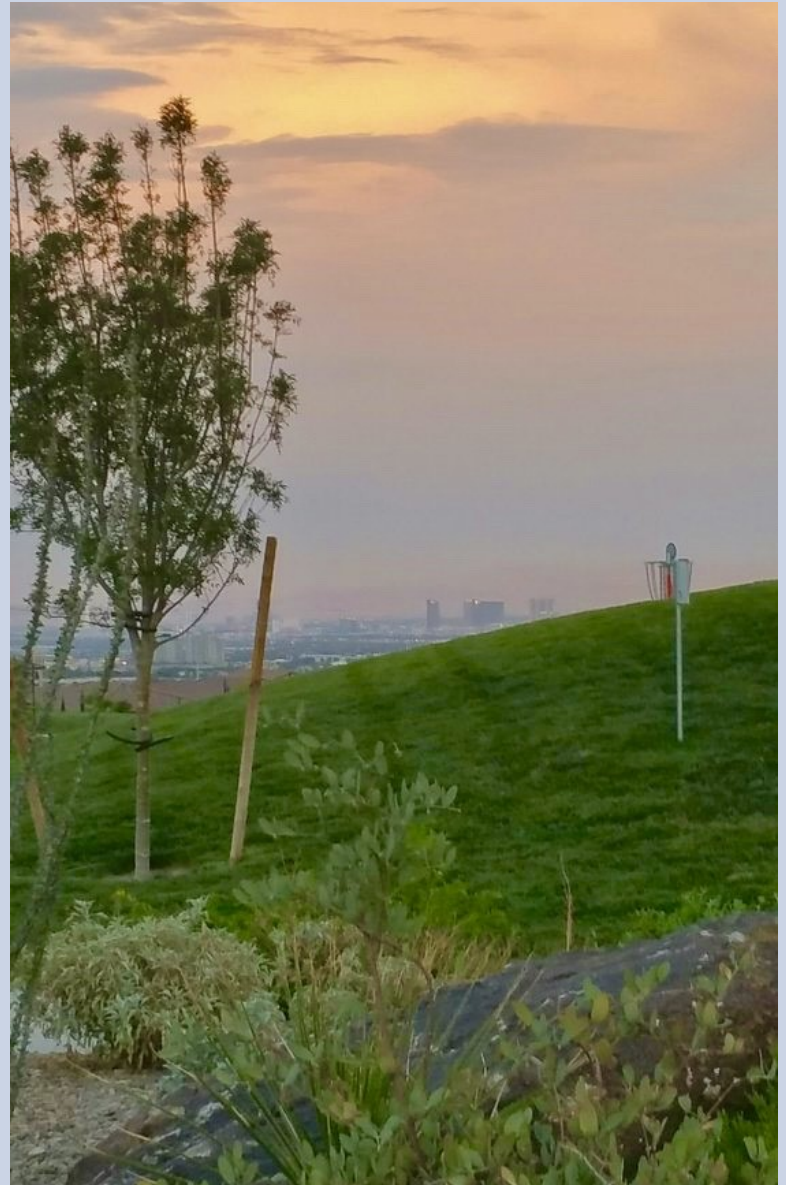
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