

NEVADA PLANNER



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Nevada Chapter

Making Great Communities Happen

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Inside

Letter from the President

Taking Stock of Industrial Lands in the Truckee Meadows to Support Economic Development

Transportation Investment Generating Economic Recovery (TIGER) Program

Flamingo Road Corridor Project

The Foundation of Rural Communities

Planner Profile: Susan Dorr Pansky, AICP





Letter from the President

Andy Durling, AICP
Nevada Chapter President

Letter from the President

Welcome Fall!

I love fall in Nevada! The weather is great (or bearable again if you're in the south), college football is in full swing, the Major League Baseball post season is heating up, and planners from across the state will gather for the annual Nevada Planning Conference. I have no doubt that this year's conference will be very successful and attendees will carry a renewed optimism for the future of Nevada's communities and neighborhoods. This fall, however feels a little different to me. The stumbling economy that seemed perpetually dismal seems to be pointing in the right direction again. At the time that I write this, the last couple of weeks have seen numerous "big announcements" that will greatly affect our Nevada communities. Both of our urban centers were successful in obtaining over \$19,000,000 in TIGER grants for bus rapid transit projects. Additionally, major roadway infrastructure investments throughout the state are quickly moving toward project delivery. Connecting our communities and neighborhoods and providing transportation choices for all Nevadans is, and will continue to be critical to our ongoing and future success. The Northern Nevada Land Conservation and Economic Development Act is poised to pass the US Senate and create opportunities for our rural counties' prosperity. Also, Northern Nevada will see a little battery factory make their home in Storey County.

It seems difficult to not get a little excited about the possibilities that are in front of us. No matter where you find yourself on the spectrum of agreement or disagreement with the State's economic development incentives, the fact of the matter for planners is that change is happening and we have a responsibility to ensure our communities grow responsibly.

It is a critical era for planning in Nevada. I am eager to join you all in Las Vegas for our annual planning conference to participate in the dialogue of Nevada's future. Make the most of your time, enjoy the comradery and collaboration, and take home a renewed hope and vision for your community.

Sincerely,
Andy Durling, AICP

Table of Contents

- 2 The Letter from the President
- 4 Taking Stock of Industrial Lands in Truckee Meadows to Support Economic Development
- 6 Transportation Investment Generating Enconomic Recovery (TIGER) Program
- 8 Flamingo Road Corridor Project
- 10 The Foundation of Rural Communities
- 11 Planner Profile

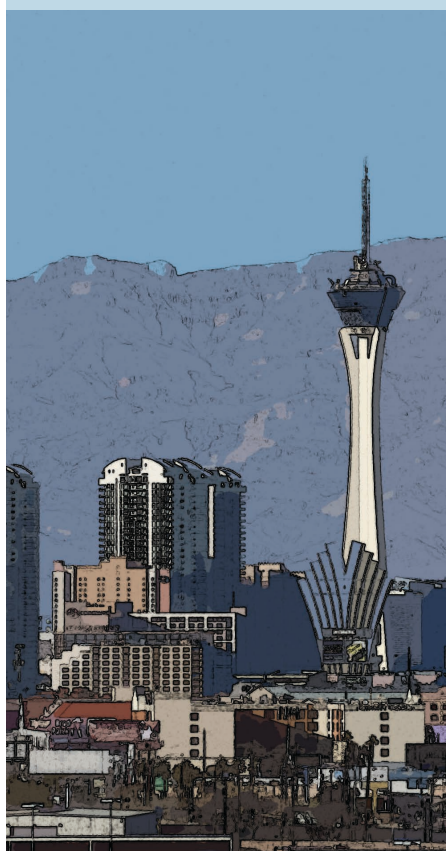
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Sketch of Las Vegas Skyline.

Picture courtesy of Devin Crowley, Wood Rodgers, Inc.



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Taking Stock of Industrial Lands in the Truckee Meadows to Support Economic Development

Article by Truckee Meadows Regional Planning Staff



In December 2013 the Truckee Meadows Regional Planning Governing Board (RPGB) accepted the final Industrial Land Needs Analysis. The goal of the study was to determine whether the Truckee Meadows Region (the Region) has enough industrial land to meet long-term demand and effectively support regional economic development efforts aimed at bringing target industries to Northern Nevada.

The vision for economic development in Northern Nevada articulated in the Economic Development Authority of Western Nevada's (EDAWN) Strategic Plan calls for the creation of a vibrant, innovative, and sustainable economy, in part by achieving growth in target industries (e.g., back office & business support, financial & intangible assets, eCommerce fulfillment, distribution & logistics, advanced manufacturing, and clean energy).

Several of the target industries identified by EDAWN are industrial in nature. Recognizing this, the Truckee Meadows Regional Planning Agency (TMRPA) sought to proactively support regional economic development efforts by connecting long-range planning efforts to the needs of industrial business in the Region.

To make this connection, TMRPA partnered with the Regional Transportation Commission (RTC), the Western Regional Water Commission (WRWC), EDAWN, the cities of Reno and Sparks, and Washoe County to develop an industrial land needs analysis in conjunction with the consulting firm ECONorthwest. The focus of the study is the current supply of industrial land and its relationship to infrastructure, services and natural constraints (i.e. development-readiness), understanding the site needs of targeted industries, and determining the demand for industrial land over the next 20 years. Questions answered by the study are: (1) How much vacant industrial land in the Truckee Meadows Region is development-ready? and (2) How much

development-ready land, in what site sizes, would be adequate to provide for the site needs of potential growth industries and other industrial businesses?

In answering these questions, it became clear that the Region has plenty of vacant land zoned for industrial uses to meet expected demand for industrial land. The supply of vacant industrial land (about 2,800 acres) in the Region's service area boundary, or Truckee Meadows Services Area, is about two to three times the expected absorption (1,100 to 1,500 acres) between 2012 and 2032. Additionally, the Reno-Tahoe Airport Authority owns 2,400 vacant buildable acres that could be made available for lease and are planned to support industrial uses.

However, little of that industrial land supply is "development-ready," meaning that the land has infrastructure and other characteristics necessary to support industrial development in the near-term. When the data for the study was collected, the region had only about 400 acres of development-ready land, and most of that (about 260 acres) is less than 10 acres in size.

So a key issue for industrial land policy in the Region is having an adequate supply of industrial parks and larger sites for larger businesses (expansions and recruitment). While most new development and employment growth will locate on smaller parcels (less than 10 acres) that are in adequate supply in the Region, larger sites to accommodate large distributors and eCommerce fulfillment are in short supply. In the context of the study, large sites are greater than 20 acres, with the largest sites being those that are greater than 100 acres. The Truckee Meadows Region has 33 sites between 20 acres in size or larger (excluding land at the airport). However, only two were deemed development-ready in our study.

So the question became is this a problem to attracting industrial business?

Discussions with industrial real estate brokers and other professionals involved in assisting industrial businesses revealed that while the supply of development-ready sites larger than 20 acres is limited in the Truckee Meadows Region, the availability of development-ready industrial sites is not generally the barrier to firms considering locating in the region as firms can typically find suitable industrial sites in the Region or in the Tahoe-Reno Industrial Center (TRIC) located in nearby Storey County. Interestingly, the private sector groups consider the Truckee Meadows and TRIC in the same industrial land market and firms do not differentiate in locating between the two. Thus, ECONorthwest recommended the region cooperate rather than compete with TRIC by agreeing that the Truckee Meadows does not have to provide a full inventory of all sizes of industrial parcels. Firms that want sites larger than those available in the Region (e.g., a 100-acre site for distribution) can consider locating in TRIC.

Not competing directly with TRIC allows the Truckee Meadows Region to focus its efforts and investments on increasing the readiness of the kinds of sites that are needed by the majority of businesses, and that it can deliver more easily. Nearly 60% of industrial employment in the Region is located on sites 5 acres or smaller whereas only 13% of existing employees are located on sites larger than 20 acres. To capitalize on the Region's strengths, ECONorthwest recommended the Truckee Meadows Region should focus on what it is good at: providing serviced industrial land, in central locations and at the periphery of the region (e.g., North Valleys), for uses such as manufacturing and moderate-sized distribution. These types of industrial uses on smaller sites have higher employment densities, more efficiently using the land and infrastructure already in place.

In practice this means maintaining an appropriate development-ready land supply to ensure effective market function. ECONorthwest recommended the Region have a perpetual supply of at least around 500 acres of vacant, development-ready land, in various sizes. Given the relatively large existing supply of vacant land zoned for industrial use, and the large supply of sites of 10 acres or less, providing public infrastructure (primarily roads, wastewater service, and water service) to key industrial sites of 20 acres or larger, yet smaller than 100 acres, should be the focus of jurisdictions.

To see all of the recommendations contained in the Industrial Land Needs Analysis, please view the full report on TMRPA's website, www.tmrpa.org.

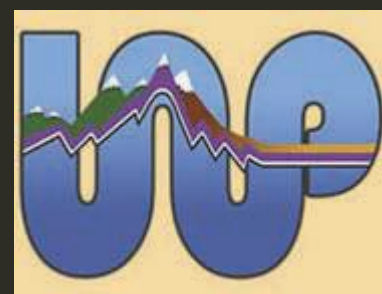
The Industrial Land Needs Analysis is an example of the Truckee Meadows Regional Planning Agency's commitment to collaborative partnerships that result in innovative, thoughtful and data-driven approaches to all aspects of planning in the Truckee Meadows Region, thereby ensuring its success as an economically competitive community.

The Western Planning Resources Board is preparing the transition to an electronic version of The Western Planner Journal, which is published five times per year and includes the monthly E-News. A final decision on the price has not been set yet except that the digital version will be less expensive than the current rates of \$40, \$30, and \$25. Print versions of the Journal will still be available but a majority of respondents to a March 2014 survey voiced support for a digital version of the Journal at a reduced subscription rate.

If you would like to subscribe to The Western Planner Journal, you can subscribe online for \$30.00 as a Nevada APA member or you can pay by check made out to Nevada APA and send the check to the Nevada APA Representative. For more information about subscriptions, contact Candace H. Stowell, AICP, Nevada APA Secretary and WP Representative, at chstowell@me.com or 775-882-0414.

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Transportation Investment Generating Economic Recovery (TIGER) Program

*Article by Joe Harrington Public Information Officer at
Regional Transportation Commission of Washoe County*



The Regional Transportation Commission of Washoe County received \$16 million in funding through the Transportation Investment Generating Economic Recovery (TIGER) program from the Department of Transportation. The grant is for transportation and transit enhancements for the 4th Street/Prater Way RAPID Transit Project in Reno and Sparks- one of the largest single awards in RTC's history. It was secured largely with the assistance of Senate Majority Leader Harry Reid.

"Investing in and further developing Nevada's infrastructure will create jobs and promote economic growth," Reid said.

The RTC 4th Street/Prater Way Bus RAPID Transit Project will link people to thousands of jobs, educational opportunities and provide a better connection between downtown Reno and downtown Sparks. The project will extend the RTC RAPID bus service to 4th Street in Reno, which becomes Prater Way in Sparks. In addition to providing better mobility within the 4th Street/Prater Way Corridor, people will be able to connect to the existing RAPID transit service on Virginia Street. The Virginia Street corridor is home to an estimated 39,000 jobs. Through a planned extension of RAPID, people will also be able to ride RAPID to the University of Nevada, Reno campus.

The grant will also enable RTC to purchase four fully-electric, zero emissions Proterra buses to service the route. Four Proterra buses already serve the downtown Reno area as part of a federally funded demonstration project. It's estimated the new buses will save 81-thousand gallons of diesel fuel.

The project also documented the many historical buildings in the 4th Street Prater Way Corridor. Working with the University of Nevada, Reno and Nevada Humanities, RTC documented the rich background of the corridor. A his-

torical app was developed along with <http://RenoHistorical.org> – a web site giving visitors a multimedia glimpse into the past. In fall 2014, a historical exhibit will be installed at RTC's transit stations, 4TH STREET STATION and CENTENNIAL PLAZA, illustrating the corridor's heritage.

4th Street and Prater Way had a significant role in the region's early growth. The road is close to the Union-Pacific Railroad and is part of the Lincoln Highway. A 1910 railway depot still stands today. There are also many motels that were once a big draw for visitors in the 1950s. Today, many buildings are in a dilapidated state and there are a significant number of people living in poverty.

However, businesses are taking root in historical buildings. Many of these businesses are related to the counter-culture Burning Man festival that takes place in the Black Rock Desert. Transportation will play a critical role in the revitalization of this area. In addition to more reliable transit, the project will add bike lanes, wider sidewalks and ADA accessibility. These infrastructure investments will strengthen opportunities for economic prosperity in the region.

It's estimated roughly 6,000 rides would be taken on the expanded RAPID service on a typical weekday. Construction could begin as soon as early 2016. More information on the project may be found at: <http://4thprater.com>.





Flamingo Road Corridor Project

Article by Andrew Kjellman, AICP, PTP, Principal Planner at the
Regional Transportation Commission of Southern Nevada



The Regional Transportation Commission of Southern Nevada (RTCSNV) was recently awarded a highly competitive federal transportation grant for improvements to the Flamingo Road corridor. On September 12, U.S. Transportation Secretary Anthony Foxx announced that the Department of Transportation would provide \$600 million for 72 transportation projects from its TIGER (Transportation Investment Generating Economic Recovery) 2014 program.

The USDOT received 797 eligible applications from 49 states, an increase from the 585 applications received in 2013. Overall, applicants requested 15 times the \$600 million available for the program, or \$9 billion for needed transportation projects.

The selection of the RTCSNV's Flamingo Corridor Improvements project will provide \$13.3 million in TIGER funds to a project estimated to cost approximately \$40 million. The project will also be partly funded with local Fuel Revenue Indexing funds, part of Southern Nevada's innovative effort to generate needed transportation revenues every time motorists fill up their vehicles with gas.

About Flamingo Road – The corridor is a major arterial street that runs 14-miles from west to east and connects areas of extensive existing and planned commercial and residential development directly to the center of activity in the Resort Corridor and the campus of the Univer-

sity of Nevada, Las Vegas (UNLV) with approximately 28,000 students and 3,300 faculty and staff. Maintaining mobility and accessibility to the Resort Corridor along Flamingo Road is critical to the economic health of the region, as 382,000 jobs are supported by the tourism industry; representing 47% of the total regional workforce.

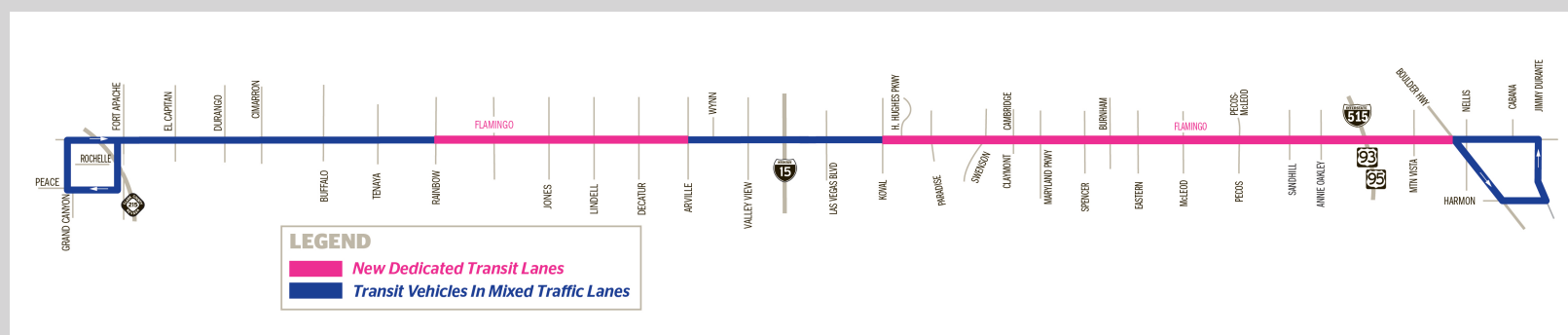
The combination of large residential populations at each end of the corridor and concentrated employment in the middle gives rise to substantial commuter traffic flow on Flamingo Road. The corridor's existing transit line serves more than 13,000 passengers per day, making it the most frequented bus route between the Las Vegas Valley metropolitan area and the Resort Corridor. In addition, Flamingo Road has connections to all major north-south transportation and transit corridors, providing links and connections for the over 2-million residents of the Las Vegas Valley and 40-million annual visitors.

Purpose and Need of the Project – The central location of the Flamingo Road corridor heightens its strategic importance to Southern Nevada. The corridor must be responsive to economic needs by operating efficiently. However, the current corridor faces many transportation challenges:

- Traffic Congestion – 75,000 vehicles/day utilize the corridor, resulting 18 intersections operating at a Level of Service E or F

during peak periods;

- Low Transit Mobility – Traffic congestion delays public transit. Average bus speeds can drop to 8 mph;
- Few Transit Amenities – Not all popular transit stops along the corridor have shelters to protect riders from the elements or to provide a designated station area with prominent signage;
- Sidewalk Gaps – Over 21,000 wheelchair users boarded transit on Flamingo Road, however some sidewalks are not compliant with the ADA;
- Limited Bicycle Facilities – Over 43,000 bicyclists boarded transit on Flamingo Road in 2012, however no dedicated on-road bicycle facility currently exists;
- Safety Considerations – There were a total of 3,718 crashes that occurred on Flamingo Road between 2007 and 2009. 241 crashes involved bicycles and 108 involved pedestrians. 10 crashes were fatal, 7 of which involved pedestrians; and
- Maintenance Needs – The existing asphalt roadway surface needs to be replaced, with many sections operating beyond their useful design life.



Competitiveness of the TIGER Program – Despite the existing needs on Flamingo Road and its importance to the regional economy, federal investment in the corridor was not guaranteed. Indeed, a similar application for the same project was unsuccessfully submitted for TIGER funding in 2013. Further, Nevada has historically not received sufficient federal investment. The US Census Bureau annually documents federal expenditures by state in the Consolidated Federal Funds Report (<http://www.census.gov/prod/2011pubs/cffr-10.pdf>). The most recent reports available document that Nevada ranked last in per capita federal spending in 3 of the last 4 years. Only in 2008 did Nevada not rank last, when it was 49th and second to last in federal spending.

To increase the project's likelihood of success, the RTCNV assembled a committed coalition of project partners. The partners included UNLV, Clark County, and the Nevada Department of Transportation, which is committing \$18 million towards the project. This comprehensive approach to implementation will ensure that the project coincides with land use and economic planning in the region.

About the Project – The targeted federal investment in the Flamingo Road corridor made possible by TIGER funding has the ability to positively impact the economic health of the entire region. The project will provide much needed upgrades for all users of Flamingo Road: motorists, transit riders, bicyclists, pedestrians and the larger neighboring community.

Many of the improvements on Flamingo Road will borrow from RTCNV's experience with the Sahara Avenue BRT project, which was also a TIGER funded project in 2009. The Sahara BRT project is currently operating and provides an illustrative example of many of the concepts to be included in the Flamingo Corridor Improvements project.

System Components

- 14-mile transit corridor improvements;
- Connection to 15 transit routes, including 11 residential, and four (4) premium routes (The Deuce, Strip & Downtown Express, Centennial Express, Boulder Highway Express); and
- Both dedicated transit lanes and mixed flow transit operations.



Construction

- Mill, overlay and restripe approx. seven (7) miles of Flamingo Rd;
- Installation of more than 100 new transit shelters with prominent station area signage;
- Intersection and traffic signal upgrades;
- Installation of Intelligent Transportation Systems (ITS) facilities, including Transit Signal Priority to reduce bus travel times;
- Median channelization and aesthetic enhancements;
- Improved pedestrian crossing treatments; and
- Sidewalk improvements.

Schedule

- Design is currently underway through December 2014;
- Construction: Construction Manager At Risk (CMAR);
- Phase 1 Pre-Construction: June 2014 through December 2014;
- Groundbreaking ceremony, utility coordination, finalize design, secure permits from NDOT & Clark County; and Phase 2 construction: January 2015 through September 2016.

The Foundation of Rural Communities

*Article by Dessie E. Redmond,
Storey County Planner*



Spotted throughout the nation are several rural communities. Specifically in Northern Nevada, there are rural communities from Virginia City to Tonopah to Eureka. Many of these rural communities face similar challenges such as limited water resources, the creation of economic development and providing modern services in isolated areas. Although rural communities face some similar challenges, every community has their own distinct challenges it faces depending on their own available resources. As local entities chip away at solving and mitigating these challenges, it is also important to highlight the opportunities small, rural communities provide.

As a recent resident to Northern Nevada and a new hire as the Storey County Planner, I have been astounded with the opportunities and amenities each community in our County encompasses. Lockwood, a small community located along the Truckee River and just east of Sparks, provides affordable housing to an active senior population. This community has implemented amenities such as community gardens and small gathering spaces along the River. There is also a rural elementary school that took first place in the state archery competition. It is a community that provides unique characteristics while maintaining a small town atmosphere even with its close proximity to the Reno/Sparks area. Another small community, Virginia City, has an authentic old west vibe with its main street aligned by boardwalks. The main drag, C Street, won a 2013 award as one of APA's Great Places in America. During tourism season, Virginia City holds unique events such as Street Vibrations, the International Camel and Ostrich Races and the World Championship Outhouse Races. Virginia City also offers its residents and visitors a thick history in the railroad and mining industries. Within, Storey County there is also two rural residential subdivisions. The Virginia City Highlands subdivision provides mountainous, rural living with a short commute to major commerce. The Mark Twain subdivision

is surrounded by the rustic beauty of the high desert and the dramatic elevation shifts of the surrounding mountains. The Mark Twain community provides residents with affordable housing and a place for endless outdoor activities. In these areas, there are herds of wild horses and other interesting wildlife distinct to Northern Nevada. Each one of these rural communities provides residents with something unique and different that a larger metropolitan area might not be able to provide. Having a variety of rural communities within the County allows residents to pick and choose what is most important to their quality of life.

Several rural communities across the nation including each of these communities in Storey County, encompasses unique qualities and amenities. As a small, local government Staff, we focus on nurturing and showcasing these qualities particular to each community. Most importantly, when we start with focusing on the positive qualities, it in turn gives us enthusiasm to face the challenges of each community. It is important to remember the high quality of life we have and that it is the foundation of a community. It is by having this foundation we are able to tackle challenges and continue to build and improve each one of these communities.



Planner Profile

Susan Dorr Pansky, AICP

*An Interview by Dessie E. Redmond,
Storey County Planner*



Susan Dorr Pansky, AICP, is the Planning Manager in the Community Development Department for Carson City. She joined the Carson City Community Development Department in the Spring of 2013 and has been a member of APA for ten years. She is currently the Treasurer of the APA Northern Nevada Chapter. She studied at the University of Nevada, Reno and is from Carson City.

Describe your career path. When did you first become interested in the planning field and why?

During high school I worked for Carson City-based land developer/homebuilder Landmark Homes and then in college I worked for Carson City-based civil engineering firm Capital Engineering (now Manhard Consulting). I initially thought I wanted to be a civil engineer and even declared that my first year of college. After my first year I decided civil engineering wasn't for me and I went in what I thought was a completely different direction with a degree in journalism/public relations. I worked off and on for Capital Engineering developing their proposals and marketing materials and also backfilling the engineers as their project coordinator. The public relations and writing skills from my journalism degree combined with my knowledge of the civil engineering and homebuilding industries made becoming a planner the obvious next step. Other positions have included Planner for Capital Engineering, Development Manager for Landmark Communities, Planning and Entitlement Manager for Manhard Consulting, Airport Economic Development Specialist for the Reno-Tahoe Airport Authority and now Planning Manager for Carson City. Throughout my career I've worked in almost all of the northern Nevada jurisdictions, but the majority of my work has been in Carson City and Lyon County. I feel incredibly fortunate to be the Planning Manager for Carson City because I'm planning for the city I grew up in and have a special connection to.

What are your responsibilities as Planning Manager?

I oversee current planning, business licensing and historic resources for Carson City.

As Planning Manager, do you oversee all types of projects or all you more specialized in a certain area?

I spend the majority of my time doing current planning which involves overseeing incoming planning applications and administering zoning regulations, but because our Community Development department is very small I work on future planning projects as well.

What do you enjoy most about being a Planner?

What I enjoy most about being a planner is seeing community members and stakeholders with a passion and vision for the future of their city. When they come to us with a project and we can help them make it a reality, there's no better feeling.

What do you find most challenging about being a Planner?

I think one of the biggest challenges for me and for virtually every planner is the effective distribution of information. Since so many of our projects have some kind of impact on the general public, providing as many as possible with good information so we can get thoughtful and meaningful feedback in return continues to be a challenge.

Tell us about your biggest accomplishment while working for the City of Carson.

This isn't a personal accomplishment, but our biggest accomplishment in Carson City recently was the passage of a capital expenditure plan

that will allow us to allocate 1/8 cent of the sales tax to some very significant upcoming projects that include revitalization of our downtown and major corridors through pedestrian, street infrastructure and landscaping improvement projects.

What do you foresee for the future of Carson City (goals, priorities, etc)?

The major focus for Carson City in the near future will be reinventing itself in preparation for and following the I-580 Freeway completion. We've had a captive audience for so long with the highway running right through downtown, and that has allowed us to entice visitors on their way between Reno and South Lake Tahoe. Once travelers are able to bypass the core of Carson City, attracting new businesses, residents and visitors will become much more difficult unless we give people a reason to stop. Carson City is a beautiful and quaint place already, but to compete we need to implement concepts like complete streets and pedestrian-oriented commercial districts that set revitalization in motion through the development of vibrant mixed-use communities. We're seeing this trend all over the United States because it works.

What do you enjoy doing in your free time?

I love to travel and to spend time with family and friends. I also have a passion for home improvement and DIY – the gears in my head are constantly spinning about what the next cool project at my house should be. My husband Brian and I have a Doberman and two cats that we consider our children, so our lives revolve around our pets a lot of the time too – Brian has made spoiling them an art form.

What is your favorite part about living and working in Northern Nevada?

I love northern Nevada because it's a region that's large enough to provide our communities with most amenities a major city would offer, but small enough to retain a quaint atmosphere. We have a great quality of life that is hard to duplicate without adding in a lot more people complete with traffic congestion and excessive property values. I also love that there are so many regions going through some kind of rebirth now that we're making our way out of the recession. Places like Midtown, California Avenue and 4th Street in Reno, and places all around Carson City are coming back to life in ways that are greatly improved over what they used to be.

Nevada Chapter

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Nevada Planner

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Articles

To submit articles, ideas for articles, letters, announcements, events, photos or advertisements, please contact Andy Durling at adurling@woodrogers.com.

Upcoming Events

North (Fallon): Nevada Leadership Institute: Conservation District Leadership Development, November 14, 2014

Upcoming APA Audio/Web Conferences

Health Equity and Planning Ethics, November 5, 2014 (1.5 CM + ETHICS)

The Pro Forma, December 3, 2014 (1.0 CM)

Safe Mobility Planning , January 14, 2015 (1.5 CM)

Sustaining Places Through the Comprehensive Plan, February 18, 2015 (For Planning Commissioners and Officials) (1.5 CM)

Urban Design, Sustainability, and the Environment, March 11, 2015 (1.0 CM)

Planning Commissioner Ethics, April 20, 2015 (For Planning Commissioners and Officials) (TBD CM)

Big Chance Lecture, May 13, 2015 (1.0 CM)

The Planning Office of the Future, June 3, 2015 (1.5 CM)

2015 Planning Law Review, June 24, 2015 (1.5 CM + LAW)

Contact Marco Velotta at mvelotta@lasvegasnevada.gov for more information.

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