

NEVADA PLANNER



American Planning Association
Nevada Chapter

Making Great Communities Happen

A Publication of the Nevada Chapter of the American Planning Association

SPRING/SUMMER 2021

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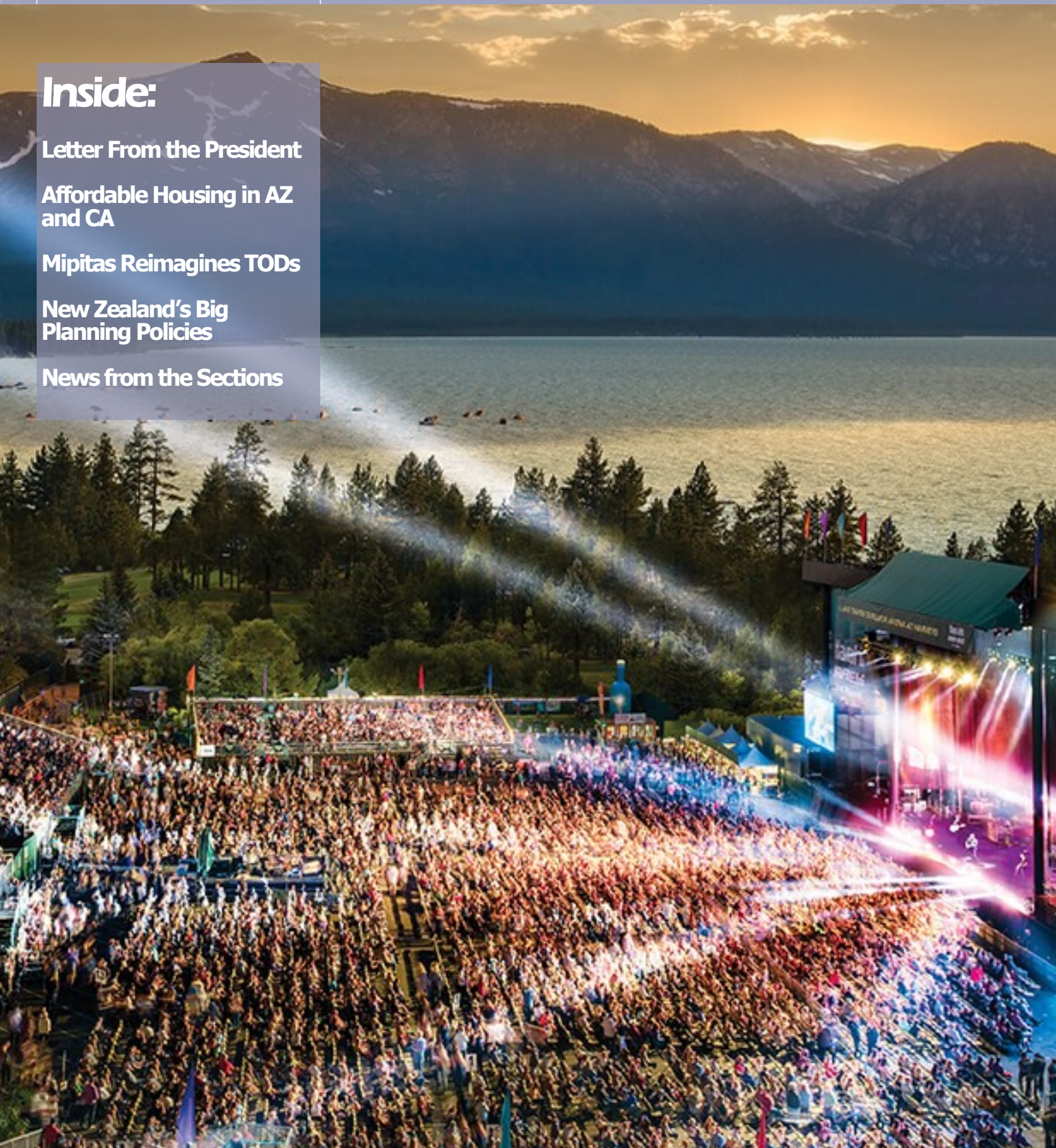
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American Planning Association Nevada Chapter

Making Great Communities Happen



ON THE COVER: THE SILVER STATE IS WORLD-FAMOUS FOR OUTDOOR ENTERTAINMENT VENUES AND EVENTS, FROM BOXING MATCHES TO RAVES AND EVEN HOCKEY GAMES, AND WE'RE ALREADY SEEING THEM AGAIN. PHOTO: CAESARS ENTERTAINMENT/HARVEYS LAKE TAHOE.

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LETTER FROM THE PRESIDENT

NATHAN GOLDBERG, AICP
PRESIDENT, NEVADA CHAPTER

I hope that this Newsletter finds you doing well. It has certainly been quite the last 14 or so months. Your Chapter has been working diligently on making improvements to various aspects of what we do for you, including the website, social media, and of course options for CM offerings.

The APA National Conference took place from May 5th – 7th and was again entirely virtual. If you didn't register for the NPC21 Live Plus \$325, you can still do so retroactively. The \$25 difference includes all recorded content, plus access to a couple other items. I definitely did the recorded version, as I could not block off my calendar for those days so the \$25 is absolutely worth it. If you need CM's, especially more than the State Conference can provide, this is a great way to get what you need and bank some recorded materials to get a jump on the next two-year reporting period.

Please save the dates of October 18-20, 2021. This is currently when we are looking to hold the State Conference in Reno. Further details forthcoming from Fred and the Northern Section. Also please keep an eye out on the website or through an e-blast on some exciting upcoming opportunities to get involved in assisting not just the Chapter but also the Planning profession in Nevada with some important items where you, our Members, are the experts that we need to inform the processes. Hopefully your suspense as to what those might be generates additional excitement!!

Stay safe and we hope to see you in Reno!

Thank you,

Nathan Goldberg, AICP



PLANNING



NORTHERN SECTION NEWS

FREDERICK STEINMANN
DIRECTOR, NORTHERN SECTION

Over the past year, in response to the ever changing landscape presented to us due to the ongoing COVID-19 global pandemic, the Northern Section of the Nevada Chapter of the American Planning Association has attempted to adjust our outreach, engagement and education efforts. Since March of 2020, the Northern Section has hosted 12 separate online educational luncheons including two interconnected speaker series, the first focused on the impacts that COVID-19 has had on Nevada's planning community and, the second, titled "In The Black", focused on exploring racial and social inequalities in business. The Northern Section also hosted its first ever online trivia night and there are plans for future online social events. As restrictions on in-person gatherings in Nevada are lifted, the Northern Section looks forward to resuming in-person educational and training opportunities as well as a series of in-person social events.

The Northern Section also is looking forward to hosting the 2021 Annual Conference of the Nevada Chapter of the American Planning Association in October 2021. We are hopeful that we will be able to host this conference in person here in Reno, Nevada in the Fall!

SOUTHERN SECTION NEWS

GARRETT TERBERG III, AICP
DIRECTOR, SOUTHERN SECTION

The first Southern Section Activity was held March 2, 2021, covering the Comprehensive Master Planning Process/Live-Work Zoom Session. It was a great success with members from around Nevada in attendance. Questions were fielded from the attendees and the recorded session is posted on the Chapter YouTube Channel.

Another activity tentatively planned for June 2021 is an online informational wrap up of the NV Legislative Session.

Depending on changing COVID restrictions and members' comfort with meeting together, a potential in-person event may occur in the near future. Stay tuned!

Did you attend the National Planning Conference this year? If you did but did not purchase the "Live Plus" package, you still can! For \$25 you can gain access to all of the sessions through June 30th plus two live webinars and more.

CLICK
HERE

NPC 21

AFFORDABLE HOUSING ACTIONS IN NEIGHBORING STATES

MARGO WHEELER, AICP

Flagstaff is a unique city in Arizona. Located at an altitude of approximately 7000 feet in the Coconino National Forest, Flagstaff gets an average annual snowfall of 100 inches. It is first and foremost a college town, home to Northern Arizona University's 25,000 students. Flagstaff is politically far to the left of usual Arizona cities. As a Grand Canyon gateway city and ski resort, it is a major tourist hub with 6 million tourists noted in 2017. With an average June-August high temperature of 80 degrees, it is a second home mecca for Las Vegas and Phoenix residents.

Housing prices are significantly higher in Flagstaff (\$408k) than Phoenix (\$325k) (2021). The cost of housing is 34% higher and the cost of living 13% higher than the national average (2020). In Flagstaff, an income of \$86,360 is necessary to acquire a home (assuming 30% housing ratio) and \$50,640 to rent. During the past 10 years, housing costs in Flagstaff have risen 53%, while income rose 14%.

The city of Flagstaff has had provisions in its zoning code for Affordable Housing Incentives since 2016. Incentives include density bonus, reduced parking, adjustment of building standards, and landscaping standards reduction. Disincentives to affordable housing are principally neighborhood opposition to density of any kind and student housing particularly. Noise, crime, and traffic are both actual and perceived concerns about student housing.

The city has taken various direct actions to provide affordable housing, including making scattered city-owned parcels available through partnerships with private and non-profit developers. Parcels vary in size from a very small 0.1 acre to 4 acres. Even these remnant parcels, proposing senior affordable living, were met with significant protest.

The city took dramatic action on December 1, 2020, formally declaring a housing crisis. Noting the negative effect on the economy and the health of its citizens, the city recognized "the need to make housing a leading priority for the organization and the city." The city committed that within 9 months, staff will present a 10-year Housing Plan focused on housing development and preservation. Land, staff, and financial resources are to be identified for implementation. Goals and progress are to be reviewed annually.

However, it is in the language used in Section 5 of the Resolution's Enactments that caused this seasoned planner to sit up and take notice: There is to be a public outreach campaign to educate citizens about the role of affordable housing within the community and "combating 'Not In My Backyard' opposition to housing and affordable housing." WOW.

I find this to be bold language indicative of a serious commitment by the City Council to involve the public but much more importantly to DO something about this crisis even in the face of continuing NIMBY-ism.


The city website's "Public Participation Housing Plan" page contains significant information, interactive surveys, and a precise timeline. The Draft January 2021 Plan is posted in its entirety. Staff is dedicated exclusively to this plan.

This is a plan in progress and of course results are well in the future. However, I believe it is a bold template for success that could inform other cities' goals with regard to fighting this intransigent problem.

One more idea – this one from LA:

The city of Los Angeles announced in March, 2021, that it has created more than a dozen designs for accessory dwelling units (ADUs). This will allow permits to get over-the-counter approval. A range of architectural types from Escher to Streamline to Spanish stucco are included. It's called the "Standard Plan Program." The plans belong wholly to the architects who created them and other firms can submit their designs for standardization approval.

This program augments the city's existing LA ADU Accelerator Program, a one-stop shop for homeowners interested in renting their ADUs to older adults as affordable rentals.

The affordable housing crisis is the result of many factors and solutions need to be small and large and unique and far-reaching. Every new idea needs to be considered by every community to create a full component of measures to serve its residents to best reduce the harmful impacts of this crisis. 



M. Margo Wheeler, FAICP, was on the faculty of Northern Arizona University's Department of Geography, Planning and Recreation from 2014 -2020 and served on the Flagstaff Planning and Zone Commission from 2016-2020.

THE MILPITAS METRO PLAN: REIMAGINING TRANSIT- ORIENTED DEVELOPMENT

NED THOMAS, AICP
KEVIN RILEY, AICP

More than a decade before the first trains rolled into the new Milpitas (CA) Transit Center, the City embarked on an ambitious plan to transform older industrial areas surrounding the site into vibrant mixed-use neighborhoods connected by a full network of linear parks, pedestrian bridges, and complete streets. Today, as the City celebrates the success of its earlier planning efforts, planners are busy reimagining transit-oriented development in ways that will create significant new opportunities for affordable housing and job creation as well as complete the vision of the original Transit Area Specific Plan.

Background

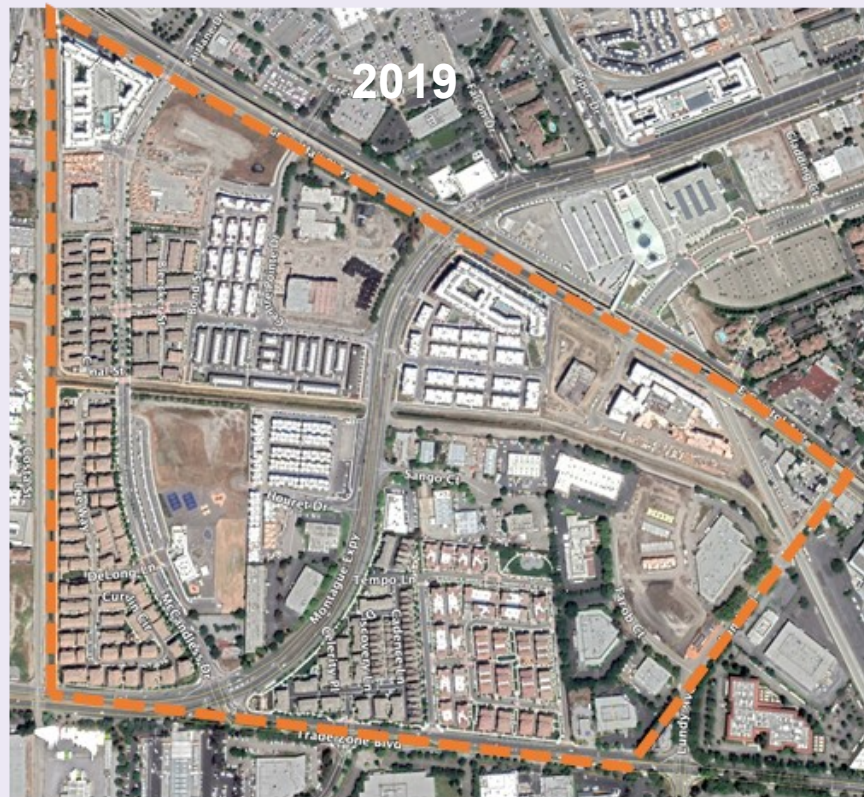
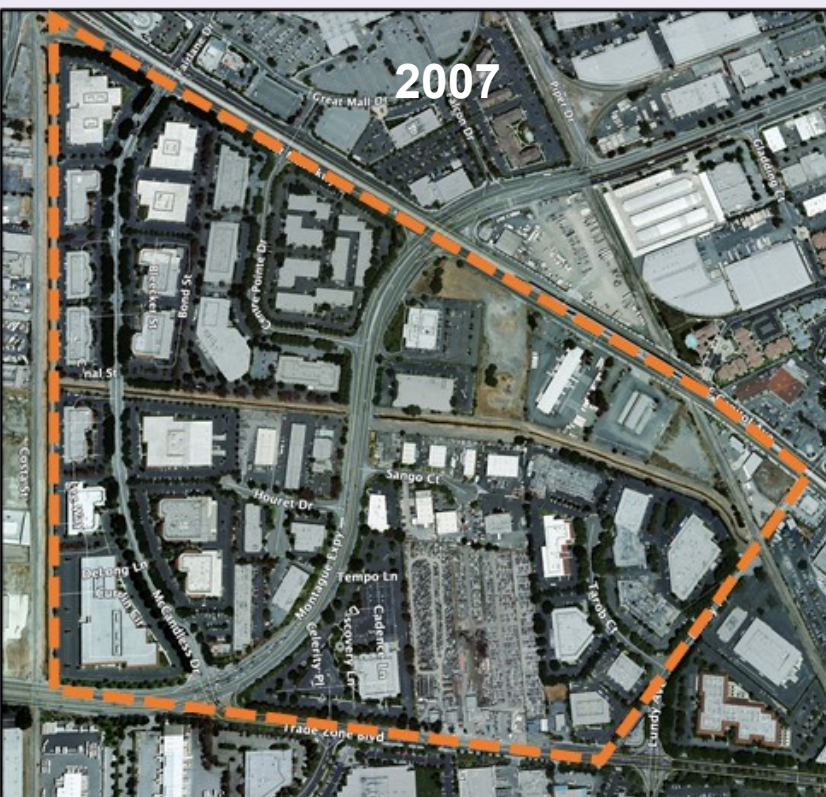
In June, 2008, the Milpitas City Council adopted the Transit Area Specific Plan (TASP) and established a pedestrian-oriented development pattern in the area surrounding the future Milpitas Transit Center. The City envisioned the Transit Center becoming a regional transportation hub connecting Valley Transportation Authority (VTA) light rail and regional bus service with the long-awaited extension of Bay Area Rapid Transit (BART) into the South Bay. It also envisioned new streets, parks,

and public infrastructure to support thousands of new residents and visitors. The TASP called for replacing existing low-intensity industrial buildings and uses with new mixed-use residential, commercial, and office/employment uses at significantly higher densities and intensities of development to create a true transit-oriented community.

This original planning effort was spurred by the Metropolitan Transportation Commission's (MTC) Resolution No. 3434, which in 2001 identified a housing threshold of 3,850 units within a half-mile radius of each planned station to justify the extension of BART service into Santa Clara County. Under MTC Resolution No. 3434, Milpitas and other communities devised such plans to foster residential and mixed-use development within areas around future transit stations. The TASP project was ambitious, particularly at that time, as it was one of the earliest examples of a local land use plan that would convert industrial lands to residential and mixed-use development.

The Milpitas Transit Area Specific Plan

The original TASP envisioned a 20-year buildout of 7,109 housing units, 287,075 square feet of new retail space, 993,843 square feet of new office/employment uses, and 350 hotel rooms, along with substantial and significant public improvements to facilitate mobility, vitality, and livability within the planning area. The TASP anticipated that nearly 100 properties (primarily privately-owned) surrounding the transit center, and within the boundaries of the 347-acre TASP area, would be transformed into a walkable, transit-oriented community within the larger Milpitas community. At the time, the only residential units



A COMPARISON OF AERIAL PHOTOS FROM 2007 AND 2019 SHOWS THE DRAMATIC CHANGE IN LAND USES IN THE SOUTHERN PORTION OF THE TASP AREA. THE MILPITAS TRANSIT CENTER LOCATED IN THE UPPER RIGHT CORNER. (COURTESY: URBAN FIELD STUDIO)

located in the TASP area were 468 townhomes in two multifamily neighborhoods along the southern boundary of the City.

Shortly after the city adopted the original TASP in 2008, the Great Recession significantly challenged the viability of land use conversion plans, as nearly all development in the region slowed and then stopped for roughly three to four years. However, development interest rebounded between 2012 and 2020, resulting in the entitlement of nearly 7,000 new housing units and approximately 185,000 square feet of retail space, with nearly all projects completed and occupied or currently under construction. While most of the housing has been built, only 9,260 square feet of office/employment uses (less than 2% of the planned total) and one, 162-room extended-stay hotel have been entitled. The VTA Transit Center and Milpitas BART station opened in April, 2020, complete with new streetscape and bicycle facilities, a 1,600-car parking structure, and a regional bus transfer station. The City also partnered with VTA to complete a colorful new pedestrian bridge over Montague Expressway, with two additional pedestrian bridges planned for other key locations within the TASP area.



THE MILPITAS TRANSIT CENTER INCLUDES A PEDESTRIAN WALKWAY CONNECTING VTA LIGHT RAIL AND THE NEW BART STATION. BUS TRANSFER STATION LOCATED CENTER LEFT. NEW HIGHER-DENSITY RESIDENTIAL DEVELOPMENT IN THE BACKGROUND AND GREAT MALL IN THE UPPER LEFT CORNER. (PHOTO :VTA)

The Milpitas Metro Plan

In February, 2020, the City of Milpitas teamed up with planners and urban designers from Urban Field Studio and M-Group to update the TASP and enhance the plan vision consistent with the City's new General Plan. This update effort, rebranded as the Milpitas Metro Specific Plan, envisions a robust expansion of the TASP to take advantage of the unique relationship and proximity to both BART and VTA light rail. In addition to new residential and mixed-use development, the Metro Plan seeks to create significant new opportunities for commercial and office/employment uses while improving the public realm and pedestrian and bicycle connections throughout the area.

Within the Metro Plan boundaries, nearly 168 acres (48% of the plan area) have yet to be redeveloped in accordance with the original TASP vision and standards, including nearly 100 acres at the Great Mall site, where no redevelopment was contemplated in the 2008 TASP. The Metro Plan will provide clear policy guidance for the future development of these existing opportunity areas. Like other cities in the Bay Area, Milpitas will update its Housing Element in the coming year, and the Metro Plan will play an important role in the City's efforts to develop new affordable housing to meet its Regional Housing Needs Allocation. In addition, the plan will build upon and clarify development policies in the City's new General Plan that provide for the creation of a jobs-rich Innovation District in areas near the Milpitas Transit Center.

Future Opportunities

The City of Milpitas is actively engaged with the owner of the Great Mall, Simon Property Group, in exploring scenarios for the future evolution of this important site, which was originally developed as a vehicle assembly plant by Ford Motor Company in the 1950s. Simon first approached the City in 2019 to discuss possible new mixed-use opportunities for the Great Mall site, similar to their redevelopment efforts at shopping center sites in other areas of the country. Even before the onset of the COVID-19 pandemic, economists and retail experts were warning of growing threats to traditional, brick-and-mortar retail businesses and large, regional shopping malls due to the growing success of online retailing and the emergence of mixed-use "lifestyle" centers. These trends raise significant questions about the long-term viability of traditional retail formats like the Great Mall. Discussions between the City and Simon are ongoing and will continue to evolve as work on the Metro Plan continues. Promoting new office and employment opportunities adjacent to interconnected light and heavy rail transit, regional bus service, and new higher-density housing is another primary goal of the Metro Plan effort. Approximately 45 acres between Berryessa Creek and the I-680 freeway have been designated for future development of an Innovation District. The City's General Plan and Economic Development Strategy both establish a general policy framework for the creation of an Innovation District at this location, with a focus on new jobs within walking distance of the Milpitas Transit Center.



RENDERING OF FUTURE MIXED-USE DEVELOPMENT ENVISIONED BY THE MILPITAS METRO PLAN FOR THE ENTRANCE TO THE GREAT MALL AT MCCANDLESS DRIVE. (PHOTO: URBAN FIELD STUDIO)



CLOSE-UP OF THE NEW PEDESTRIAN BRIDGE FEATURING PUBLIC ART OVER MONTAGUE EXPRESSWAY. (PHOTO: CITY OF MILPITAS)


The City also faces significant obligations to provide new housing in line with State of California requirements per the Regional Housing Needs Assessment process. The City's allocation will likely total more than 7,000 new units citywide across several income categories, and the Metro Plan area could accommodate much of this need with minimal impact on the City's existing lower-density residential neighborhoods. The Metro Plan proposes to include the annexation of approximately five acres of adjacent property owned by the City and the Milpitas Housing Authority on South Main Street that will provide additional opportunities for affordable, high-density housing within the Plan area.

Financing Public Infrastructure

The value of the specific plan process as a planning tool is in the shared burdens and benefits for all new development. Within the Metro area, new development pays its own way, with fair-share impact fees paid into the City's Transit Area Development Impact Fee account, a dedicated fund that provides money for public improvements throughout the Metro Plan area. Like the original TASP, the Metro Plan will include a Basic Infrastructure Program that identifies needed public improvements, ranging from streets to utilities to pedestrian and bicycle enhancements to parks and trails, all paid for by the fees paid by private developers on a per-residential unit or per-square-foot commercial basis.

The fees guarantee that the improvements will be accomplished through the Capital Improvement Program budget and construction process administered by the City. The City has also established a Community Facilities District with a special tax contribution from residential development for maintenance and services related to public facilities and City services. In this way, the general fund is not negatively affected by residential development in the Metro Plan area while still benefitting from the new revenues generated by non-residential development.

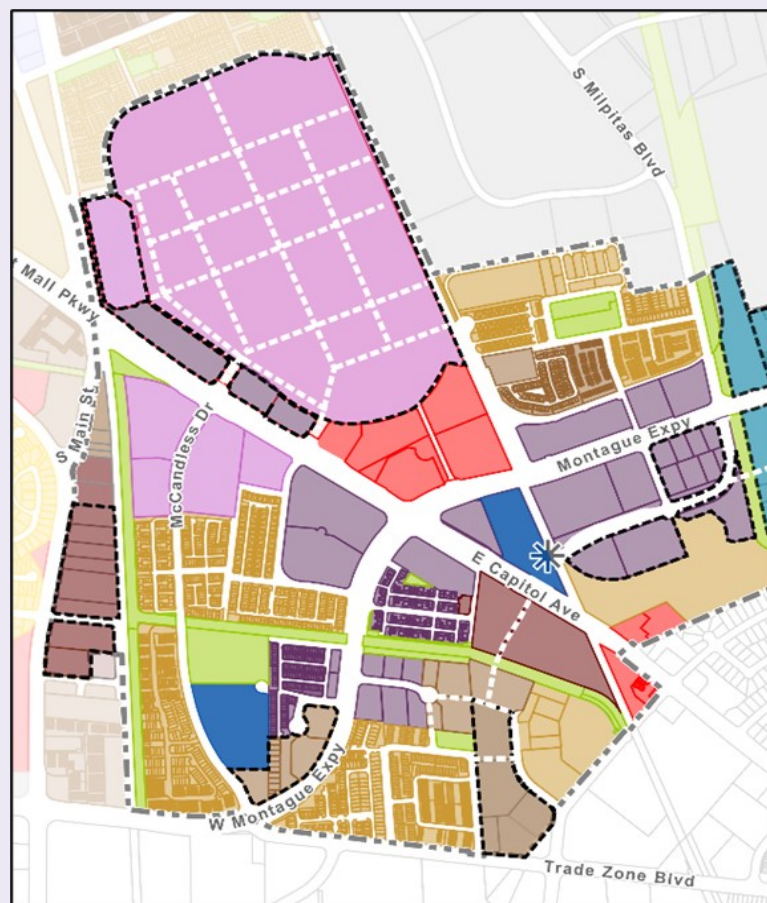
Conclusion

Progress on the Metro Plan is well underway. Planning staff and the consultants are tentatively scheduled to present a draft plan to the Milpitas City Council in June, 2021. Details about the planning work completed to date, including community meetings and surveys and presentations to the City Council, is available on the project website at: www.milpitasmetro.org. As the City seeks to build upon the original TASP vision for transit-oriented development around the Milpitas Transit Center, the Metro Plan will be a primary tool in further establishing Milpitas' unique position as a key transit hub and increasingly important gateway to Silicon Valley. 



Ned Thomas, AICP, has been the Milpitas Planning Director since 2018. He holds a Master's in Urban Planning and Design from Harvard and a B.S. in Geography from Brigham Young University. He worked for the City of Henderson from 2008-2013 and is a former member of the North Las Vegas Planning Commission.

Kevin Riley, AICP, is the Milpitas Metro Project Manager. He worked for the City of Santa Clara for 31 years, most recently as Director of Planning and Inspection from 2005 -2015. Riley holds a Master of Urban and Regional Planning from San Jose State University and a BA in Public Administration from the University of the Pacific, Stockton.



DRAFT METRO PLAN LAND USE DIAGRAM (COURTESY: CITY OF MILPITAS)



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American Planning Association
Nevada Chapter

Announcing the 2021 Annual Conference of the Nevada Chapter of the American Planning Association

***Monday, October 18, 2021 through Wednesday, October 20, 2021
Reno, Nevada***

SAVE THE DATE! The Nevada Chapter of the American Planning Association is happy to announce that the Chapter's 2021 Annual Conference will be held, ***in-person***, on Monday, October 18, 2021 through Wednesday, October 20, 2021 with several sessions being available, live, through an online virtual platform.

This year's in-person Annual Conference will be held in Reno, Nevada in the heart of downtown. Additional details regarding the Annual Conference will be sent to Chapter Members within the next few months.



American Planning Association
Nevada Chapter

Making Great Communities Happen



NEW ZEALAND DELIVERS BIG PLANNING POLICY REFORMS

GARRETT TERBERG III, AICP

My wife and I traveled to New Zealand in 2016 and marveled at their country! A nation with the land area of Colorado, a spread from north-to-south like California, and approximate population of Phoenix, its planning efforts to meet the needs of its wonderfully friendly people are indeed diverse. We noted the progressive and advanced lifestyle in the cities we visited (largest city Auckland - pronounced a bit like Oakland, National Capital Wellington, Tauranga, Rotorua, Dunedin, and Picton). One of the planning revelations it's had since that time has to do with eliminating minimum requirements for parking for new residential and commercial uses, focusing on Transit Oriented Developments (TOD). Detailed parking management strategies in major cities, particularly Auckland, are also addressed.

Here's an indication of the history and what's happening in New Zealand in terms of planning for Urban Development:

Many good things happen when households live in compact homes in multi-modal urban neighborhoods. Compared to conventional urban fringe development, residents of compact, multi-modal communities:

- Spend 10-30% less on transportation, including less time driving and reduced delays.
- Consume less energy and produce 20-50% lower pollution emissions per capita.
- Have substantially lower traffic casualty rates, are healthier, and live longer.
- Have greater economic mobility (that is, children born in lower-income households are more likely to be economically successful as adults).
- Require less land for roads and parking, which reduces stormwater management costs and heat island effects, and preserves open space (farmland and habitat).
- Reduce costs of providing roads, parking facilities and public services.

Given these wider benefits, there is a pressing need to tackle planning regulations that hinder the development of compact, multi-modal neighborhoods. While consumer surveys indicate many more households do want to live in such communities, a lack of supply often makes this difficult and expensive. Everybody benefits from policy reforms that help satisfy this latent demand, including motorists who enjoy less traffic and parking congestion, and reduced crash risk, when their neighbors shift to non-auto modes.

Recent urban policy reforms in New Zealand provide a model that, we hope, can be copied around the world. Some may scoff at the suggestion New Zealand could be a leader in urban policy. A recent New York Times article, for example, described New Zealand as a "... rural nation of lonely struggle." Such descriptions are, however, misguided: New Zealand is—and always has been—a highly urbanized country where 87% of the population live in cities and towns, many of which are growing fast. Rapid population growth has collided with restrictions on housing supply, plus geographical and infrastructure constraints, to cause housing unaffordability problems. The Economist's Global Cities House-Price Index indicates that house prices in Auckland have grown 80 percent more than San Francisco since 2000.

New Zealand's National Policy Statement on Urban Development (NPS) responds to these issues. Notably, from a Smart Growth perspective, the NPS—in one fell swoop—virtually eliminates off-street parking minimums in urban areas (excepting spaces for people with mobility impairments) and sets minimum height limits of six-stories in areas accessible to existing and planned rapid transit stations. These bold initiatives sit alongside a suite of complementary policies designed to enable more compact and affordable infill development.

These policies do not require six-story buildings or eliminate all off-street parking. Rather, they allow developers to determine the parking supply and building heights that are appropriate, given demand. The emphasis on addressing regulations that act as barriers to compact development has enabled the changes to attract support from a diverse coalition, showing how well-designed Smart Growth policies can attract broad support. The Director of the pro-market New Zealand Initiative, for example, penned this recent opinion piece endorsing the removal of parking minimums:

"How did the nationwide removal of parking minimums come to pass? The short answer is that these changes represent the culmination of years of experimentation, research, and advocacy. Key developments include:

- In the 1990s, New Zealand's two largest cities, Auckland and Wellington, removed minimum parking requirements from their city centres as part of comprehensive efforts to support city center redevelopment.
- In 2008, a team of transport researchers commissioned by the NZ Transport Agency, including

the now Associate Minister of Transport Julie Anne Genter, drew on the seminal work of Professor Don Shoup to produce this research report recommending nationwide removal of parking minimums.

- Circa 2010, Auckland started to experiment more widely with trials of demand-responsive parking pricing in the city center. By carefully documenting the success of these trials, and learning from the SFpark trial, Auckland was able to create an evidence base to support the expansion of priced parking into new parts of the city. Around this time, Auckland also began to actively research the economic effects of parking minimums. This study, for example, found the benefits of removing parking minimums exceeded the costs many times over.
- In 2016, and after a lengthy planning process complete with community consultation, Auckland proposed to remove parking minimums from large areas of the city. During the planning process, a civil society group concerned with issues of climate change and housing affordability ran an active campaign to build public support to “bin the mins”, that is, remove parking minimums more widely from across the city.
- In 2016, Auckland Transport also formalized their approach to on- and off-street parking management in this parking strategy. Check out this video as an example of the effort invested into public communications for the strategy.
- Over time, other cities in New Zealand, such as Christchurch and Rotorua, also sought to remove minimum parking requirements from their city centres and adopt demand-responsive parking management practices.”

NZ Blog Information for this article was retrieved from <https://www.planetizen.com/blogs/110026-well-done-kiwis-new-zealand-delivers-big-planning-policy-reforms> 



Garrett TerBerg, III, AICP has served at various planning agencies in Nevada and Arizona, served on APA Chapter Boards in both states, and has taken on teaching/mentoring roles throughout the Southwest US since the 1980s. He's made Southern Nevada his home since 1992. Travel, both domestic and international, is his passion, which enriches his understanding of what planning is all about!

COMING EVENTS

OHIO APA WEBCASTS

(Click Here to Register for All Ohio APA Webcasts)

June 11

10:00 a.m. to 11:30 a.m.

[Lessons in New Ruralism](#)

Presented by the STaR Division

CM | 1.5

June 18

10:00 a.m. to 11:30 a.m.

[Local Climate Action in Oregon](#)

Presented by the Oregon Chapter

CM | 1.5

July 2

10:00 a.m. to 11:30 a.m.

[TBD](#)

Presented by the Ohio Chapter

CM | 1.5

July 9

10:00 a.m. to 11:30 a.m.

[TBD](#)

Presented by the Technology Division

CM | 1.5

July 16

10:00 a.m. to 11:30 a.m.

[TBD](#)

Presented by the Urban Design and Preservation Division

CM | 1.5

CM credits can be claimed by looking up the sponsoring Chapter or Division as provider on the [APA website](#).

PLANETIZEN WEB COURSES

(Click here for list of courses)

All courses are free, available anytime, and are approved for 1 CM.

DISTANCE EDUCATION

These two recorded webcasts have been selected for AICP CM Distance Education credit for viewing anytime during the 2020 calendar year. Both are 1.5 CM + Law/Ethics.

Law: [Public Art Life Cycle Part 1: Concept to Commission](#)

Sponsored by the Urban Design & Preservation Division

CM | 1.5 LAW

Ethics: [Ethics for Planners](#)

Sponsored by the Ohio Chapter

CM | 1.5 ETHICS

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 next issue is planned for Fall 2021.

CHANGES OF ADDRESS

The Nevada Chapter receives all member mailing and email addresses from APA's National database. To change your mailing or email address, please log in to your account at 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, in-state registration discounts, and Chapter voting privileges that National members receive. Visit our website for an application and mail it with your payment to:

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ALL FOR OUR COUNTRY



PLANNING CONNECTS US