

NEVADA PLANNER



American Planning Association
Nevada Chapter

Making Great Communities Happen

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Fall 2013

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Letter from the President

Greg Toth, AICP
Nevada Chapter President

Letter from the President

In the second issue of the *Nevada Planner* back in 2011 I encouraged all of you to **stay connected**. In this, one of my last letters to you as President, I want to follow a similar theme. I hope you're all staying and feeling connected. I've definitely enjoyed being in touch with so many of you these past few years. But I do have one more suggestion and request. It's one that will complement our connections, and one that I think will help with what seems like a growing issue among planners (or probably anyone nowadays who has a job).

At the APA Fall Leadership Meetings in Washington D.C. just a few weeks ago, I heard a lot of discussion about the new focus on "emerging professionals" and "early career" programs, which are certainly a fantastic idea and worthy of people's time and energy. It struck me, though, that many of us are in the "middle" of our careers but no one talks about that. No one is really talking about the fact that there's an issue facing all of us that needs to be addressed, probably now more than ever when we're being asked to "do more with less." That issue is burnout, and my suggestion is to **be involved**.

By "involved" I of course mean involved with the Chapter, but it could really be any cause or organization you like. It might seem counterintuitive spend more time on things not directly related to your job in order to stave off burnout, but if burnout comes from doing the same thing for extended periods of time without much change or variety, then finding an outlet would have to help, right? Being President has provided an incredible variety of opportunities and challenges. Yes, on occasion it takes time away from my "day job," but it puts my mind on other things, which can be very refreshing (catch the Seinfeld reference?).

By now our Chapter elections should be over. The number of nominees for Chapter offices was pretty low, which isn't hard to understand since hardly anyone has any spare time. But the great thing is **you don't need to be an officer to be involved**. You may remember me mention in a past letter that the chapter would be tackling our Long Range Development Plan. In fact, it was two years ago that I said that, and we have yet to tackle it. That's largely my fault, but in my defense it is a daunting task. So here's a quick and easy way to be involved to get your started: email me. What do you wish the Chapter did that it's not doing? What should it change about what it's doing now? What is it doing well that it should continue doing? I'll collect all of your ideas and give them as a sort of gift basket to the new President to set him off to a good start.

Once we really start work on the Development Plan, even more ways to be involved will be born. Many of you were involved in the planning of this year's Chapter/Western Planner Conference in Lake Tahoe, and I'm forever grateful for that. I hope it's been enjoyable and not just stressful! There's a conference every year that needs volunteers. This newsletter always needs articles and pictures. The Chapter is healthy and is doing great, but it can always use more help. If you're in the middle of your career and feeling a little burnt-out, being involved might be exactly what you need. Or if you're an emerging professional, getting involved with the Chapter is a perfect way to "jump in." As always, email me any ideas you have. I'd love to hear them!

Cheers,
Greg Toth

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On The Cover

Pelican Point boat dock parking area on Opening Day of fishing season. The Pyramid Paiute Tribe was awarded a \$2.94 million TIGER grant. See page 13 for the story.
Picture courtesy of Dwight Garcia



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TRANSIT CONNECTIONS 2013: The Value of Transit

Cole Peiffer



RTC RIDE Route 15 in Downtown Reno

The Great Recession hit Northern Nevada and the Reno/Sparks urbanized area especially hard. Unemployment reached all-time highs and home foreclosure rates reached unprecedented levels. The Regional Transportation Commission of Washoe County (RTC) began the planning process for the 2035 Regional Transportation Plan (RTP) in late 2011 as a way to better link transportation investments to economic development initiatives. To get at how transportation and the community can be leveraged to help with economic development and restructuring, the RTC conducted many public outreach events to gain perspective on the transportation system and its role in the economy and the community. During this process, the primary request from the public was to increase choices that directly improve not just mobility and economic development but quality of life. Transit service was consistently part of this preference with a demand for higher frequency service in the Reno/Sparks area. During multiple community workshops and working group meetings the public developed a transit vision for our community. The transit vision is based on recognizing the linkage between the supply of the transportation system- roads, transit routes, sidewalks and bicycle facilities to citizens needs for travel using automobiles, bicycles buses, and their feet.

Throughout this process RTC recognized that while many community members support building a more robust transit system there needed to be further discussion about the value transit provides a community and ways to fund the system. Many people do not recognize that good streets, sidewalks, and clean buses are critical to making transit work for the student, the elderly, the shopper and businesses.

When these components work well, transit still benefits the community by reducing traffic congestion, improving air quality and creating economic prosperity for the local economy.

Transit Connections 2013 was envisioned as a way to better educate and communicate this information. Transit Connections 2013 is a free, day-long event that will focus on providing information about transit and the benefits it provides our community that may not be readily apparent. RTC will bring together transit professionals and industry experts from the community and across the nation, including congressional leaders and federal transportation officials, to motivate and inspire summit attendees to help meet our current and future transit needs.

Transit Connections 2013 will cover economic issues such as increased investment along transit corridors, job accessibility and economic opportunities that transit provides to local residents and their visitors. Environmental issues such as air quality benefits from more people commuting to work with transit instead of driving single occupancy vehicles and the health benefits garnered when using active transportation will also be addressed by local and national experts. While there are many benefits that are associated with transit, there are also unique transit needs that are specific to the Reno/Sparks area, such as providing adequate transportation options to the large and growing senior population as well as the emerging transit trends of younger residents in our community.

Additionally, to continue the dialogue about transit with local residents, Transit Connections 2013 will include a community visioning exercise that will allow attendees to voice their opinions about the current local transit service and expand on the vision that was created in the RTP.

This community visioning exercise will incorporate multimedia techniques of community outreach such as text-message polling. RTC will also be unveiling a new Facebook page prior to the event to provide more places for residents to gather important information about RTC projects, programs, events, and transit information. During Transit Connections 2013, RTC will use Facebook to provide live updates about the different sessions, speakers, and ideas generated during the summit for those who are unable to attend.

Transit Connections 2013 is intended for community decision makers from the Reno/Sparks area including business leaders, elected and government officials, local residents, students, and anyone interested in helping to improve our community... not just those who ride transit. Following the Transit Connections 2013 conference, a Blue Ribbon Committee will be established to assist the RTC in improving the transit network to better serve our community. Although not everyone rides transit, we all benefit in some way from having a transit system in our community.

For more information about this event go to rtcwashoe.com and stay tuned for details about the new RTC Facebook page! For sponsorship opportunities please contact RTC Public Information Officer Michael Moreno at mmoreno@rtcwashoe.com.

RTC will offer free rides on its transit services to get you to the summit! **We look forward to seeing you there!**

TRANSIT CONNECTIONS 2013

Where: Reno-Spark
Convention Center
4590 S. Virginia Street
Reno, NV 89502

When: December 6, 2013
8 am – 5 pm
Online Registration
opens late October 2013

Cost: Free

Cole Peiffer is a Planning Intern for the Regional Transportation Commission of Washoe County. He is new to the transportation planning industry as of August 2012 and is interested in Complete Streets, transit, and bicycling. He holds a bachelor's degree from the University of Minnesota in Individualized Studies and has partially completed a master's degree in Urban and Regional Planning at Rutgers University with an emphasis on transportation. He currently lives in Reno, NV with his fiancée Samantha and their two cats Louie and Charlie.



Jared running a race in Prague.

Planner Profile

Jared Tasko, AICP,
LEED Green Associate

Jared Tasko is a Planner at Clark County in the Comprehensive Planning Department. He has worked at the County for eight years and started as a member of the mapping team. A year later he was hired as a Planner. He is involved with all facets of current planning issues: conducting development reviews for zoning compliance, writing staff reports, facilitating public meetings, and providing customer service.

Jared's interest in planning began while he was an undergraduate at the University of Nevada, Las Vegas (UNLV) majoring in Architecture when a speaker in one of his courses shared information about the planning profession. Jared was impressed at the numerous ways planning shapes a community especially in regard to the positive impacts it can have on sustainability, quality of life, and how people interact with the places around them. With these livability principles in mind, he graduated and began working at the County. In 2010, Jared completed his master's degree in the Public Administration program at UNLV. In addition, he recently returned from a five week trip to Prague, Czech Republic where he completed a master's class in transportation and land use planning. In his current position, Jared enjoys helping customers navigate the planning process and has a passion for supporting smarter growth and promoting more sustainable developments in Southern Nevada.

Outside of work he enjoys a variety of recreational activities including running and indoor rock climbing. He has completed multiple half marathons and enjoys trail running. Jared is also the Southern Section Assistant Director for the American Planning Association Nevada Chapter. In this position he conducts outreach to planners in Nevada to further their knowledge about the Chapter and is currently developing ideas to provide membership with more opportunities to interact with one another through luncheons and other activities.

Vegas Goes Green: City of Las Vegas Continues Sustainability Progress

Marco Velotta, MS, AICP, LEED
Green Assoc.

Over the past year, the City of Las Vegas has continued its progress on its sustainability investments in clean energy, water conservation, recycling, green building, and alternative transportation that have resulted in significant impacts to the environment, economy, and community.

In 2013, the City's comprehensive Sustainability Initiative contributed even greater improvements in the City's overall efficiency and productivity after its initial investments of more than \$65 million.

Built around four key focus areas – People, Power, Water, Waste – sustainability reflects the City's core values and purpose to build community to make life better, which has made it a recognized nationwide leader.

The City added another three megawatts at its wastewater treatment plant in April to its existing 2 megawatts of rooftop solar at City fire stations, parks, community centers and other public facilities.

With the completion of that plant, the City anticipates generating more than 10 million kWh annually, saving the City more than \$1 million in costs. As a result of this program, the City received national recognition from the Association of Energy Engineers for Renewable Energy Project of the Year. Another 250 kilowatts are currently under development and a new 55 kilowatt system was activated in September at the City's Emergency Operations Center.



A new 55 kW solar PV system offsets power consumption at the City's Emergency Operations Center.

The City improved its energy efficiency with the addition of LED street-lighting, which is anticipated to save between 40-60% on the City's streetlight accounts and have a lifetime of 15 years. About 80% of the City's 55,000 high pressure sodium and mercury vapor luminaries were replaced in May 2013. In addition, the City wrapped up efficiency improvements at 18 City facilities, fire stations, and community centers. Over the summer, the City officially received LEED certifications from the U.S. Green Building Council for City Hall, two fire stations, and the National Museum of Organized Crime and Law Enforcement. Another fire station and historic school will achieve LEED certification in 2014. In all, more than 1 million sq. ft. of buildings have been built or upgraded to green standards.

Given the prolonged drought in Southern Nevada, conservation of water resources has been paramount to the City. City Parks and Recreation and Operations and Maintenance staff have converted more than 8 acres of grass at City parks and sports fields to synthetic turf to conserve water. The City incorporated additional xeriscaping and relandscaping at parks, facilities, and median islands using drought tolerant plants and metal sculptures.

The City, which used 1.1 billion gallons of water from the region's water purveyor in 2013, decreased consumption 10% from 2012 by more as a result of water conservation, equivalent to the water use of more than 600 households per year.

While the City already had a robust recycling program, the City cut the amount of trash taken to the landfill by half in 2013 by introducing co-mingled recycling at all city parks and facilities, making it the first municipality in the state to implement a widespread public park recycling program. As a result of recycling program deployment, the City reduced waste costs by more than \$300,000.

Alternative forms of transportation promote sustainability through improvements in air quality, enhanced mobility, and increased quality of life. Nearly 100% of the City's vehicle fleet runs on alternative fuels and includes five electric and plug-in hybrid electric vehicles; public electric vehicle charging stations have also been installed at six City facilities. The City expanded alternative mode choices with the addition of 230 miles of bike lanes and 50 miles of trails and new bicycle racks installed throughout Downtown Las Vegas serve as an additional amenity to the six miles of green painted bike lanes.

These improvements will help the City in its application to be recognized as a Bicycle Friendly Organization and Community by the League of American Bicyclists.



New bike racks in Downtown Las Vegas accompany 6 miles of "green" bike lanes.

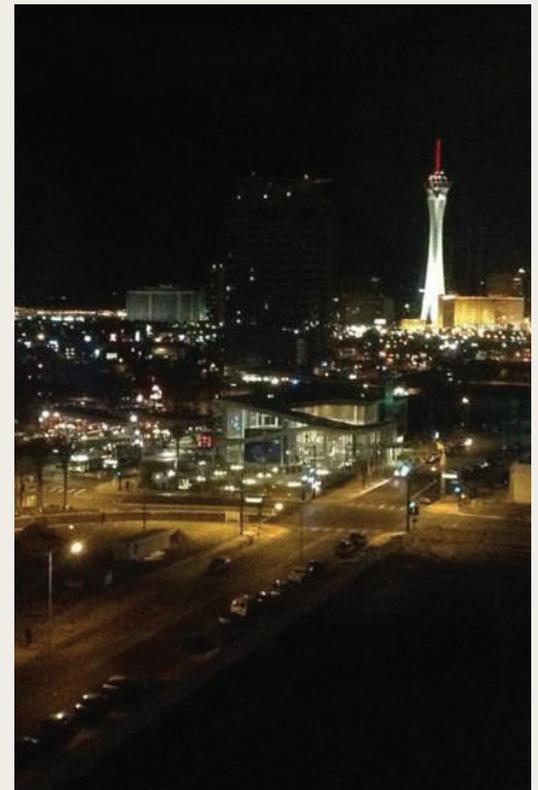
As a result of the City's improvements, the City has reduced its annual energy consumption by 15%, saved 400 million gallons of water since 2008, increased recycling rates to more than 50%, and saved more than \$9.6 million in cumulative utility costs since 2010.

The cost savings are being reinvested into additional future energy, water, and recycling upgrades to City facilities after. In addition to efforts in its operations, the City has made sustainability more visible in the community in an effort to change perceptions and build recognition. The Planning Department has begun working with the community to develop a new form-based Downtown Centennial Plan to focus on emerging neighborhood development patterns. Similarly, walkable community and corridor plans have been developed to promote walking, bicycling, complete streets, and community connectivity. Both efforts have helped support Southern Nevada Strong, a regional planning effort, funded by a \$3.5 million dollar grant from the US Department of Housing and Urban Development (HUD) through the Southern Nevada Regional Planning Coalition. Through the planning grant, regional issues, such as traffic congestion and the economy, will be addressed in an effort to coordinate planning efforts between other local agencies and jurisdictions that will improve the region's quality of life.

Finally, the City has rolled out the "Vegas Goes Green" campaign online (<http://www.lasvegasnevada.gov/vegasgoesgreen>) and through social media (#vegasgoesgreen). As additional progress is through the remainder of 2013 and into 2014, the City will make additional resources available to help residents and visitors "go green" as well.

Marco Velotta, MS, AICP, LEED Green Assoc. is a member of the City of Las Vegas Office of Sustainability and assists with the implementation of the City's Sustainability initiative.

He graduated from the University of Nevada, Reno in 2006 with a Bachelor of Science in Geography and minor in Mathematics and a Master's in City Planning in 2008. Marco presently assists with the management of the City's Sustainability Initiative, and implementation of the City's Sustainable Energy Strategy to conserve and reduce the consumption of energy, water, and waste, which will bring the City to its net-zero goal. He is the Professional Development Officer of the Nevada Chapter of the American Planning Association.



View from the 7th floor of the LEED Gold Las Vegas City Hall.

Excellence in Small Town and Rural Planning – The STaR Planning Awards

Dale Richard Powers, AICP

The Small Town and Rural (STAR) Planning Division invites nominations for its Planning Awards to recognize outstanding individuals and projects for their contribution to planning excellence in small town and rural communities. The program is open to any individual, organization, or consulting firm involved in planning for small town and rural areas. Members of the Awards Committee (and their organizations) are not eligible for an award. Nominated plans, projects, programs and studies must have been completed within two years of the nomination submittal date. For Comprehensive Plans and Special Project Plans prepared by consultants, the award recipient shall be the client for whom the planning activity was conducted.

The categories are:

Carol Thomas Award For An Outstanding Small Town and Rural Planner

Given to an individual in public service, academia or the private sector that has made an outstanding contribution to planning in their community.

Vernon Deines Memorial Award For An Outstanding Comprehensive Plan or Special Project Plan

Given to an outstanding comprehensive plan or special project plan that addressed the development of a neighborhood, community, county or region.

John Keller Award For An Outstanding Planning Initiative

Given to an outstanding initiative or program in public education, workshops, ordinances, or enforcement that promotes planning in small towns and rural areas.

James Segedy Award For An Outstanding Student Project

Given to an outstanding project by a graduate or undergraduate class or individual that addresses a planning issue facing small town or rural areas.

Award recipients will receive a plaque and a one-year membership in the STaR Division. The awards will be given out during the STaR Annual Business Meeting in Atlanta, GA in conjunction with the APA National Conference. Additional copies of the award may be ordered for support staff and consultants at a nominal cost.

Awards Committee

The STaR Executive Committee has appointed an Awards Committee responsible for evaluating award nominees and making recommendations to the Executive Committee. All awards will be made at the sole discretion of the Executive Committee. The Committee may grant more than one award in each category.

The Awards Committee will use the following criteria in its consideration of award nominees:

- Innovation
- Quality
- Measurable results and implementation
- Role of Elected Officials
- Transferability
- Collaboration/Public Involvement
- Long-Term Sustainability and/or use of Smart Growth Principles

Nomination Procedures

Anyone may place a nomination for any of the awards categories before the Awards Committee. Nominations must be submitted according to the following rules.

A complete nomination package must be submitted no later than **Thursday, November 21, 2013**. We accept e-mail, Dropbox, FTP site or a mailed USB drive or CD-ROM.

A complete nomination package includes the following:

- Award Nomination Entry Form;
- A Summary Statement indicating why the nominee merits the award;
- The plan or project report being nominated, or a resume/biography of the individual being nominated (Carol Thomas Award) ;
- Letters in support of the nomination;
- Any supporting reports, plans, articles, newsletters or other supporting documentation (CD-ROM is an acceptable format);
- A check for the nomination fee made payable to APA STAR Division, \$25 if nomination is made by Division member, \$100 if nomination is made by a non-member.

Also, submit a copy of a prepared news release with forwarding address.

Nomination packets must be submitted to: STaR Awards Committee
c/o Shailaja J. Roos, AICP
sroos12@hotmail.com

For further information, contact Shailaja J. Roos, AICP at 817-368-2901 or sroos12@hotmail.com.



Federal Highway Administration Funding Creates Two New Visitor & Welcome Centers in Rural Nevada

Cynthia Albright, AICP

Thanks to a federal-aid highway program referred to as the Transportation Enhancement (TE) Activities intended to improve transportation corridors, Virginia City and Austin, Nevada both have new Visitor & Welcome Centers. The new location in Virginia City officially opened in June 2012; Austin's project is currently under construction. The federal authorization that funded these projects will be replaced by the Transportation Alternatives Program (TAP) pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21). The State of Nevada, Department of Transportation administered numerous contracts over many years that brought needed enhancements along the roadways in rural Nevada communities.

Nearly 14 years ago, Dean Haymore and the Storey County Commission solicited RFPs to fulfill their vision: light up Main Street, increase the walkability of Virginia City and provide improved public restrooms. Project costs and funding dictated that this vision be split into two separate projects. Stantec was fortunate to have designed and engineered both projects with input from a large group of stakeholders, the Comstock Historic District and staff. Former NDOT Director Susan Martinovich officially opened the Virginia City Visitors & Welcome Center for a large audience last summer. According to Shannon Gardner, Storey County Building Official and project construction manager, accolades by visitors, residents and Main Street business owners continue.

The Virginia City Streetscape and Enhancement project concluded with the installation of approximately 153 historic street lights on both sides of Main Street end-to-end, extension of 3,000 linear feet of boardwalk as a replacement to a native soil walking surface, a new stairway connecting C Street with D Street near the High School, and of course, the "improved" public restroom. With the commanding view of the Flowery Range as a backdrop and the historic Mt. St. Mary Cemetery in the foreground, the Virginia City Visitors & Welcome Center provides a scenic destination for travelers, cyclists and pedestrians.

The destination features an iconic mining head frame from the Keystone Mine originally located at Gold Hill. The design team recommended that it be reconstructed on-site rather than endure its scheduled demolition to allow for a straightening of Highway 341. Visual simulations were completed to provide assurances to adjacent neighbors their views would be protected. The site also includes picnic tables, an ADA table, and separated raised planters that capture urban runoff and buffer the picnic area from the parking spaces. The restroom architecture, created by local architect Pete Dubé, created a classic corrugated metal building reminiscent of historic mining towns. It features a monitor roof, exposed wood support beams and accents, and plenty of natural ventilation. Wood is also featured on the interior ceiling in tongue and groove construction. The restroom is open year-round.



Site before construction

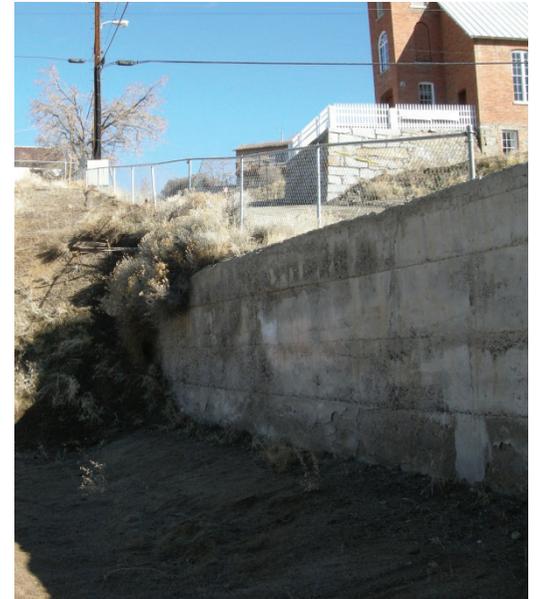


Site after construction with new restroom and head frame.

The design team consisted of architect Pete Dube, Dinter Engineering for mechanical, electrical and plumbing, Construction Materials Engineers for testing and inspection, Kautz Environmental for Section 106 compliance and Stantec for site design, civil, structural, electrical and landscape architecture.

During the construction phase of Virginia City, Stantec was selected through an RFP process to provide design, engineering and environmental services for the Loneliest Highway Visitors & Welcome Center on behalf of Lander County. Stantec assimilated the same team that successfully completed the Virginia City project. Funded through Federal-aid highway program and administered through NDOT, Lander County secured \$650,000 in funding to construct a public rest area on Highway 50 in the center of Austin.

Based upon input from the local community of Stakeholders and the Section 106 compliance investigation efforts, our team developed a site plan for the extremely small 3,120 square foot site that presented numerous challenges beyond its size. The northeast boundary is anchored by Virginia Street that has a 33% grade and a retaining wall on the property that if removed, would most likely result in the collapse of Virginia Street.



Existing site condition with slope and adjacent retaining wall.

The north one-third of the site also contains a steep slope potentially full of historic artifacts and according to the State Historic Preservation Office could not be excavated "unless we wanted to do it with a spoon." The western boundary consists of the remnants of the demolished historic Austin Hotel and needed an effective screening solution as much as the north side.



Final illustrative drawing by Stantec.

An interpretive screen wall comprised of several Corten steel panels was designed for the west edge. A hand-stacked granite rockery wall quarried from local sources and planted with a mixture of evergreens and deciduous trees will screen the back slope. An obelisk structure, consisting of four sides set on a mortared stone base also contains historical images acid etched on each side with cast metal interpretive panels that document the importance of ranching, mining, Reuel Gridley, and the Nevada Central Engine in Austin, Nevada. The obelisk is wrapped in precision cut dimensional weathered steel letters that spell Austin Nevada. It stands 12-feet high, is constructed of steel, colored to match the panels and will be up-lit from an external lighting source in the concrete.



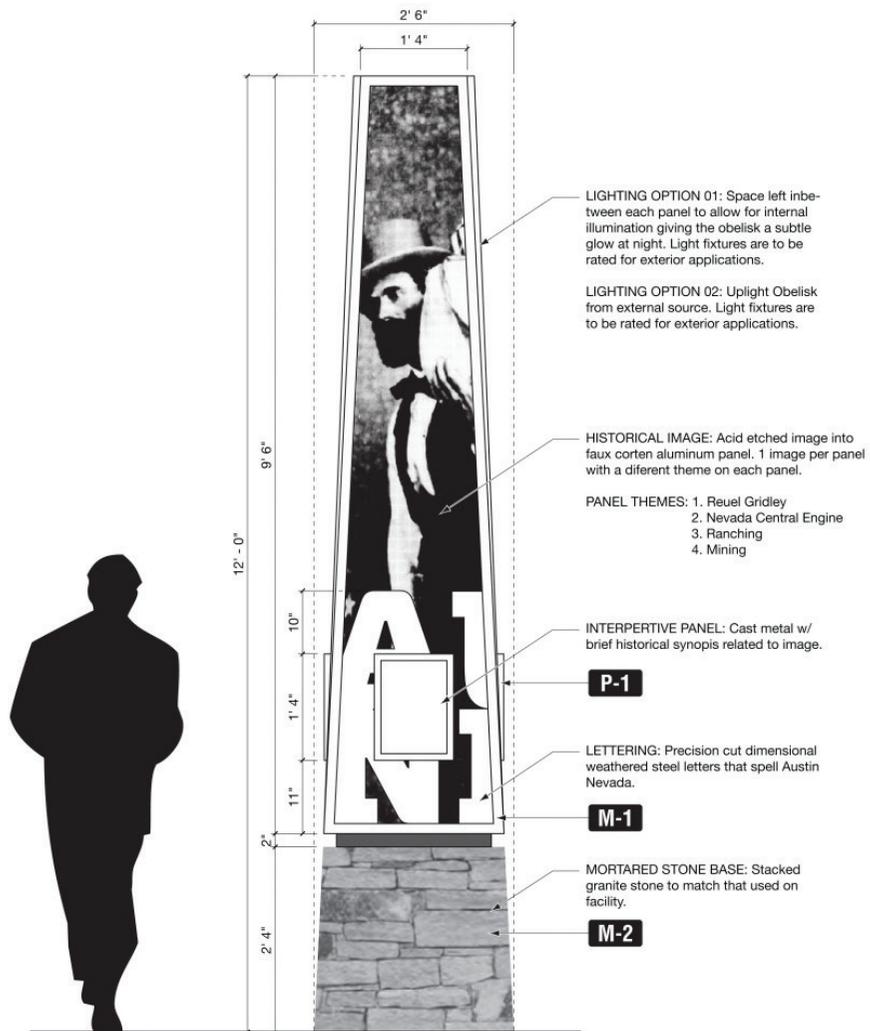
New picnic area

The architectural style of the restroom/ storage building designed by Pete Dubé is a contemporary adaptation of the late 1860s / 1870s historical commercial building architecture found along Main Street in its massing, scale, use of materials, and relationship to the site. The key design elements include a false front, metal canopy protruding over the sidewalk to protect pedestrians, and a simple gable metal roof with its ridge perpendicular to the street. Snowfall in Austin can be significant and the design intended to minimize pedestrian exposure to wet or snowy walking surfaces. The building surface is native stone veneer to emulate the hand-stacked granite stonework prominently used in the late nineteenth century. The façade on Main Street provides three 4'x6' historic images: Emma Nevada, Mules Relief and Pony Express each with text describing the importance of each subject in Austin history.

The concrete plaza space consists of four raised planters designed for shade trees and perennials, each with in-ground mounted uplights and electrical receptacles for additional holiday lighting, an elevated stage area also with power supplies and lighting for outdoor events and the community nativity scene as well as picnic tables and seating benches.

The design intent is to welcome visitors with plenty of Austin history and opportunities to relax, possibly from a long scenic drive on the historic Lincoln Highway across Nevada.

Cynthia Albright, AICP is a Senior Associate and Planning Manager at Stantec. She has worked at Stantec for 14 years on a wide range of planning and design projects. She managed these two Visitors Centers and their success is due in large part to talent of the team: Pete Dubé, The Dubé Group; Barb Santner, Ross Burdekin, Shawn English, Jim Pringle, Luke Barrett, Priyatosh Ray, and Trina Magoon, Stantec; Keller Hackbusch, Tom Federici, Ed Gansberg and Anne Laughlin, Dinter Engineering, Mella Harmon, formerly with Kautz Environmental, Juan Hernandez, Ray Luciani and Dean Morton, NDOT, and Gene Etcheverry, Lander County.



1 ELEVATION: Side 1 - Reuel Gridley
SCALE - 1" = 1'-0"

Pairing Scenario Planning and Economic Development in Southern Nevada

Andrew Powell

In 2011 the Southern Nevada Regional Planning Coalition (SNRPC), partnering with other regional entities, launched Southern Nevada Strong (SNS), a regional planning initiative funded through a grant from the Partnership for Sustainable Communities. The United States Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) created this partnership to allow communities to more effectively address their issues of greatest concern and achieve multiple outcomes through a single initiative. While seeking improvements in all six of HUD's "Livability Principles", SNS has identified as its foundation the need to more effectively connect jobs, housing, and transportation through regional collaboration and planning.

One of the key tasks required for the work plan by HUD is scenario planning, a method utilized to evaluate the potential impact of alternative future land use scenarios. Given the challenges created in the region by the Great Recession, SNS, along with the assistance of consultants from ECONorthwest and Fregonese Associates, has sought out a unique approach to the scenario planning process. The SNS methodology strives to use land use planning to support a macroeconomic recruitment and diversification strategy, as documented in the region's first Comprehensive Economic Development Strategy or CEDS. By working with the Las Vegas Global Economic Alliance (Southern Nevada's regional economic development authority), local government officials and land use planners, members of the private development community and community stakeholders at large, the resulting SNS plan will work to improve Southern Nevada's economic competitiveness and resilience. The plan will build a foundation for long term economic success and better position Southern Nevada to attract and retain the types of businesses and workers identified by the CEDS.

The first step in the scenario planning process is to establish a baseline scenario, upon which any alternative scenario visions can be compared and contrasted. SNS collaborators compiled and reviewed many contributing factors in order to create the baseline scenario including: recent development trends, all existing local planning documents and, local population and employment forecasts. Through this work, a baseline forecast has been developed showing what Southern Nevada might look like in 2035 if no changes to existing conditions, policies or trends are made. This baseline scenario was created utilizing the Envision Tomorrow suite of planning tools. This tool is an extension available on an open source basis for use in conjunction with ArcGIS, a commonly utilized Geographic Information Systems software tool. Lessons learned through the scenario planning process have the potential to influence many land use planning projects including: local area plans, comprehensive plan updates and transportation planning exercises. The Envision Tomorrow tools are currently being implemented locally through regional partner jurisdictions.

A preferred scenario identifying more desirable development patterns will be compared to the baseline scenario through a series of indicators. Through this process, the potential impacts of implementing the SNS plan priorities can be assessed. A regionally produced forecast indicates that 865,000 new residents and 550,000 new jobs are expected to be added to the Southern Nevada Region by 2035. Under the baseline conditions, over 67,000 acres of new development would be needed to accommodate this growth. Local future land use plans indicate that the amount of industrial land currently set aside will not meet the forecasted need. While some of this shortage may be offset by the apparent oversupply of commercial land, the baseline scenario projected significant industrial development outside of the Las Vegas Valley. Without changes to development patterns, current conditions imply the need for an additional 1,466 miles of roadways by 2035, with an estimated cost of \$7.1 billion. In the baseline scenario the majority of new housing construction is of the single family variety, with 60% forecasted to be traditional single family, 11% of the townhome variety, and 29% multi-family. The final indicators used to compare the baseline and preferred scenario may also include: acres of infill, acres of redevelopment, cost of new infrastructure, jobs-to-housing ratio, park acres per capita, housing density and water consumption.

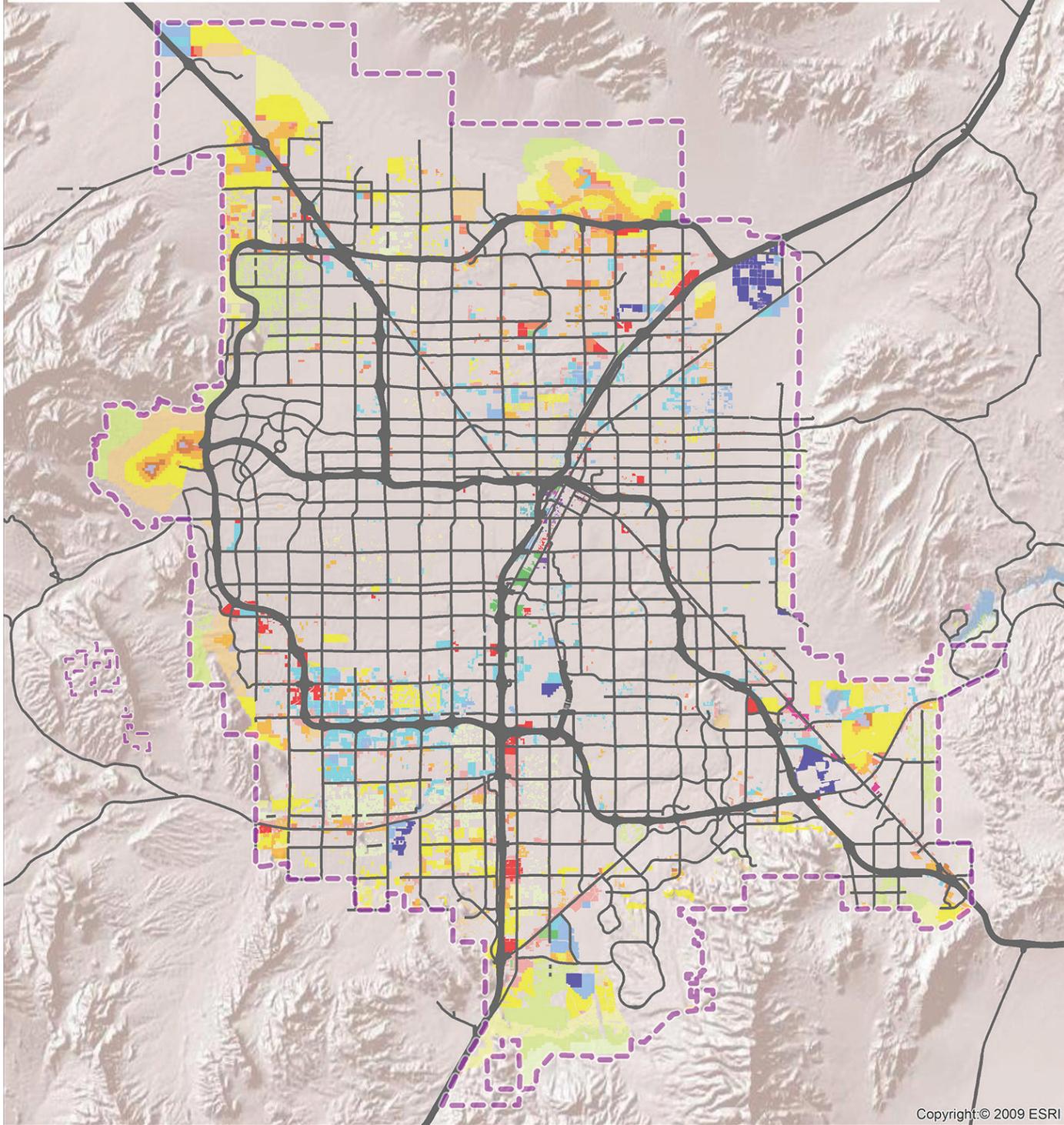
Southern Nevada Strong has conducted a great deal of both qualitative and quantitative research regarding the type of placemaking necessary to attract the types of companies and workers needed to accommodate the economic development strategy. This research informed the preferred scenario development; in order to expand the following industries – Health Care and Life Sciences, Business and IT Ecosystems and Global Finance and Banking – as identified by the CEDS, changes to development patterns are necessary. Compared to the national average, Southern Nevada has low employment in these three industries. If Southern Nevada were able to increase employment in these industries to simply meet national averages by 2035, then 200,000 new jobs would be created in Health Care, IT and Banking. In addition to the clusters outlined in the CEDS, SNS has identified the broader category of Small Business and Entrepreneurship as essential to the growth and diversification of the Southern Nevada Economy.

Some of the key findings from this research were an increased demand for vibrant mixed-use commercial areas, a variety of housing types, multi-modal access to employment centers, cultural amenities, open spaces/parks and social gathering places. In addition, quality K-12 and higher education were identified as being important in creating, attracting and retaining the workforce needed for these industries. These findings reinforce much of what SNS outreach efforts have identified. The preferred scenario themes will be illustrative of both the industry research and the input provided by the community stakeholders.

With the baseline scenario work complete, development of a draft preferred scenario is underway. This preferred scenario incorporates both the input from the stakeholders and the preferences of the targeted workforce and industries identified by the CEDS. It also incorporates findings from extensive public outreach efforts. There will be marked differences between the preferred scenario and the baseline scenario. With this in mind, the two scenarios will be compared, using many of the aforementioned indicators. The differences and implications of these two scenarios will then be presented to the stakeholders in late 2013. Input from this stakeholder outreach will be used to refine the preferred scenario before it is incorporated into the larger SNS regional plan.

Baseline Scenario

Development Types	Town Neighborhood	Master Planned Community	Office District	Neighborhood Resort / Casino District
City Center	Small Downtown	Single Family Neighborhood	Suburban Office Park	Industrial and Warehousing
City Residential	Neighborhood Center	Suburban Residential	Regional Retail	Heavy Industrial
Mixed-Use Corridor	Compact Neighborhood	Large Lot Residential	Arterial Commercial	
Town Center	Suburban Multifamily	Rural Residential	Major Resort / Casino District	



This scenario planning work, coupled with extensive research and community outreach efforts, will help steer the conversation about building a foundation for economic success and community livelihood in Southern Nevada.

For more information about this project or Southern Nevada Strong, visit www.southernnevadastrong.org.

Andrew Powell is a Senior Planner and Demographer for the City of Henderson, Nevada. He has worked in local planning in Southern Nevada for the past ten years.



Making Connections

Kelli Seals

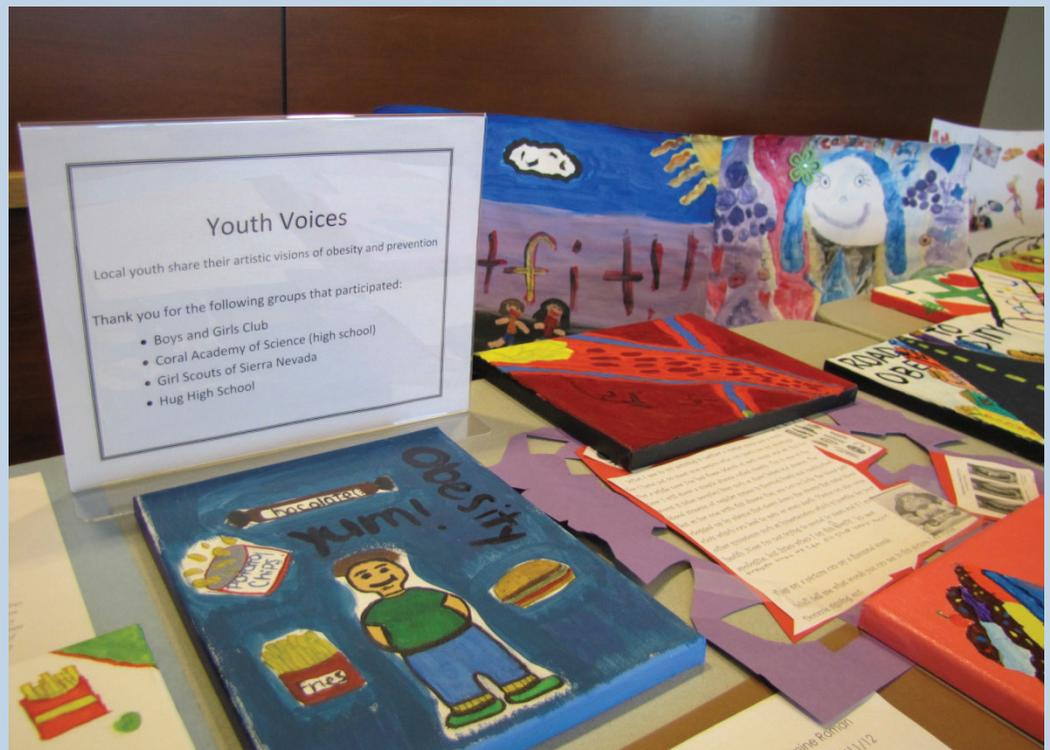
A community's land development patterns, transportation options and community design has a large impact on the health of its residents, particularly in terms of levels of physical activity and access to nutritious foods. Good health is not only important for the individual, it is also critical for economic sustainability, increasing workforce participation and productivity. Good health also slows the ongoing rise in medical care expenditures, which diverts resources from other State priorities such as education or investments in Nevada businesses.

Health is largely determined by the physical, social, economic, and service environments (like discrimination, income and gender) in which we live, learn, work, and play; which is collectively referred to as the "social determinants of health." While medical care is vitally important, it contributes only a small portion (10-15%) to our overall health and longevity. The social determinants of health have a far greater impact on how long and how well we live than medical care.

One way that Washoe County Health District works to educate the community about these types of impacts on people's health is through an annual education event called the Washoe County Obesity Forum (Obesity Forum). The goal of the Obesity Forum is to engage the community in positive changes to prevent and address obesity. The fifth annual Obesity Forum was held September 19, 2013 and included educators, health care providers, business owners and human resources staff, planners, child care providers, social workers, and other community members. For many years the Forum has highlighted the link between planning and health with topics such as The Physical Design of Communities and the Relationship to Obesity, Built Environments, and The Physical Activity and Food Environment for Children.



Booth at the Obesity Forum sharing information about the benefits of active transportation.



Artwork by local youth sharing their visions of obesity and prevention.

The benefits of including these types of topics are to raise awareness among the community about the importance of our built environment and community plans on our health. It also strengthens partnerships between planners and the community. Efforts to change health behaviors are most effective when they address the environments in which people make their daily choices. However, public health agencies alone cannot change these environments since responsibility for the determinants of health generally falls under the realms of housing, transportation, education, parks, criminal justice, and employment agencies, to name just a few. So, for public health agencies to improve the health of the population they must work collaboratively with the many government agencies, businesses, and community based organizations which are best positioned to create healthy communities.

An approach that has been used to address issues that have many facets and are not in the realm of any one organization or government is Health in All Policies, or HiAP. This approach recognizes that health and prevention are impacted by policies that are managed by non-health entities, and that policies that improve health will also help meet the policy objectives of other agencies and sectors. Planners play an important role in HiAP and the work they do can have significant health impacts.

Examples of social determinants of health impacted by planners:

- Food systems, including the development of healthy, sustainable local and regional food systems to support and enhance the overall public, social, ecological, and economic health of communities.
- Access to parks and recreation and promoting public, private, and nonprofit partnerships to create safe, well-designed parks, open spaces, and recreation areas.
- Mixed use development, including promoting pedestrian and bicycle friendly environments.
- School siting, design and policies, which influences students travel behavior, student health, parent involvement, community cohesion, transportation and food systems, and the open space and recreational amenities of a community.
- Health impact assessments, which can identify the differential health impacts of proposed and implemented projects, policies, and programs. Health impact assessments can be used to integrate health into the decision-making process and improve communication between health, planning and policy stakeholders.

In addition to the Obesity Forum, Washoe County Health District Chronic Disease Prevention program has worked on several projects within the community, including planners.

These projects are:

- Development of Nevada's first Food Policy Council is a volunteer public/private partnership to bring together representation from all sectors of the food system for collaboration and promotion of access to healthy foods.
- Serve on the agency work group for the development of RTC's 2035 Regional Transportation Plan (RTP), which defines the long-range planning policies and priorities for the community's future transportation system. It is the region's blueprint to maintaining access, mobility and clean air for our community and a key tool for preserving our quality-of-life including short, safe commutes, a vibrant economy, and clear, blue skies.
- Review of Washoe County codes and how they address food have been conducted by Washoe County Community Development and supported by the Washoe County Health District's ACHIEVE (Action Communities for Health, Innovation and Environmental change) efforts. Through ACHIEVE, Washoe County assessed the community's needs and its readiness for policy, systems and environmental change. As part of taking action on the findings to make changes in the community, Community Development conducted a comprehensive review of the Development Code and identified regulatory barriers that either discourage or prohibit local food production and distribution. Amendments to the code as well as eliminating barriers will be proposed as well as expanding the identification and removal of barriers in other community plans.

The Washoe County Health District is committed to community collaborations and working toward educating about and putting HiAP approaches into practice. For more information or to contact us to about the Obesity Forum and efforts in Washoe County related to chronic disease prevention visit the www.GetHealthWashoe.com website.

Kelly Seals is a Health Educator with the Washoe County Health District.

Pyramid Lake Paiute Tribe Awarded \$2.94 Million TIGER Grant

Johnnie M. Garcia

The Pyramid Lake Paiute Tribe is pleased to announce our selection to receive a \$2.94 million dollar Transportation Investment Generating Economic Recovery "TIGER" grant for construction of an access road and parking areas located approximately three miles north of Sutcliffe, Nevada at a popular recreational area.

The project PLIR 205(1) commonly known as Pelican Point Road includes road realignment and the construction of parking areas for visitors to Pyramid Lake. The site is currently used for both day use and overnight camping. The area has an existing boat ramp, an abandoned boat ramp and unimproved parking area. The adjacent beach is routinely used for camping and recreational vehicle parking.

Pelican Point Project improvements will be located adjacent to State Route 445 approximately three miles north of Sutcliffe, Nevada. The existing intersection with Pelican Point Road would be relocated approximately 800 feet south of the existing intersection. Improvements would include 0.3 miles of paved access road, paved parking for approximately 127 vehicle/trailer combinations, 40 day use sites with parking for 90 additional vehicles and an associated 2,400 feet of connector roadways. The project would include a new intersection design, easements, and rights-of-way along with the construction of secondary access roads, parking and day-use recreational facilities.

The project is on land administered by The Pyramid Lake Paiute Tribe (PLPT) a federally recognized Native American Tribe as organized under Section 16 of the Indian Reorganization Act. PLPT is the largest Native American reservation in the state of Nevada, both in size (475,000 acres) and Tribal population (1,355).

The project site is immediately adjacent to Pyramid Lake, a large terminal lake whose waters originate at Lake Tahoe and flow northeasterly as the Truckee River for 105 miles. The lake covers approximately 112,000 acres and approximately 26 miles long and 11 miles wide.

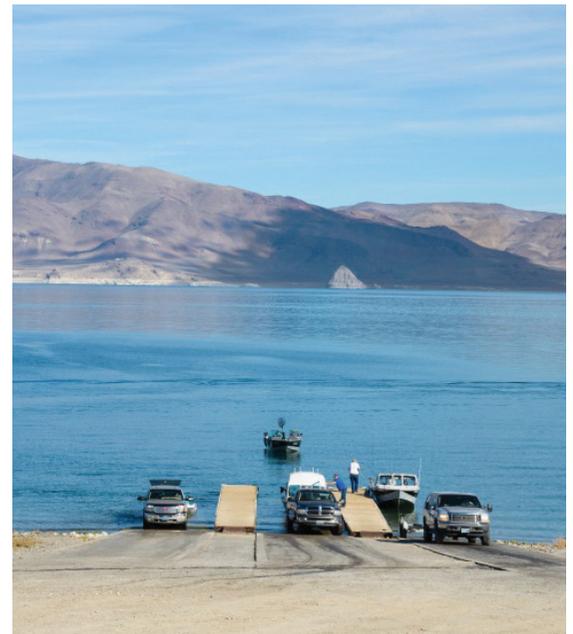
Pyramid Lake National Scenic Byway

Portions of State Routes 445, 446, and 447 on the Pyramid Lake Reservation are designated as a National Scenic Byway. The Pelican Point Beach at SR445 is part of The National Scenic Byways Program.

The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archaeological, cultural, historic, natural, recreational and scenic qualities. The Pyramid Lake route was designated as a Scenic Byway in September, 1996.

Planning

In March 2011, The Tribal Council approved a resolution from the Tribal Planning Department to adopt a formal Pyramid Lake Economic Development Plan. (Scott Carey 2010). The plan was developed through an extensive planning process that started in June of 2009 and is now used by Leadership to guide its decisions on future economic development.



Pelican Point Boat Dock

An Economic Development Fund was established to create long term profit making opportunities, to maximize employment opportunities and to establish a high quality recreation area at Pyramid Lake. In April 2012, the tribe was recognized by The State of Nevada and awarded the Donald E. Hunter "Excellence in Economic Development" Award.

The Pelican Point Project fulfills the vision and direction of economic development activities by creating an environmentally low-impact, paved, innovatively designed retention basin, and user-friendly access point, which provides adequate signage and safe intersections.

From The Pyramid Lake Tribe, Tribal Economic Development Plan:

GOAL 1.1: Establish a High Quality Recreation Area at Pyramid Lake.

- Where appropriate, build new boat docks, pave roads and increase access to Pyramid Lake.
- Develop a uniform signage program to guide and inform visitors about Pyramid Lake.
- Create partnerships with Federal, State, Local and non-profit agencies to promote and enhance recreational and ecotourism opportunities at Pyramid Lake.
- Development near Pyramid Lake or the Truckee River shall be of high quality and low impact to the environment.
- Develop an environmental design standards manual to facilitate low impact development in areas near Pyramid Lake and the Truckee River.

Long Range Transportation Plan

In order to be funded by federal sources, Bureau of Indian Affairs (BIA) requires that tribal projects are part of an adopted Long Range Transportation Plan (LRTP). The LRTP is the result of a transportation planning process with a 20-year time horizon.

In 2011, Lumos & Associates Inc. produced a Long Range (20-Year) Transportation Planning Study for PLPT. The study also included an analysis of the condition of existing roads. A Transportation Improvement Projects Priority List was created for use in the PLPT Transportation Improvement Plan (TIP).

Resolution PL 42-11, adopted on May 6, 2011, by the Pyramid Lake Tribal Council approved Pelican Point Access road as the number two project on the Tribal priority roads projects.

1. (0035-010) Wadsworth By-pass
2. (0205-010) Pelican Point Access

Project Planning and Preconstruction Services In December 2010, Summit Engineering Corporation was selected by the Tribe to draft Plans, Specifications and Estimates for this project in preparation for future funding opportunities. Summit Engineering worked with the Tribe and the BIA Transportation Department, Western Regional Office who provided review and approval.

The design project including Environmental Studies, Archaeological Survey, Land Surveying, Civil Design, Geotechnical Investigation and Hydrology and has been completed by Summit with final review and approval by Federal Highway Administration Staff remaining.

The Tribe is fortunate to have received the TIGER grant and would like to thank everyone who was involved in the planning process. We would not have been able to achieve this level of success without the support of our own Tribal Council, (past and present), our Tribal Administration, (past and present), Bureau of Indian Affairs-Transportation Department, Federal Highway Administration and Congressional Support. After our initial meeting with Federal Highway Administration staff who are administering the TIGER grant, we are optimistic that this project will be constructed in the summer of 2014.

Johnnie M. Garcia has been a Transportation Planner with the Pyramid Lake Paiute Tribe since 2009 and played an instrumental role in providing information for the TIGER grant application.

Livability and the I-80 Corridor System Master Plan: Part One

Kristine Absher and Dr. Perry Gross, PhD

The United States Interstate Highway System is an international marvel. The system provides the backbone infrastructure for the entire nation. Often these Interstates, such as the I-80, parallel traditional railroad corridors and serve as vital links for commerce. Moreover, these corridors are integral elements for the communities – both big and small – they pass through. Thus, it is imperative to understand the complex and interconnected economic, social, and cultural elements found throughout these vital corridors. This discussion describes both how the I-80 Corridor System Master Plan (CSMP) Study stakeholder network is gaining understanding about corridor communities, but also the implications of livability for the future.

The I-80 Corridor System Master Plan (CSMP) Study is a partnership to provide mobility and transportation solutions throughout the I-80 corridor, now and well into the future. The corridor includes partner states California, Nevada, Utah, and Wyoming and extends from San Francisco, California to Cheyenne, Wyoming.

The goal for the study is to identify a consensus-based list of early action strategies based on existing planning information. Stakeholders are working to articulate an agreed-upon vision for the future vitality of corridor communities and the transportation system that will achieve that envisioned future. Ultimately, this effort will include establishing the ongoing network necessary for implementing and adapting those strategies.

In order to develop the initiatives embodied in the CSMP, the study is organized into task forces. The task forces bring together stakeholders with similar interests across the states into five groups: Partner States, Planning, Technical, Operational, and Implementation. Each task force will collaborate internally and with the other task forces to accomplish four main tasks: fact finding, evaluation and identification of long-term infrastructure and multimodal needs, initiatives to meet identified needs, and strategies for implementation. Undoubtedly, this will include ideas that can be implemented quickly.

The strength of this multi-state dialogue lies with the focused discussion occurring in the working groups. Diverse groups of stakeholders are exploring multiple dimensions of the I-80 corridor communities and the implications these different dimensions imply for supporting infrastructure. Topics under discussion include: energy infrastructure, freight and logistics, mobility, rural planning, safety, tourism, and wildlife crossings, to name a few. The products produced within these working groups provide the basis for the broader work undertaken by the stakeholder network task forces.

The exploration of the I-80 corridor emanates from the six guiding principles embraced by the Federal Partnership for Sustainable Communities, an inter-agency partnership between the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). Ultimately many of the ideas from the CSMP will focus on transportation, and all ideas will be connected to the livability of corridor communities. The study will broadly collect all the existing information about the corridor from stakeholders through in-depth working group dialogues. The information will be combined to develop a “big picture” understanding of the corridor. This big picture understanding will include an analysis of existing plans based on how well they address the livability principles.

Based on this analysis, strategies will be identified for enhancing corridor communities.

As stated on the Sustainable Communities website www.sustainablecommunities.gov, the six livability principles are:

- Coordinate and leverage federal policies and investment.
 - Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- Promote equitable, affordable housing.
 - Expand location – and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- Enhance economic competitiveness.
 - Improve economic competitiveness through reliable and timely access to employment centers, education opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- Support existing communities.
 - Target federal funding toward existing communities – through strategies like transit-oriented, mixed-use development and land recycling – to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- Value communities and neighborhoods.
 - Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods – rural, urban, or suburban communities and neighborhoods.
- Provide more transportation choices.
 - Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

The language of the livability principles can be interpreted differently by our diverse network of stakeholders. This is likely because many members have been principally focused on transportation. Many of the ideas captured in the six livability principles have been identified by a wide range of professions. For example, public health professionals advocate for healthier communities that allow for more activity for community members.

Many economists recognize the economic benefits of diverse neighborhoods that provide a balance of jobs and housing. And finally, sociologists report the benefits of neighborhood pride in community attractiveness and lower crime rates.

Public policy professionals acknowledge that an overall shift of revenue resources from existing communities to new communities is taking place regardless of programs to address this shift. Regional policy professionals continue researching the effects of “fiscalized land use” for regional economic vitality. More specifically, land use decisions that are typically made to maximize local revenue generation occur often to the detriment of other communities.

Since many planning issues in today's society are complex and interrelated, the federal government's focus on coordination and collaboration has resulted in the development of strategies to address these issues, such as the six livability principles.

Initial efforts to identify livability language in existing planning documents throughout the I-80 corridor were met with little success. In response, the study team developed a self-assessment tool to encourage state, regional, and local agencies, and other stakeholders to take a new look at I-80 corridor communities. This fresh look is intended to help them identify areas where they can direct their efforts in making these communities more livable. This “reflective practice” is being introduced into the working group dialogues to familiarize members of the stakeholder network with the potential benefits of viewing their personal, organizational, and community practices with a more well-rounded perspective. A future article will discuss the findings of this livability self-assessment. Addressing livability is increasingly important for communities to understand and apply for competitive grant funding for initiatives benefiting the communities along the corridor.

Organizing a study across four states and with more than 250 stakeholder representatives comes with a few coordination challenges. To overcome these challenges we have established an online platform www.i80vision.org to serve as a forum for stakeholder interaction and dialogue. Multiple types of virtual meetings are used to involve communities across four states, and social media engagement strategies – including weekly podcast updates – are being implemented to keep participants energized and engaged without face-to-face meetings.

The I-80 CSMP Study is ongoing, and we invite all interested parties to get involved regardless of location. From experience we know great insights and ideas have no boundaries. Several members of our working groups do not live on the corridor. These members value the conversations and innovative ideas for the corridor and the possible application for their own situations. Ultimately, the members of the I-80 stakeholder network understand the potential of livability principles, open and collaborative dialogue, the relationships being forged, and the bright future for the I-80 corridor communities.

Kristine Absher is the manager for the public affairs group with Atkins. She has 22 years experience of public policy and public affairs throughout Nevada and the southwest. From major public works projects, to community planning efforts and grassroots outreach, Ms. Absher has managed numerous multi-disciplinary Nevada and U.S. initiatives. She is an advisor, analyst, and facilitator who values creating modern techniques to engage audiences and involve neighbors in their communities.

Dr. Perry Gross, PhD is an AICP-certified planner and Principle Analyst/Planner with Atkins. He has 26 years of public policy and administration, planning, and collaboration experience at the local, state, and national level. Dr. Gross has a Certificate in Collaborative Governance from the Center for Collaborative Policy at California State University, Sacramento, CA. His practice and research interests include livability, sustainability, complete streets implementation, collaborative governance, gender equity, and future studies among other issues.

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