



Community Impact Assessment



LEMMON DRIVE
PROJECT

Washoe Regional Transportation Commission &
Nevada Department of Transportation

Lemmon Drive Traffic Improvements and Resiliency Project

September 2025

Acronyms and Abbreviations

RTC	Regional Transportation Commission
NDOT	Nevada Department of Transportation
FHWA	Federal Highway Administration
FEMA	Federal Emergency Management Agency
RRFB	Rectangular Rapid Flashing Beacon
ACS	American Community Survey
NCHRP	National Cooperative Highway Research Program
HUD	U.S Department of Housing and Development
CDP	Census Designated Place
BLM	Bureau of Land Management
ROW	Right of Way

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1.0 Introduction

1.1 Project Overview

The Regional Transportation Commission of Washoe County (RTC Washoe), in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) are proposing improvements to Lemmon Drive in the City of Reno, Washoe County, Nevada. The Lemmon Drive Traffic Improvements and Resiliency Project involves realigning Lemmon Drive to reconstruct a safer and more resilient roadway between Fleetwood Drive and Ramsey Way. The project proposes to realign Lemmon Drive to the west on an existing berm, elevating the roadway to mitigate flooding impacts. The project also includes the reconstruction of a multi-use path within the project limits and the construction of a new path connecting Lemmon Drive to Lemmon Valley Elementary School. Additionally, the project would eliminate residential driveway connections to a regional road, implement required earthwork balancing to avoid altering the base flood elevation, and stormwater improvements, including the construction of retention and equalization basins. These comprehensive measures collectively enhance safety, connectivity, and transportation resiliency in Lemmon Valley.

The purpose of this report is to consider how this project would affect the people, businesses, neighborhoods, communities, and social and economic characteristics of the study area. It describes the relevant existing conditions within the area; potential impacts of the project on the community and its neighborhoods; and potential measures to avoid, minimize, or mitigate adverse impacts of the project. This report identifies land use changes, social effects, property acquisitions, and economic changes.

On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 14096 – Revitalizing Our Nation’s Commitment to Environmental Justice for All (April 21, 2023). Subsequently on January 21, 2025, President Trump signed E.O. 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994). On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ’s National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, all federal environmental justice requirements are revoked and no longer apply to the federal environmental review process. FHWA, FTA and FRA’s Joint NEPA regulations (23 CFR part 771) and the agencies Interim Final Guidance on “Section 139 Environmental Review Process: Efficient Environmental Reviews for Project Decisionmaking and One Federal Decision” (12/17/2024) do not require an environmental justice analysis. Accordingly, no analysis of environmental justice is included in the Lemmon Drive Traffic Improvements and Resiliency Project Environmental Assessment. Any purported environmental justice impacts were not considered in the federal decision. Social, economic, and community impacts will continue to be disclosed where applicable in accordance with 23 CFR 771.

1.2 Purpose and Need of the Project

Why is the Project Needed?

In 2017, Lemmon Drive was overtopped by floodwaters and faced emergency closures and an extensive mitigation response which disrupted the community’s access highlighting the need for a more resilient roadway. Washoe County has limited financial and human resources to continuously provide flood mitigation for Lemmon Drive and private property. The total cost for maintenance, HESCO barrier placement, and continuous pumping for the 2017-2019 flood event was \$11.6 million (Washoe County, 2022).

In addition, multimodal enhancements were identified as a community need in the RTC’s North Valleys Regional Transportation Study.

What is the Purpose of the Project?

The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during a 100-year flood event and provide safe access for all multi-modal users.

1.3 Proposed Action and Alternatives

Build Alternative

The Build Alternative would reconstruct and raise the profile of the existing roadway from Fleetwood Drive to Palace Drive along the existing alignment. The section of roadway would provide two through lanes in each direction with a raised median. Dedicated left- and right-turn lanes would be provided at the intersections of Fleetwood Drive, Patrician Drive, and Palace Drive. See **Figure 1**.

As the roadway extends to the north it would transition to provide one lane in each direction with a raised center median. In the northbound direction, dedicated right turn pockets would be provided at Arkansas Street, Chickadee Drive, Arizona Street, and Oregon Drive. Just north of Deodar Way the roadway alignment would shift west of the existing roadway. This realigned segment of roadway would run along the east side of an existing berm allowing the roadway to be constructed above the existing Federal Emergency Management Agency (FEMA) 100-year flood elevation. Arkansas Street, Chickadee Drive, and Arizona Street would be extended to tie into the new, realigned roadway. Near Oregon Drive the roadway alignment would tie into the existing roadway alignment with full reconstruction extending to Ramsey Way.

The Build Alternative would also involve modifications to cross-street direct access realigned Lemmon Drive at Nectar Street, Tupelo Street, Waterash Street, Idaho Street, Pompe Way, and Dillon Way. Pompe Way and Dillon Way would be connected via a new frontage road which provides access to Lemmon Drive at Ramsey Way. Idaho Street and Waterash Street would utilize rehabilitated existing Lemmon Drive as local frontage road access to Arizona Street or Chickadee Drive which would then provide access to the realigned Lemmon Drive. A new connection from the Matterhorn Drive and Tupelo Street intersection to Chickadee Drive would provide access to the realigned Lemmon Drive also.

In addition to roadway improvements, substantial drainage improvements would also be constructed under the Build Alternative. Key drainage features would include rehabilitation of the existing drainage channel from Fleetwood Drive to Palace Drive. Equalization culverts would be constructed to replicate existing drainage between the east and west side of the existing berm during higher Swan Lake water elevations. These equalization culverts would be located at existing breaks in the berm north of Deodar Way and near Idaho Street. Volumetric mitigation basins would also be constructed between the new, realigned Lemmon Drive and existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards of basin excavation for every one 1 cubic yard of embankment placed within the FEMA 100-year floodplain.

Additional items to be constructed with the Build Alternative include a 10-foot shared use path along the reconstructed and realigned Lemmon Drive roadway, intersection lighting, signing, striping, and reconstruction of the Patrician Drive rectangular rapid flashing beacon (RRFB). Additional pedestrian enhancements would be constructed from Lemmon Drive to the Lemmon Valley Elementary School along Patrician Drive.

No Build Alternative

The No Build Alternative would not construct any improvements to Lemmon Drive and only routine maintenance would continue. Lemmon Drive would remain below the 100-year floodplain. The No Build Alternative would eliminate the costs associated with construction of the project but would not meet the project's purpose and need.

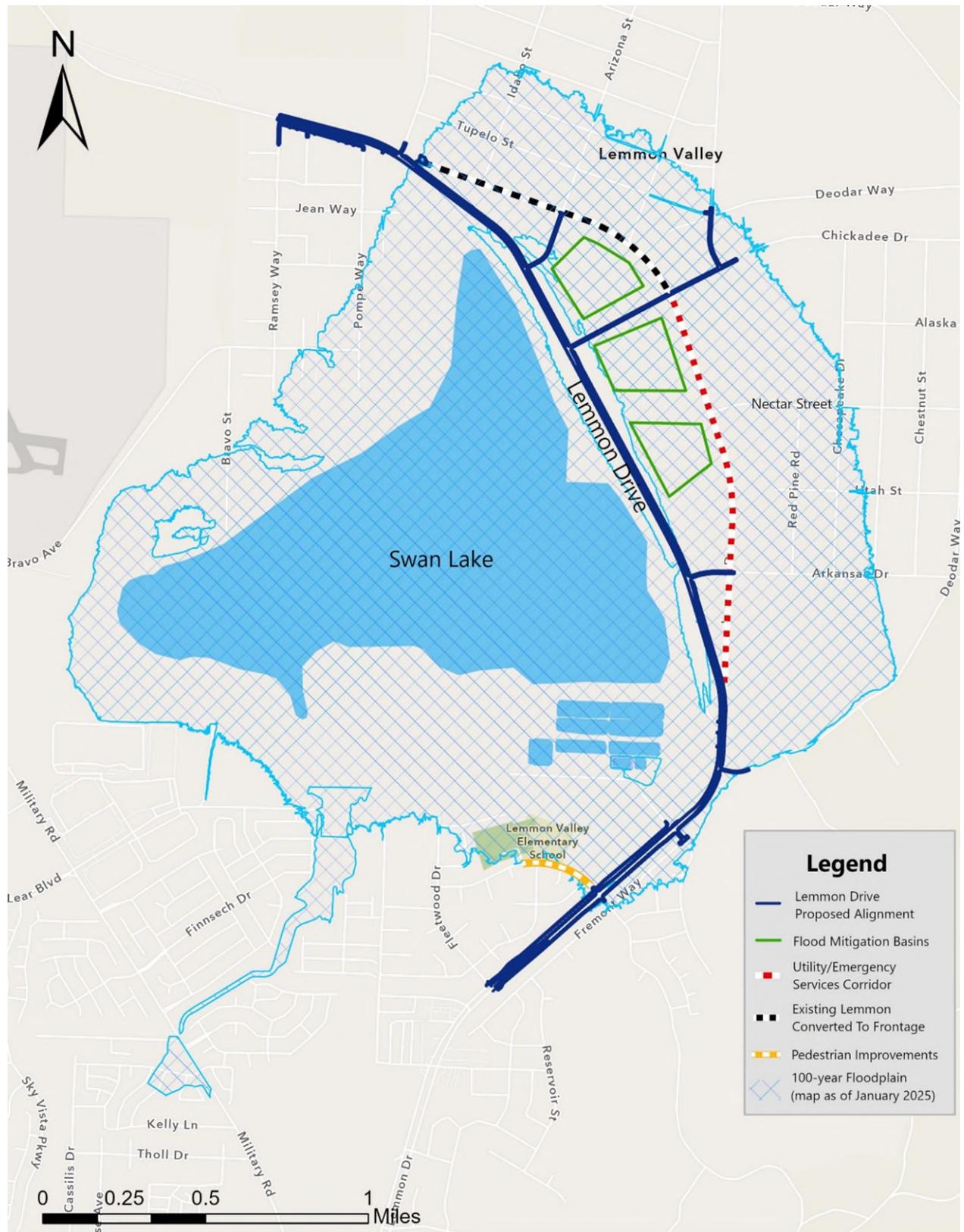


Figure 1. Lemmon Drive Build Alternative

2.0 Methodology

2.1 Demographics and Socioeconomic Conditions

RTC and NDOT used the U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates (2018-2022) to characterize existing demographic conditions. Economic data presented in this report are for the Lemmon Valley Census Designated Place (CDP), Washoe County, and the State of Nevada.

2.1.1 Residences and Businesses

RTC and NDOT overlaid the preliminary design of the Build Alternative on parcel maps to determine the effects on businesses and residences, including property acquisition needs, displacement of residents and businesses, and changes in access.

2.1.2 Community Resources

Community buildings include recreation areas, schools, government buildings, and fire and rescue stations. Community buildings that could be affected by the Build Alternative were identified using Washoe County Assessor records, Washoe County Parks and Recreation webpages and master plans, and aerial imagery. RTC and NDOT overlaid the preliminary design of the Build Alternative on parcel maps to determine the effects on community resources, including property acquisition needs, displacement of community buildings, and changes in access.

2.1.3 Local and Regional Planning Compatibility

RTC and NDOT reviewed local and regional land use and comprehensive plans to determine compatibility of the project with local and regional planning goals.

2.1.4 Community Character and Cohesion

Community or social cohesion is the degree to which residents have a sense of belonging to their neighborhood (Caltrans 2011). Cohesion can involve a sense of closeness among residents and a sense of being safe in one's neighborhood (NCHRP 2001). It stems from social interactions, such as participating in community social events or neighborly exchanges on the street, and it is strengthened by connections to places of worship, schools, and other community buildings, which provide opportunities for residents to gather and interact. It can vary from street to street and vary over time depending on how well neighbors know each other, whether they have relatives in the area, how frequently people move in and out of an area, and the level of crime. RTC and NDOT reviewed local land use plans to understand geographic areas and neighborhoods to identify communities and neighborhoods within the study area. To assess community cohesion impacts, the project team considered the loss of community resources and other qualitative impacts associated with the temporary construction and long-term operation of the Build Alternative.

3.0 Existing Conditions

3.1 Socioeconomic

The following sections provide information on the population and demographic characteristics for the study area, Lemmon Valley, Washoe County, and the State of Nevada. Census tracts and block groups are shown in **Figure 2**. According to 2020 Census Data, there are 5,221 people within the demographic study area. The total population for Washoe County is 486,492.



Figure 2. Census Tracts

3.1.1 Population

Northern Nevada experienced rapid population growth between 2010 and 2020, with growth rates between 15 and 17%. Lemmon Valley also experienced some population growth in the same period, but at a much lower rate of 4% (**Table 1**).

Table 1. Regional Population

Area	2010 Population	2020 Population	Percent Growth
Lemmon Valley CDP	5,040	5,221	4 %
City of Reno	225,221	264,165	17%
Washoe County	421,407	486,492	15%
Nevada	2,700,551	3,104,614	15%

Source: Census Bureau 2020, 2010 DEC Redistricting Data (PL 94-171)

3.1.2 Housing Characteristics

Table 2. Housing Characteristics

Characteristic	Nevada	Washoe County	City of Reno	Census Tract 26.11	Census Tract 26.18
Total Housing Units	1,288,357	208,480	106,663	1,937	2,443
Owner-Occupied	58.4%	58.6%	47.7%	64.1%	87.1%
Renter-Occupied	41.6%	41.4%	52.3%	35.9%	12.9%
Median Rent	\$1,382	\$1,401	\$967	\$1,279	\$1,552
Gross Rent is 30% or More Of Income	52.8%	49.7%	47.6%	41.7%	64.1%

Source: U.S. Census Bureau 2024 (ACS 5-year Estimate 2018-2022)

Table 3. Median Home Price

Area	June 2019 Median Price	June 2024 Median Price	Percent Increase 2019-2024
Nevada	\$305,203	\$430,333	41%
Washoe County	\$385,114	\$538,833	40%
City of Reno	\$372,456	\$532,885	43%
Lemmon Valley	\$303,777	\$439,572	45%

Source: Zillow 2024

3.1.3 Demographic Characteristics

Table 4. Demographic Characteristics

Characteristic	Nevada	Washoe County	City of Reno	Lemmon Valley CDP
Total Population	3,104,817	486,674	242,663	5,221
Population Under 18	22.2%	21.1%	21.6%	17.2%
Population 65 and Over	16.2%	16.9%	14.4%	19.3%
Median Age	38.5	38.6	35.6	43.1

Source: U.S. Census Bureau 2024 (ACS 5-Year Estimate 2018-2022), 2020: DEC Demographic and Housing Characteristics

3.1.4 Income

Table 5. Income

Characteristic	Nevada	Washoe County	City of Reno	Census Tract 26.11	Census Tract 26.18	Lemmon Valley CDP
Median Household Income	\$72,333	\$81,531	\$54,916	\$80,513	\$88,697	\$87,057

Source: U.S. Census Bureau 2024 (ACS 5-year Estimate 2018-2022)

Unemployment within the study area is consistent with the percentage of employment in Washoe County. Census Tract 26.11 is slightly higher at 5%, while Washoe County unemployment is 3.7%.

Table 6. Employment Status

Employment	Nevada	Washoe County	City of Reno	Census Tract 26.11	Census Tract 26.18	Lemmon Valley CDP
In Labor Force	63.7%	66.1%	67.7%	66.9%	65.0%	64.9%
Employed	59.0%	62.3%	63.6%	61.7%	61.5%	63.9%
Unemployed	4.4%	3.7%	4.0%	5.0%	3.2%	0.6%

Source: U.S. Census Bureau 2024 (ACS 5-year Estimate 2018-2022)

3.2 Land Use, Zoning, Parks, & Recreation

The Lemmon Valley area has a wide array of land uses and communities ranging from rural, industrial, and suburban. In the North Valleys area, the land is owned primarily by the Bureau of Land Management. This area is also characterized by its abundance of outdoor recreation activities, which requires accommodation for various types of uses and multimodal transportation. A goal for this area is to minimize impacts to the natural environment, particularly ones related to generation of light, air, and water pollution to maintain habitats for wildlife and keep land use development blended to accommodate and preserve the scenic nature of this area.

3.2.1 Land Use

A mix of land uses, including large and small lot residential, some higher density residential opportunities and some small-scale commercial properties characterize the Lemmon Valley Community (see **Figure 3**). In some areas of Lemmon Valley, mixed-use projects that include both residential and commercial uses may be appropriate. The Swan Lake wetlands area defines a large area of open space that is valued for its habitat, educational, open space, recreational and other components. Many residents in the Lemmon Valley area have horses, mules, fowl and other animals, and the existence of these animals for recreational, educational, and economic purposes is recognized as a significant contributor to the local character. Outdoor recreational opportunities are also an important component of the community, especially as they relate to equestrian trails and multi-use trails. The availability of water has limited growth in this area, but as water resources become available, growth will again begin to impact the local landscape.

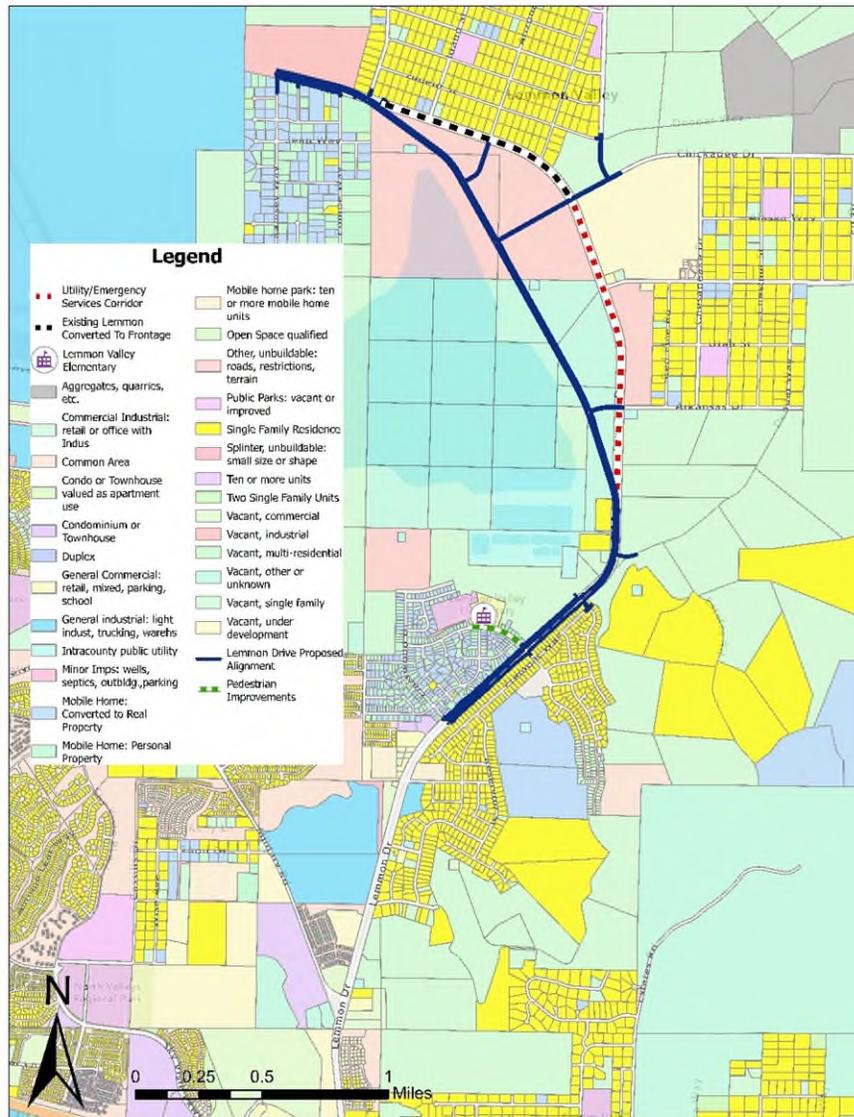


Figure 3. Land Use

3.2.2 Zoning

Zoning near Lemmon Drive is primarily single-family residential, low density suburban, parks, greenways, open space, and medium density suburban (see **Figure 4**). Most of this space is residential, with commercial/industrial going south as well as public facility zoning near the Lemmon Valley Elementary School.

For future development and land uses, the goal for this area is to create a mixed-use environment and facilitate redevelopment to create a more efficient and community-oriented land use pattern. Community services and a better job-housing balance are a priority for this area, especially focusing on multimodal use and pedestrian friendly features.

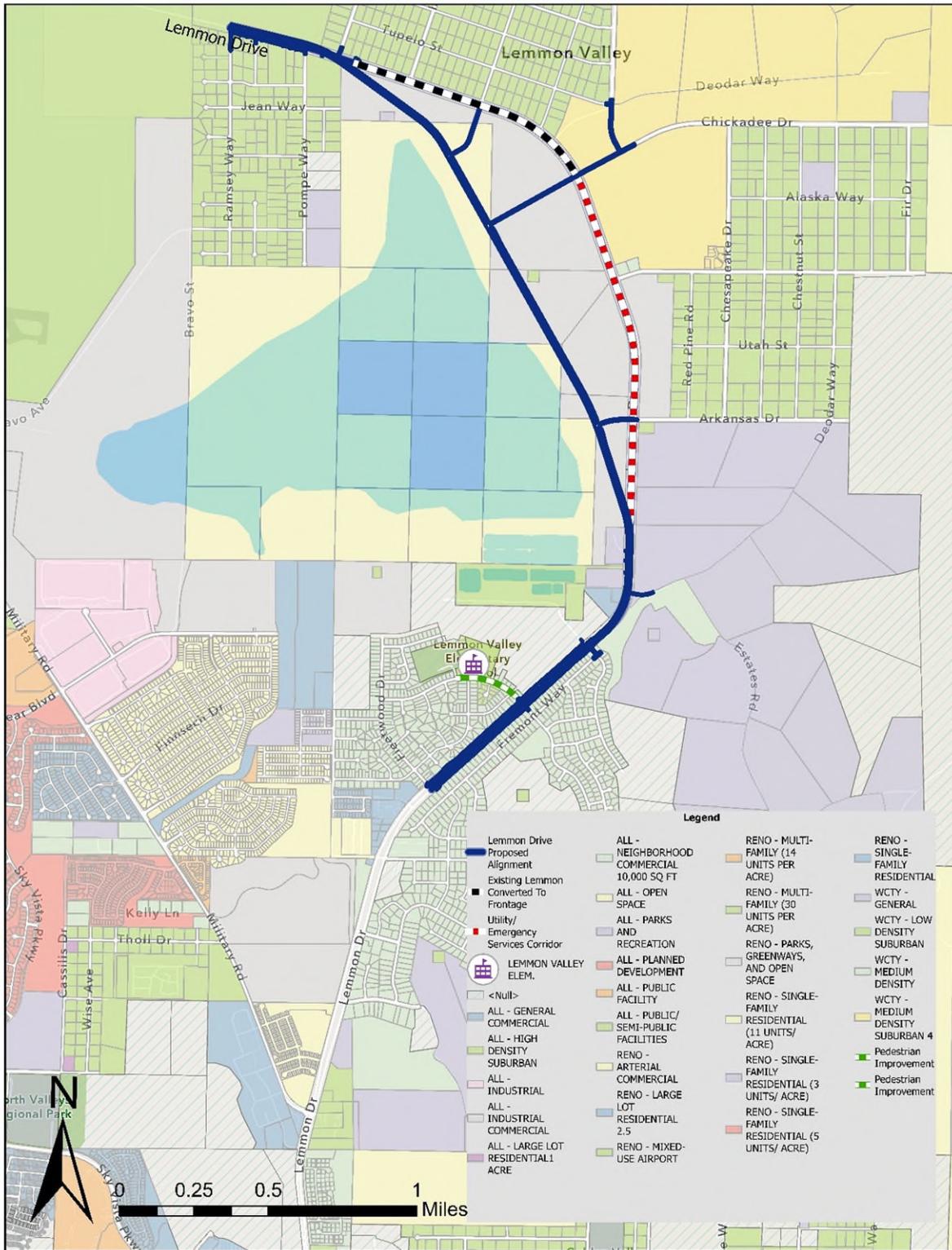


Figure 4. Zoning

3.2.3 Parks and Recreation

There are several parks and open space areas around the project area (see **Figure 5**). The Swan Lake Nature Study Area east of the Lemmon Drive is a playa/wetland system that provides nesting and migratory bird stopover. This parcel is owned and maintained by Washoe County. Most of Swan Lake is owned by BLM, however there are also parcels that are privately owned. There is a park and trail adjacent to Lemmon Valley Elementary School.

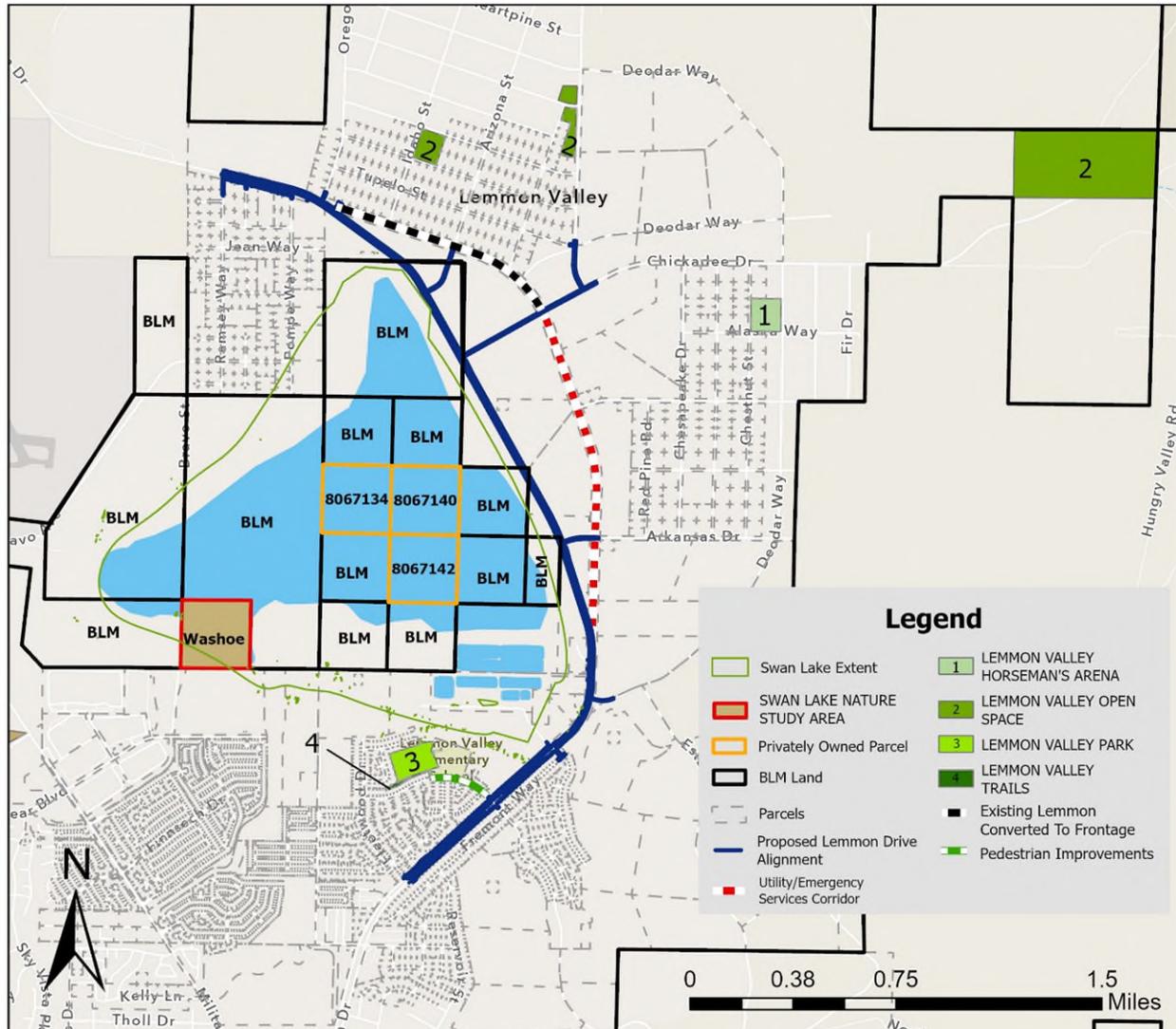


Figure 5. Parks and Recreational Facilities

3.2.4 Local and Regional Planning Compatibility

NDOT and RTC reviewed land use and comprehensive plans to determine the compatibility of the proposed project with planning goals. NDOT then assessed whether the project is compatible with existing land use planning activities. Table 7 summarizes the purpose of each plan that was reviewed.

Table 7. Local and Regional Land Use Plans

Plan	Plan Summary
<i>North Valleys Area Plan (Washoe County Community Services Department & Building Division 2020)</i>	The North Valleys Area Plan provides a vision to identify separate community character areas in the North Valleys region to preserve and maintain distinguishing characteristics of these areas as well as promote growth and development.
<i>Master Plan Land Use and Transportation Element (Washoe County Community Services Department & Building Division 2020)</i>	The purpose of the Land Use and Transportation Element is to set goals, policies, and action items that will shape communities throughout Washoe County through the year 2025.
<i>Washoe County Regional Parks & Open Space Master Plan (Washoe County Regional Parks and Open Space 2019)</i>	The Regional Open Space and Natural Resource Management Plan is Washoe County’s vision, direction, and commitment to action for the future of the region’s open spaces and natural resources throughout 2030.
<i>Reimagine Reno City of Reno Master Plan (City of Reno 2021)</i>	The Reimagine Reno City of Reno Master Plan aligns the values and ideas of the community with a range of plans, policies and initiatives in Reno and the wider region to facilitate growth, safety, opportunities, and effective governing.

4.0 Environmental Impacts

4.1 Socioeconomic Impacts

No Build Alternative

Under the No Build Alternative, no impacts to employment or the property tax base would occur. However, without improvements to Lemmon Drive, communities that rely on this roadway would experience deterioration in safety, traffic operations, and travel time reliability. Emergency response times could also be delayed in the event of flooding.

Build Alternative

Roadway realignment can affect the physical and social settings, community services, and other

factors that promote a sense of community among residents in the study area. The Build Alternative would not divide any neighborhoods or displace any businesses or residences.

4.2 Areas of New Right-of-Way

No Build Alternative

The No Build Alternative would not displace any businesses or residences. Access to and from businesses or residences using Lemmon Drive would remain the same as today. However, without improvements to Lemmon Drive, residents and businesses that rely on the roadway would experience deterioration in safety, traffic operations, and travel time reliability.

Build Alternative

The Build Alternative would not displace any businesses or residences. The Build Alternative would require partial property acquisitions that would not result in any displacements. See **Figure 6** and **Table 8**.

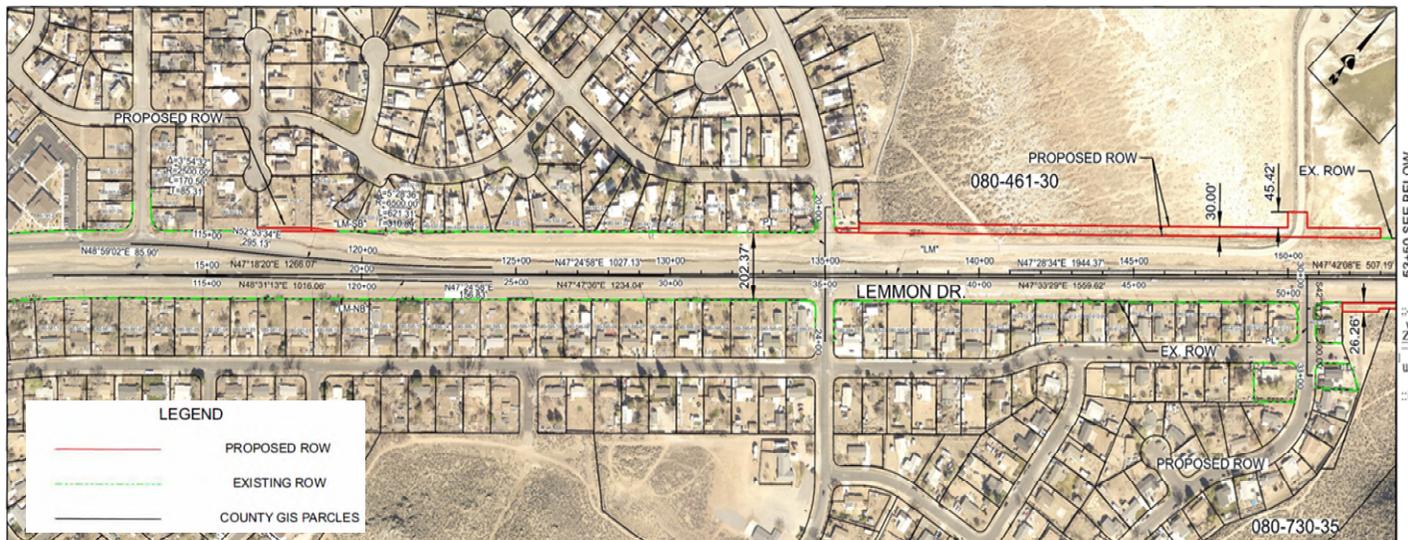


Figure 6a. Areas of New Right-of-Way

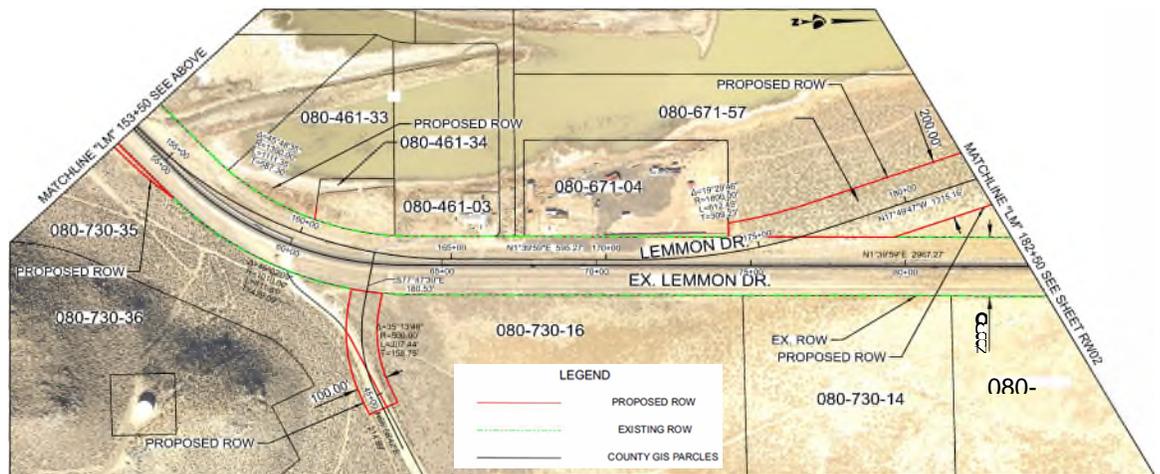


Figure 7b. Areas of New Right-of-Way

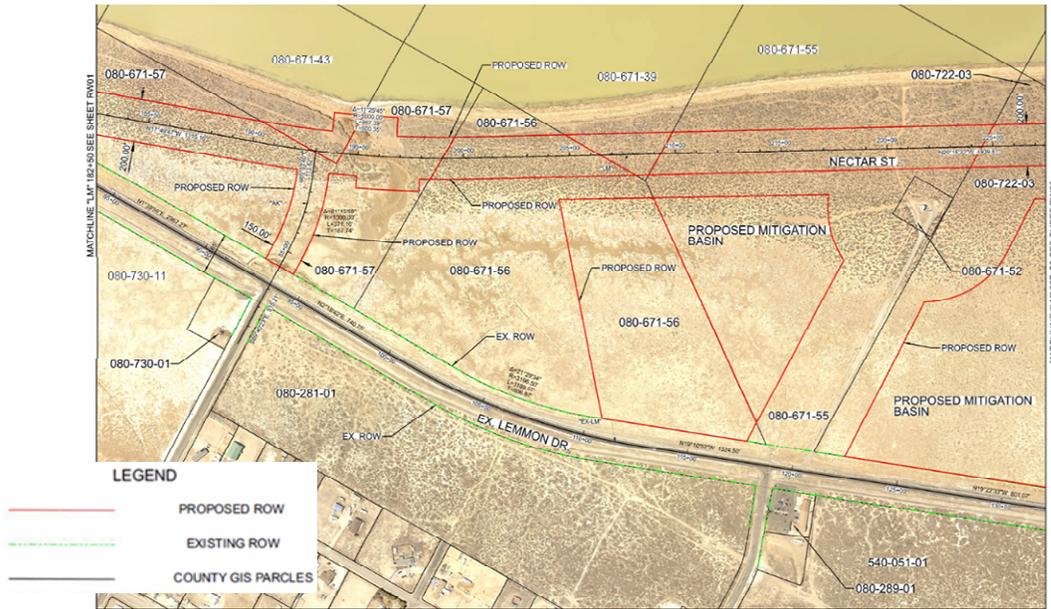


Figure 8c. Areas of New Right-of-Way

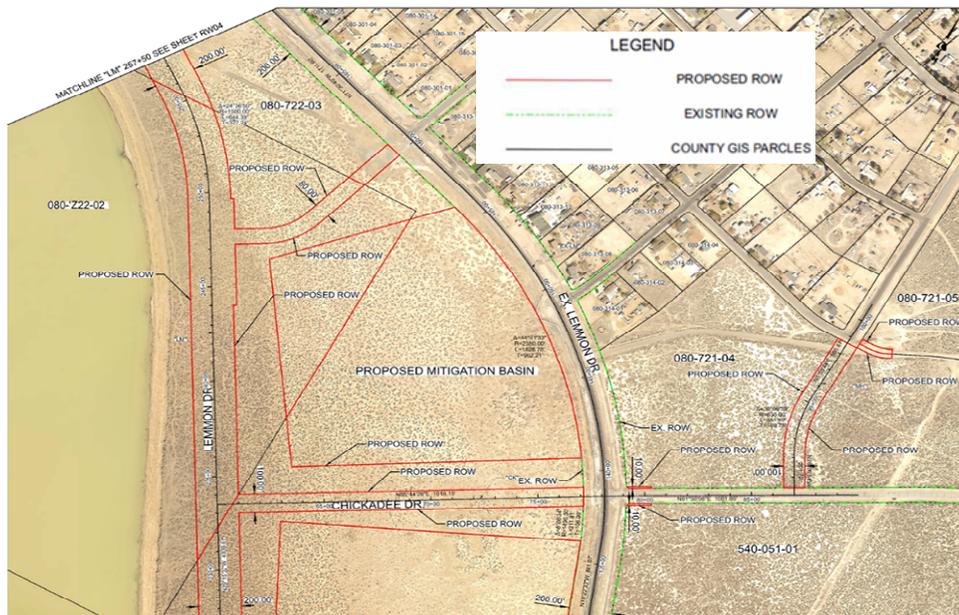


Figure 9d Areas of New Right-of-Way

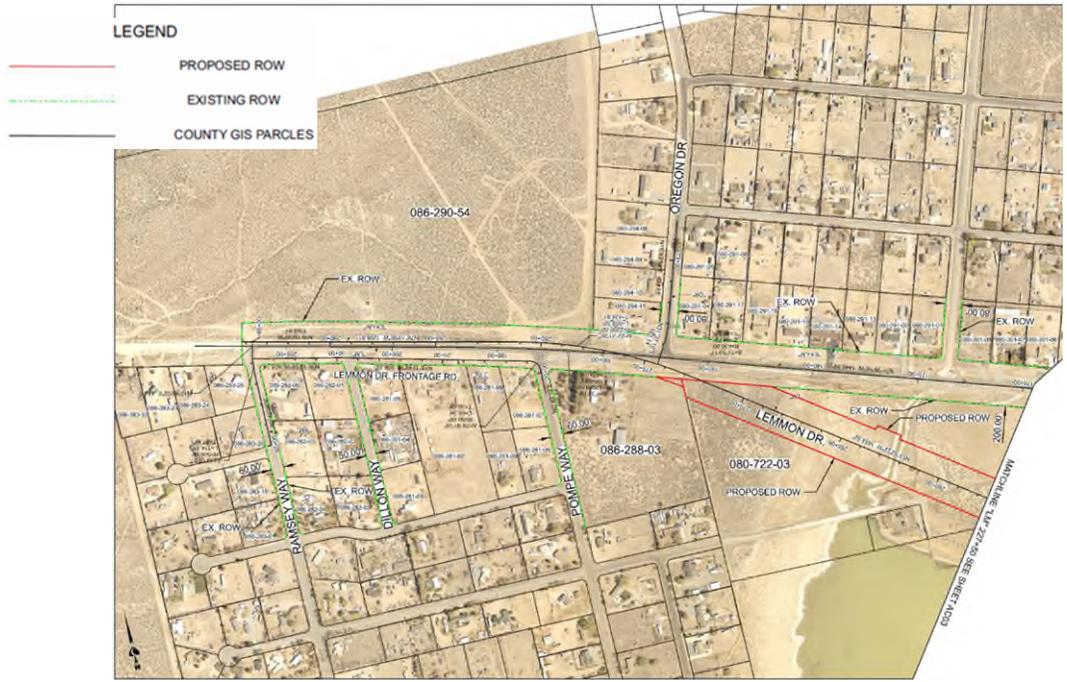


Figure 10e. Areas of New Right-of-Way

Table 8. Areas of New Right-of-Way

Parcel Owner	Parcel Number	Proposed Right-of-Way (acres)	Volumetric Mitigation (acres)
Montoya Caballero et al, Oscar	080-450-01	0.025	--
	080-461-30	1.229	--
	080-671-55	6.972	12.157
	080-671-56	3.423	14.903
	080-671-57	12.117	--
Lansing-Arcus LLC	080-721-04	2.010	--
	080-721-05	0.095	--
	080-722-03	15.277	59.637
	080-722-16	0.659	--
	540-051-01	0.025	--
Barlett, Edwin W	080-502-30	0.048	--
Morgan, James & Wendy	080-532-28	0.012	--
	080-671-39	1.311	--
USA	080-671-43	0.984	--
	080-722-02	12.003	6.552
JC Sierra Vista LLC	080-730-35	0.452	--
Mudge Trust	086-288-03	0.050	--

4.3 Community Resource Impacts

No Build Alternative

Under the No Build Alternative, no acquisition, displacement, or changes in access would occur at any community resources. However, motorists who use Lemmon Drive to access these services would continue to experience poor traffic operations and safety concerns. Emergency response times could increase, especially in the case of flooding.

Build Alternative

The Build Alternative would not displace any community resources. Access to and from these community resources using Lemmon Drive would improve. Discussions with the Truckee

Meadows Fire Protection District indicate that the Nectar Station is a volunteer station used only for wildfire events. Emergency services are provided from the Stead Station, and those emergency response times would not be impacted.

4.4 Local and Regional Planning Compatibility

No Build Alternative

The No Build Alternative is compatible with all the local and regional plans listed in Table 8 because the goals for the plans were written under existing conditions and the plans do not discuss goals related to Lemmon Drive.

Build Alternative

To determine the compatibility of the Build Alternative with local and regional planning, RTC evaluated goals from applicable sections of each of the local and regional plans. The Build Alternative is compatible with all local and regional plans.

Table 9. Compatibility with Local and Regional Plans

Plan	Compatibility with Plans
<i>North Valleys Area Plan (Washoe County Community Services Department & Building Division 2020)</i>	Compatible
<i>Master Plan Land Use and Transportation Element (Washoe County Community Services Department & Building Division 2020)</i>	Compatible
<i>Washoe County Regional Parks & Open Space Master Plan (Washoe County Regional Parks and Open Space 2019)</i>	Compatible
<i>Reimagine Reno City of Reno Master Plan (City of Reno 2021)</i>	Compatible

4.5 Construction Impacts

No Build Alternative

The No Build Alternative would not require construction and would not have construction impacts.

Build Alternative

Constructing the project is expected to take approximately eighteen to twenty-four months consisting of two summer seasons to achieve required paving temperatures. Residences and businesses would be affected by intermittent noise, vibration, dust, traffic congestion, and visual changes for a portion of this time when construction occurs adjacent to neighborhoods.

During construction, a minimum of one lane in each direction would remain open during morning and afternoon rush hour. Weekend marathon closure work may be performed at various intersections to avoid significant delays or impacts during work week peak hours. Alternative routes and/or detours will be adequately signed to inform travelers of appropriate routes to take during these potential short-term closures.

Drivers along Lemmon Drive would experience lane closures and slower travel times during construction. RTC will work closely with first responders throughout the project to minimize any impacts to response times during project construction.

Measures to Mitigate Impacts

Residents (both owners and tenants) and businesses are protected by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). As required by the Uniform Act, RTC will pay fair market value for any property acquired. RTC will develop a plan to communicate with the public and property owners regarding construction schedule, street closures, and detours throughout construction. Access to residences and businesses will be maintained during construction.

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