ORIGINAL

10 ACRE SUBLOT
SPECIAL USE PERMIT APPLICATION

PREPARED FOR:

Copart of Arizona, Inc.
14185 Dallas Parkway, Suite 300
Dallas, Texas 75254

PREPARED BY:

DECEMBER 8, 2020

PROJECT: 20-100.00

Property Owner Affidavit

Applicant Name: White Lake Properties, LLC

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
)
COUNTY OF WASHOE)

I, Michael Behrens,
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 081-131-34 & 35

Printed Name Michael Behrens, Manager 12/4/20

Signed

Address 18124 Wedge Parkway #207, Reno, NV 89511

State of Nevada:
County of Washoe:

Subscribed and sworn to before me this 4 day of December, 2020.

Deane

Notary Public in and for said county and state

My commission expires: 2/13/22

(Notary Stamp)

DEANE RENE SCHEIBER
Notary Public. State of Nevada
Appointment No. 06-105013-2
My Appt. Expires Feb 13, 2022

*Owner refers to the following: (Please mark appropriate box.)

- ☒ Owner
- ☐ Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- ☐ Power of Attorney (Provide copy of Power of Attorney.)
- ☐ Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- ☐ Property Agent (Provide copy of record document indicating authority to sign.)
- ☐ Letter from Government Agency with Stewardship

Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Building staff at 775.328.6100.

Project Information	**Staff Assigned Case No.:** _____
Project Name: Copart 10 Acre Sublot	
Project Description: Auxiliary Storage yard for damaged and inoperable vehicles awaiting sale on Copart's proprietary on-line auction system.	
Project Address: 19905 Reno Park Blvd, Reno, NV 89508	
Project Area (acres or square feet): 10.32+/- acres Property and 9.3+/- acres of development area	
Project Location (with point of reference to major cross streets **AND** area locator): northwest intersection of Reno Park Blvd. and UPRR Right-of-Way	

Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
081-131-35	10.268		
081-131-34	.057		

Indicate any previous Washoe County approvals associated with this application:
Case No.(s). 07-2997 (Grading Permit)

Applicant Information (attach additional sheets if necessary)

Property Owner:	**Professional Consultant:**
Name: White Lake Properties LLC	Name: CFA, Inc
Address: 18124 Wedge Pkwy Suite 207	Address: 1150 Corporate Boulevard
Reno, NV Zip: 89511	Reno, NV Zip: 89502
Phone: 401.465.8389 Fax:	Phone: 775-856-7073 Fax:
Email: joel.coviello@gmail.com	Email: dsnelgrove@cfareno.com
Cell: Other:	Cell: Other:
Contact Person: Joel Coviello	Contact Person: David Snelgrove, AICP
Applicant/Developer:	**Other Persons to be Contacted:**
Name: Copart of Arizona, Inc.	Name:
Address: 14185 Dallas Parkway, Suite 300	Address:
Dallas, TX Zip: 75254	Zip:
Phone: Fax:	Phone: Fax:
Email: amy.clark@copart.com	Email:
Cell: Other:	Cell: Other:
Contact Person: Amy Clark, Randy Racine	Contact Person:

For Office Use Only

Date Received: Initial:	Planning Area:
County Commission District:	Master Plan Designation(s):
CAB(s):	Regulatory Zoning(s):

Property Owner Affidavit

Applicant Name: White Lake Properties, LLC

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
)
COUNTY OF WASHOE)

I, Joel Coviello,
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 081-131-34 & 35

Printed Name Joel Coviello, MANAGER

Signed Joel Coviello 12/4/20

Address 18124 Wedge PARKWAY #207

State of Nevada:
County of Washoe:

Subscribed and sworn to before me this 4th day of December, 2020.

Deane

Notary Public in and for said county and state

(Notary Stamp)

DEANE RENE SCHEIBER
Notary Public, State of Nevada
Appointment No. 06-1050[illegible]-2
My Appt. Expires Feb 13, 2022

My commission expires: 2/13/22

*Owner refers to the following: (Please mark appropriate box.)

- ☒ Owner
- ☐ Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- ☐ Power of Attorney (Provide copy of Power of Attorney.)
- ☐ Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- ☐ Property Agent (Provide copy of record document indicating authority to sign.)
- ☐ Letter from Government Agency with Stewardship

Special Use Permit Application
Supplemental Information
(All required information may be separately attached)

1. What is the project being requested?

The requested project is a storage yard for damaged and inoperable vehicles awaiting sale on Copart's proprietary on-line auction system. This site would serve as additional storage (Sublot) to support Copart's main Reno facility at 9915 N. Virginia Street. Copart's general operations and intended use is described in greater detail on attached Exhibit "A" Statement of Operations.

2. Provide a site plan with all existing and proposed structures (e.g. new structures, roadway improvements, utilities, sanitation, water supply, drainage, parking, signs, etc.)

The property will be accessed through a graded private roadway (Reno Park Blvd.). No structures are proposed with the project, only fencing, some security lighting, and video surveillance. Any necessary water supply will be provided by a well. The site will be prepared with 4"-6" of base material that will allow for water to enter the ground throughout the site.

3. What is the intended phasing schedule for the construction and completion of the project?

The project is intended to be constructed in one phase. with approval, it is anticipated that the project would be completed with construction by the end of 2021 or early 2022.

4. What physical characteristics of your location and/or premises are especially suited to deal with the impacts and the intensity of your proposed use?

We believe that the site is well suited for Copart's Proposed Use because the adjacent properties to the north, east, and west are vacant, and the adjacent property to the south is also industrial. Copart's proposed use is not likely to have a material impact on traffic, because no auction bidders or clients will be traveling to the site

5. What are the anticipated beneficial aspects or affects your project will have on adjacent properties and the community?

Copart's Asset vehicles come primarily from insurance companies who have deemed the Asset a total loss, either from a collision or natural disaster. In natural disasters, Copart helps first responders by clearing flooded, wind/hail damaged vehicles from roadways. We also parter with the community for first responder training. Links for more info here: https://www.copart.com/content/us/en/landing-page/copart-in-the-community?intcmp=web_footer_copartinthecommunity_en

6. What are the anticipated negative impacts or affect your project will have on adjacent properties? How will you mitigate these impacts?

Negative material impacts are not predicted, and the adjacent uses are low intensity. Loaders with front end forks are utilized to move Assets. This can have dust and noise effects. We mitigate this by using top of the line equipment and employing site specific dust control strategies where and when needed on site.

7. Provide specific information on landscaping, parking, type of signs and lighting, and all other code requirements pertinent to the type of use being purposed. Show and indicate these requirements on submitted drawings with the application.

Please see "Facility Specifications" section of text provided with this applicaiton.

8. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that apply to the area subject to the special use permit request? (If so, please attach a copy.)

❑ Yes	■ No

9. Utilities:

a. Sewer Service	Washoe County, but no community sewer service is currently provided to site
b. Electrical Service	NV Energy
c. Telephone Service	AT&T
d. LPG or Natural Gas Service	NV Energy
e. Solid Waste Disposal Service	Waste Management
f. Cable Television Service	Charter - None needed at site
g. Water Service	Well

For most uses, Washoe County Code, Chapter 110, Article 422, Water and Sewer Resource Requirements, requires the dedication of water rights to Washoe County. Please indicate the type and quantity of water rights you have available should dedication be required.

h. Permit #		acre-feet per year	
i. Certificate #		acre-feet per year	
j. Surface Claim #		acre-feet per year	
k. Other #		acre-feet per year	

Title of those rights (as filed with the State Engineer in the Division of Water Resources of the Department of Conservation and Natural Resources).

If water is necessary, on-site a well will be reestablished and water rights (if necessary) will be obtained.

10. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire Station #42
b. Health Care Facility	Saint Mary's North Valleys Urgent Care, 280 Vista Knoll Pkwy #106
c. Elementary School	Not Applicable to proposed use - No impact on this service is proposed
d. Middle School	Not Applicable to proposed use - No impact on this service is proposed
e. High School	Not Applicable to proposed use - No impact on this service is proposed
f. Parks	Not Applicable to proposed use - No impact on this service is proposed
g. Library	Not Applicable to proposed use - No impact on this service is proposed
h. Citifare Bus Stop	Not Applicable to proposed use - No impact on this service is proposed

Special Use Permit Application
for Grading
Supplemental Information

(All required information may be separately attached)

1. What is the purpose of the grading?

Smoothing and preparing the site for use of storage of vehicles. Surface to be prepared with 4-6 inches of base materials. No AC paving is proposed.

2. How many cubic yards of material are you proposing to excavate on site?

Total area of cut is 6,465 CY. All excavated earth will be used on-site.

3. How many square feet of surface of the property are you disturbing?

405,336+/- s.f. (9.3+/- acres) of surface area is proposed to be disturbed.

4. How many cubic yards of material are you exporting or importing? If none, how are you managing to balance the work on-site?

None. All cut soil will be used, on-site to increase the width of the front yard flattened area to help the proposed 8-foot solid metal security fencing fully screen views of the storage yard.

5. Is it possible to develop your property without surpassing the grading thresholds requiring a Special Use Permit? (Explain fully your answer.)

No, the definition of "grading" in Article 438 necessitates a SUP for any clearing of vegetation as will as earth moving or scraping that would typically be considered "grading." There are additional sections of Article 438 that are included in the SUP request, but the general thresholds associated with clearing the site are unavoidable.

6. Has any portion of the grading shown on the plan been done previously? (If yes, explain the circumstances, the year the work was done, and who completed the work.)

The site appears to have previously been cleared under permit 07-2997 (per available permit listings in Accela) The level of grading that occurred previously is unknown.

7. Have you shown all areas on your site plan that are proposed to be disturbed by grading? (If no, explain your answer.)

Yes. all areas that are proposed to be graded with this plan are shown on the provided plans.

8. Can the disturbed area be seen from off-site? If yes, from which directions and which properties or roadways?

Surrounding topography blocks the view of the site from U.S. 395 and areas along that corridor. Additionally, the nearest residential property, a mobile home park on APN 081-131-04.

9. Could neighboring properties also be served by the proposed access/grading requested (i.e. if you are creating a driveway, would it be used for access to additional neighboring properties)?

No, the site is closed off on the north, south, east and west by the state of California boundary and the Union Pacific Railroad. The driveway access into the site will only serve the proposed use.

10. What is the slope (horizontal/vertical) of the cut and fill areas proposed to be? What methods will be used to prevent erosion until the revegetation is established?

There are areas with over 9-feet of fill proposed near the property frontage with Reno Park Blvd. This fill will help to build up a larger, flattened front yard area such that the proposed 8-foot tall solid fencing will provide 100% screening from the private street into the proposed storage yard.

11. Are you planning any berms? **Fill will be added on the north site of the property for the reason, above.**

Yes	No X	If yes, how tall is the berm at its highest?

12. If your property slopes and you are leveling a pad for a building, are retaining walls going to be required? If so, how high will the walls be and what is their construction (i.e. rockery, concrete, timber, manufactured block)?

No retaining walls are proposed within the site plan.

13. What are you proposing for visual mitigation of the work?

The site is proposed to be surrounded by an 8 -foot tall solid security/screening fence. The 8-foot fence is proposed to be located just outside of the front yard setback at near the private road grade to provide 100% screening of views into the site from the roadway. This treatment is proposed in lieu of providing formal landscaping.

14. Will the grading proposed require removal of any trees? If so, what species, how many and of what size?

No, there are no trees on the project site.

15. What type of revegetation seed mix are you planning to use and how many pounds per acre do you intend to broadcast? Will you use mulch and, if so, what type?

A dryland (non-irrigated) seed blend is specified on the preliminary landscape plan provided with this application.

16. How are you providing temporary irrigation to the disturbed area?

The project landscape architect has proposed a dryland (no--irrigated) seed blend and would not require temporary irrigation. This is proposed due to the limited water supply in the area and the relatively quiet, low intensity use that is proposed with the project.

17. Have you reviewed the revegetation plan with the Washoe Storey Conservation District? If yes, have you incorporated their suggestions?

No.

18. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that may prohibit the requested grading?

Yes	No X	If yes, please attach a copy.

ATTACHMENT A

PROJECT NARRATIVE

LEGAL FINDINGS REVIEW

copart.com
14185 Dallas Parkway, Suite 300
Dallas, Texas 75254

To: Washoe County Community Development Department

From: Randy Racine

Matter: Copart Reno Sublot

Date: 12/8/20

Reference: Project Narrative Supplement (APN's 081-131-34 & 35), 19905 Reno Park Blvd, Reno, NV

Copart of Arizona, Inc. ("**Copart**") recently entered into contract to purchase an approximately 10- acre parcel at 19905 Reno Park Blvd, the "**Property**." The Property is presently zoned Industrial (I) in Washoe County Community Planning and Building Division's jurisdiction. Copart proposes to open a new location on the Property for its industry leading asset liquidation service, as described in the attached Exhibit A - Copart Statement of Operations; Exhibit B – Facility Specifications; Exhibit C - Conceptual Site Plan (collectively, Copart's "**Proposed Use**").

Copart provides this information to support its Special Use Permit Application to permit Inoperable Vehicle Storage on the Property. We believe that the site is well suited for Copart's Proposed Use because the adjacent properties to the north, east, and west are vacant Industrial zoned properties, and the adjacent property to the south is also an industrial use. The Property is physically separated from other areas of the County by a railroad line that abouts the western property line and the surrounding topography makes this site and other industrial parcels, west of the railroad line impossible to see from the main public rights – of-way (U.S. 395, Village Parkway and frontage road FRWA23. Additionally, the topography of the area conceals the parcel site from the nearest residential area (a mobile home park located on APN 081-131-44), west of the Property and railroad line.

Copart's Proposed use is not likely to have a material impact on traffic, because no auction bidders or clients will be traveling to the site. The proposed vehicle storage will only be accessible by Copart as an auxiliary storage area in support of Copart's existing Reno facility, at 9915 N. Virginia Street, Reno, NV 89506.

Very Truly Yours,

Randy A. Racine
Associate General Counsel

Exhibit A
Statement of Operations

Summary: Outdoor storage of used, damaged and undamaged, operable and inoperable vehicles (automobiles, trucks, other vehicles, trailers, boats and construction/farm equipment and machinery, etc.), for wholesale online and retail auction, with the potential for future accessory office, shipping/receiving and customer parking, for which the following State of Nevada licensing will likely be held: used dealer (motor vehicle, moped, motorcycle, trailer, off-highway vehicle), salvage pool, wrecker.

Full: Copart, Inc., ("Copart"), and its subsidiaries, provide cutting edge asset liquidation services ("Copart Asset Services") to institutional, commercial, and private owners (collectively "Sellers") of used undamaged or damaged, operable and inoperable, vehicles, trailers, watercraft, and powersports, industrial and construction machinery and equipment (collectively, "Assets"). Most Sellers are insurance companies, licensed dealers, financial institutions, charities, municipalities, and fleet operators. Copart Asset Services include short-term storage and sale of Assets, and ancillary receiving, shipping, lien sale and administrative activities. All Assets are liquidated intact, meaning no dismantling, draining of fluids, crushing, or sale of parts occurs at a Copart facility ("Facility").

Coppart's overall operations consist of an office building, customer parking, a shipping and receiving area, and a short-term storage area for Assets. After being received at a Facility, Assets are inspected, photographed, catalogued, and placed in ground-level short-term storage designed for quick retrieval. Assets are never stacked, and remain in short-term storage for an average of only 50 to 60 days. All of these functions, with the exception of storage will be accomplished solely at the Copart's existing Reno facility at 9155 N. Virginia Street, Reno, NV 89506. This facility will provide an auxiliary storage yard for vehicles when storage at the main Reno facility becomes too full or when organizationally, the grouping of certain vehicle types helps with corporate efficiency.

After being placed in short-term storage, Assets are listed for sale through Copart's proprietary online auction-style website and mobile apps for purchase only by Copart registered members (collectively, "Members"). Members are primarily licensed dealers, dismantlers, rebuilders, and exporters, and in some cases are end users. All offers are submitted and accepted electronically, without the use of a live auctioneer. Members are provided the opportunity to inspect Assets at a Facility, although most Asset inspections are limited to viewing images and information made available online. Members may electronically submit preliminary offers from (a) anywhere in the world via a personal computer or mobile device with internet access (each, a "Remote Online Device"), or (b) a limited number of computer kiosks located at the Facility. The high preliminary offer is carried over to the online virtual sale, during which Members may submit offers electronically only from a Remote Online Device.

Assets are sold to the Member with the highest offer ("Buyer"), who then arranges for pickup and transportation of their Assets from a Facility. Payment for sold Assets may be made electronically, via wire-transfer, or in person at a Facility. Titles to sold Assets are either picked up by the Buyer along with the sold Assets, or mailed by Copart to the Buyer.

Exhibit B
Facility Specifications

1. No plans for building on-site.
2. Hours of operations will be Monday through Friday, 8:00 a.m. to 5:00 p.m.
3. Will not include customer and employee parking lot, as customers will be service at Copart's main Reno site, approx. 7 miles from the Property.
4. The shipping and receiving area will not be separated from storage by fencing.
5. Storage area perimeter will be surrounded and screened by 8-foot panel fence.
6. Surface treatment will be base and rock.
7. Storage area will not be lit at night. Shipping and receiving area will have lighting.
8. Assets are not operated under own power, and are moved, unloaded and loaded by Caterpillar loaders with forks.
9. Will not include 500 gallon above ground fuel storage for on-site Caterpillar loaders.
10. Storage area security will be provided by motion sensing cameras.

Exhibit C
Conceptual Site Plan

(To Be Attached)

Please note that this plan is subject to change and should not be considered final.

Exhibit B (Continued)
Facility Specifications

Property Location

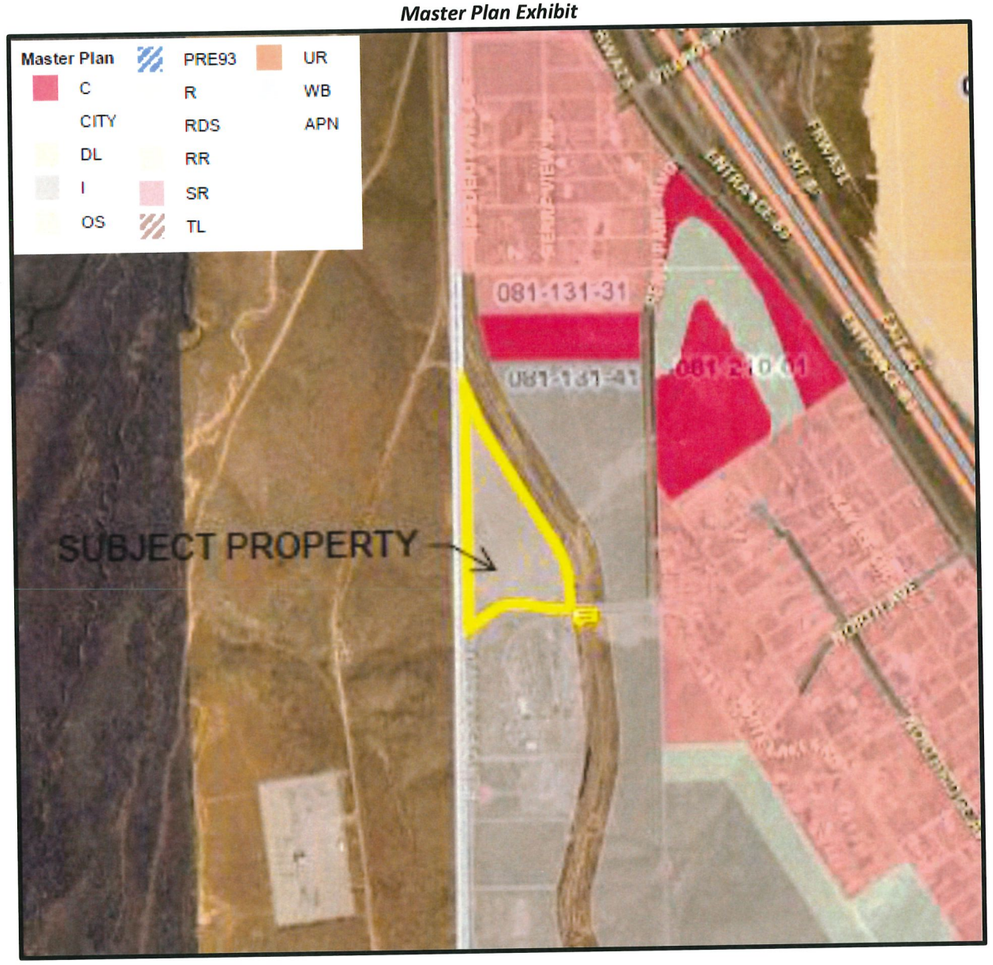
The Property is located on the north side of Reno Park Boulevard at the northwest intersection of Reno Park Boulevard and the Union Pacific Railroad right-of-way in Cold Springs. The parcel abuts the California border and is identified by the Washoe County Assessor's Office as APN's 081-131-34 and 35. The two parcels total 10.32+/- acres of land with a development area of 9.3+/- acres. The property is accessed by Reno Park Boulevard (a private roadway that is not maintained by Washoe County). A vicinity map is provided, below identifying the location of the Property.

Vicinity Map

Master Plan Designation/Conformance

The Property is currently master planned Industrial. The proposed use of the storage of inoperable vehicles is conformant with the master plan designation of industrial. A Master Plan Exhibit showing the location and designation of the property is provided, below.

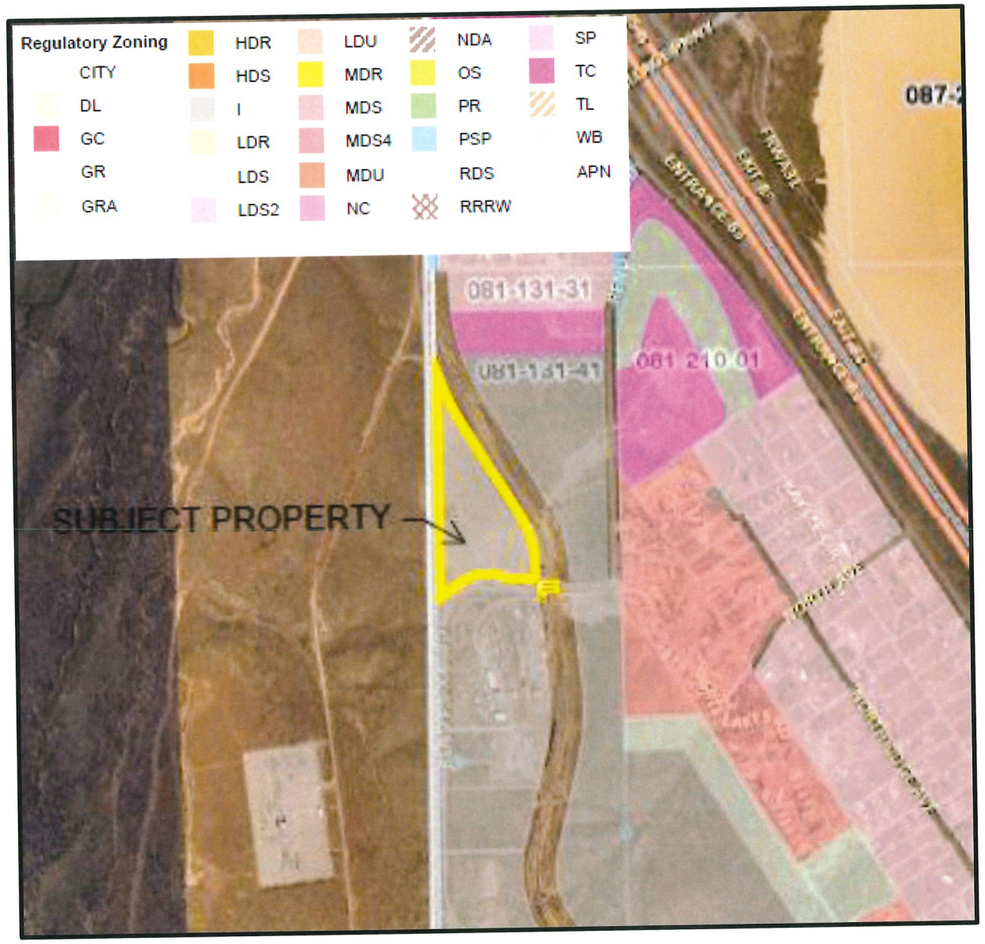
Master Plan Exhibit



Zoning Designation/Conformance

The Property is currently zoned Industrial (I). The proposed use of the storage of inoperable vehicles is conformant with the zoning designation of I. A Zoning Exhibit showing the location and designation of the property is provided, below.

Zoning Exhibit



Application Request

Requested with this application is a special use permit for the allowance of the use of the storage of inoperable vehicles at the project site. This use is allowed with a Board of Adjustment Special Use Permit per Washoe County Code Table of Uses (section 110.302.05). Additionally, requested is a special use permit for grading. Review of the preliminary grading plan for the project indicates that the following thresholds for grading are crossed and necessitate a special use permit review, along with the proposed use. Article 438.35:

(a)(1)(i)(C) – Grading on slopes of less than 15% - Grading of an area of more than four (4) acres on a parcel of any size.

(a)(1)(ii)(A) – Grading on Slopes of less than 15% - Excavation of five thousand (5,000) cubic yards or more whether the material is intended to be permanently located on the project site or temporarily stored on a site for relocation to another, final site.

(a)(2)(ii)(A) – Excavation of one thousand (1,000) cubic yards or more whether the material is intended to be permanently located on the project site or temporarily stored on a site for relocation to another, final site.

(a)(4) Grading to construct a permanent earthen structure greater than four and one-half (4.5) feet in height within the required front yard setback, or greater than six (6) feet in height on the remainder of the property.

<u>Landscaping Modification</u>

Through the review of the special use permit, a modification to Article 412 (Landscaping) is requested. Due to the locational situation of the site, it is requested that the standard requirements for an industrial site relating to landscaping be waived and the site be allowed to use dryland revegetation on the perimeter of the site. While preparing the preliminary site plan sheets and visiting the site, it was noted that the location of the property situated between the California state line and the Union Pacific Railroad line presents no benefit by providing landscape along the east and west boundaries of the site. Additionally, the "end of the road" nature to the section of Reno Park Boulevard also presents limited opportunity for the street servicing the site to go anywhere further than an industrial cul-de-sac. Reno Park Boulevard is not a public road and is currently provided as a graded roadway.

General Site/Use Description

The proposed project will operate as an auxiliary storage lot in support of Copart's existing main Reno facility located at 9155 N. Virginia Street in Reno. This site will only be used for overflow of vehicles from the main Copart facility or when it is operationally desirable to separate a class of vehicle to this, proposed location. The site was previously graded (permit # 07-2997) and overall grading activities will have limited impact on the general elevations that are current seen on the site. Grading will be largely comprised of some clearing and smoothing of the site. The frontage of the parcel, at the south end is proposed to receive excess earth that is scraped form the site to help build a larger bench along the frontage of Reno Park Boulevard. This bench is proposed to be widened such that the 8-foot tall solid screen fencing can be placed at an elevation that will provide optimal visual screening. This treatment is proposed in lieu of providing formal landscaping along the project frontage for screening. Rather, it is proposed with this special use permit request that the requirements for formal landscaping be modified to allow for revegetation with dryland seeding. With this treatment, any disturbed areas of the site

along the perimeter will regain the natural vegetation appearance. The rationale for this proposed modified is provided in the Landscape Modification section, below.

Storage Area Surface
It is proposed that the entire storage area be covered with 4-6 inches of base rock. No AC paving is proposed with the preliminary development plans. It is the applicant's contention that the use of the base material will allow for a permeable surface that will allow for rainwater to percolate into the ground. Copart has a very stringent protocol for any spills or leaks from any of the vehicles that are stored on-site. A copy of this corporate material has been provided with the application submittal to the Community Development Department.

Reno Park Boulevard is currently a private graded, graveled roadway provided in an easement. It is not proposed nor anticipated that this access roadway would be paved with the proposed use. Because this use is limited only to Copart's employees visiting the site, the overall impact of traffic is expected to be very light.

Lighting
The predominance of the site will not have any lighting. The only areas that is proposed to have active lighting is at the entry gate and within the shipping and receiving area, just inside the gate. It is anticipated that 1 to 3 lights with a maximum height of 20 feet will be incorporated in this area near the project entry. Lighting for the shipping and receiving area will be on sensors so that when the area is not in use during dark hours, this lighting will not be on. A light at the project entry may remain on through the night but will be appropriately soft and shielded to meet the lighting standards contained in Article 414 of the Washoe County Development Code.

Site Security (Fencing and Cameras)
The site will be secured by an 8-foot tall, 26-gauge, white painted corrugated interlocking metal panel fence. The fence may have barbed-wire treatment. Fencing will surround the entire site (as shown in the Preliminary Site Plan) and will be used along the front of the site as the means of screening views into the site. The front portion of the site will be graded to extend the existing plateau at the northern edge of Reno Park Boulevard easement such that the fence can be located 15-feet from property line (outside of the front yard setback) and provide full screening of the site from the access road. Details of the proposed 8-foot fence are provided in Attachment C with this application.

Existing Site Conditions
The subject property is located at the on the literal edge of the state and in an area that has been assigned to be industrial development. The property has had some grading work in the past but has sat in vacant state. The property has only limited visibility from surrounding properties to the east as the existing topography on the east side of the railroad tracks helps to fully screen any views of the site. The residential properties to the north can see the site, as they can see the existing pallet/industrial use that is located on the south side of Reno Park Boulevard but the distance to the nearest portion of the site is ____ miles away.

Following are photos from the site to show the existing site conditions and photos taken from various locations that may have visibility of the site. The photos help to prove that visibility of the site is very limited and help to show the native vegetation that is proposed to be matched with the dryland seed blend that is proposed in lieu of a traditional suburban level landscape treatment.

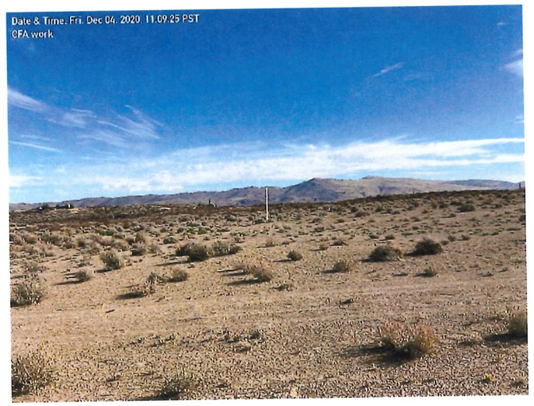


Photo from the site looking east.

Photo from the site looking north

Photo from the site looking south. Existing Industrial Pallet Company facility can be seen in the background.

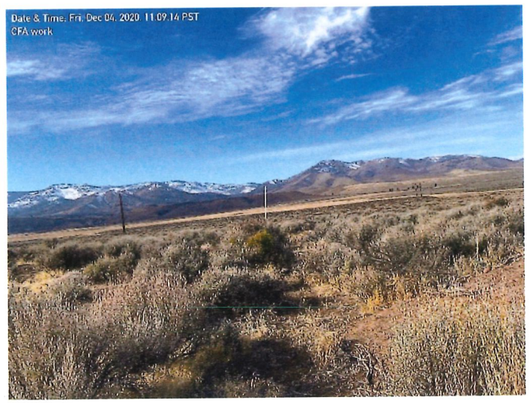


Photo from the site looking west toward California

Photo from the southwest corner of the site, along Reno Park Boulevard toward the north. Existing drop-off from Reno Park Boulevard to the primary portion of the site can be seen in the foreground.

Photo from the southwest corner of the site viewing toward the northeast. Reno Park Boulevard can be seen on the right side of the photo and the existing plateau on the north side of Reno Park Boulevard can also be seen. 8-foot tall fencing is proposed to screen views down and into the site from Reno Park Boulevard with revegetation rather than suburban level landscaping.

Photo from Reno Park Boulevard from east side of railroad tracks toward the site. View toward the northwest. Very limited site visibility as the primary portion of the site is below grade of Reno Park Boulevard.

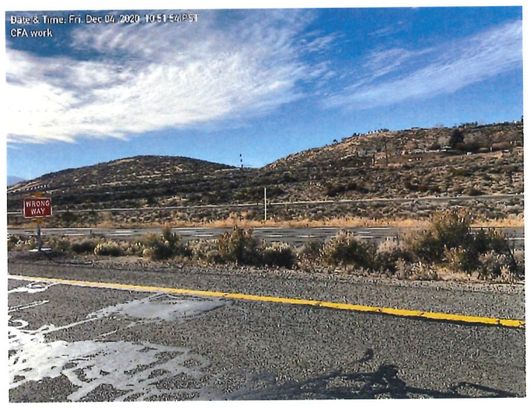


Photo from the northbound freeway offramp at Village Parkway. Site is not visible due to existing rolling hills/topography.

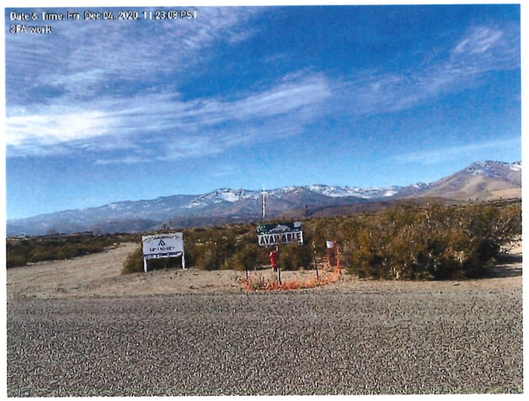


Photo from Reno Park Boulevard near White Lake Road intersection at Mobile Home Park entry – no visibility of the site is available at this location.

Photo from Reno Park Boulevard approximately midway between White Lake Road and Ranch Hand Drive intersections at Mobile Home Park entries – no visibility of the site is available at this location due to topography.

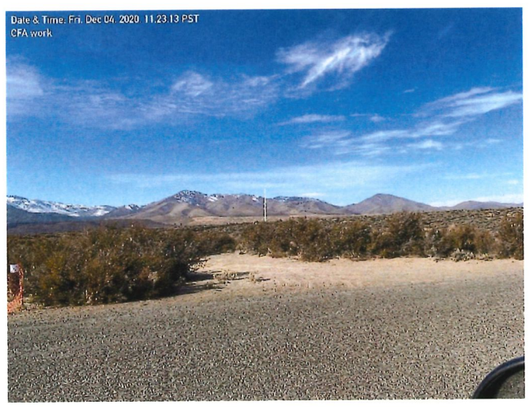


Photo from Reno Park Boulevard near northern parcel corner of 081-131-44 (mobile home park parcel) – no visibility of the site is available at this location

Photo from Intersection of Sierra View Road and Bordertown Drive toward the south. Limited view of site is available. Photo location approximately 500 feet from northern point of subject property and approximately 1,800 feet from the south edge of subject property.

Photo from southeastern corner of Sierra Vista Drive, between parcels 081-140-08 & 31. View toward the south – pallet facility can be seen in the distance and only limited view of the site will be available. Photo location approximately 750 feet from northern point of subject property and approximately 1,800 feet from the south edge of subject property.

Copart 10 Acre Sublot

Special Use Permit
Legal Finding Review

Following is a review of the legal findings necessary for approval of a special use permit.

(a) Consistency. The proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the applicable area plan;

The applicant believes that the proposed plan is responsive to the following policy statements from the Master Plan and Cold Springs Area Plan.

CS.1.1.1 All Regulatory Zones, as defined by the Washoe County Master Plan and Development Code, are permitted within the Cold Springs Suburban Character Management Area (CSSCMA).

The subject property is located within the CSSCMA.

CS.1.1.2 The General Commercial, Neighborhood Commercial, Tourist Commercial, and Industrial Regulatory Zones must be located within the Cold Springs Suburban Character Management Area (CSSCMA).

This industrial zoned property is located within the CSSCMA.

CS.2.11.5 Large-scale development in this area, particularly industrial and commercial development, will create substantial amounts of additional impervious surface that will significantly increase the quantity and rate of storm water run-off. Without adequate mitigation measures all of this drainage is likely to flow directly to the White Lake Playa immediately after large precipitation events, which could result in flooding and environmental degradation. To mitigate this concern, the City of Reno should require low impact development (LID) design features, encourage the use of porous surfaces, and retain or delay release of increased storm water flows. For guidance implementing this policy, the Truckee Meadows Low Impact Development Manual should be consulted.

The applicant has proposed that the site use only base material for the surface of the storage and drive aisles. This responds to the comment about LID design features that will allow for water to Copart has a substantial protocol to address any vehicles that have any fluids leaking when they are received. Such vehicles would be addressed at Copart's main Reno facility and not at this Sublot. Vehicles are not driven and engines are not started at Copart facilities. As such, any fluids that may remain in a crashed vehicle do not have any way out, after initial leakage.

CS.4.1.3 During development review, preference will be given to proposals that minimize hillside disturbance or otherwise conserve steep slopes.

The proposed site presents a rather sizeable area of flat to very low grade contours that is very suitable to the proposed use.

C.7.1 The Washoe County Department of Community Development will develop a landscape planting checklist and guide that will be used as an information source. This list will include, but not be limited to, plants appropriate for Low Impact Development (LID) projects/practices.

The applicant believes that the dryland seed blend that is proposed is appropriate to the area in which this site exists. Any requirement for formal, suburban level landscaping and tree planting would present a unnecessary and low benefit for the overall use of water resources due to the fact that the site is separated by significant physical distance and is screened from most residential uses by the existing topography and rolling hills.

CS.12.2 The reuse, recharge, or storage of reclaimed water within the Cold Springs Valley will comply with all state and local provisions for the protection of groundwater quality.

The use of a pervious surface on the site will allow for recharge of the aquifer and will not push unnecessary water into the closed basin of White Lake.

LUT.3.5 Area Plans shall identify adequate land, in locations that support the regional form and pattern, for the residential, commercial, civic and industrial development needs for the next 20 years, taking into account land use potential within the cities and existing unincorporated centers, existing vacant lots, and resource and infrastructure constraints.

The subject property is identified within the Cold Springs Area Plan as Industrial and is understood to be within the anticipated and acceptable area for such development as is proposed with this application.

LUT.20.7 Require developers to establish xeriscaping Best Management practices and discourage lawns.

a. Offer incentives to home/commercial/industrial property owners to remove grass from the property and replace it with xeriscaping.

b. Xeriscaping should incorporate vegetation native to Northern Nevada.

This policy is met with the proposed dryland seed blend that is proposed, rather than water intensive typical suburban landscaping.

LUT.23.2 Promote landscaping that enhances the natural environment, complements the surrounding architectural style and utilizes low water use. Details can be referenced within the Conservation Element.

The proposed revegetation treatment with this plan blends the proposed vegetation with the natural environment and presents a low (no) water use technique.

C.5.3 During development review, the Washoe County Department of Community Development will ensure maximum retention of trees and other vegetation which stabilize steep hillsides, retain moisture, prevent erosion, and enhance the natural scenic beauty, and, where necessary, require additional landscaping and/or revegetation.

There are no trees on the subject property and an area of existing very steep slopes will be treated to create a wider plateau near Reno Park Boulevard and the severe slopes will be provided as 3:1 slopes, after development if the landscape treatment and front yard area fencing is approved, as proposed.

(b) Improvements. Adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven;

Response: The proposed use generates minimal demand for suburban level services in utilities and infrastructure. There will be no sewer generation originating from the site. The pervious nature of the proposed surfacing will allow water that currently seeps into the ground to recharge the aquifer will continue to do so. The existing private roadway is in appropriate repair and condition to serve the limited trips that will be necessary to and from the site by Copart employees. No water supply is proposed, but if it is conditioned that water is necessary at the site, a well can and will be re-established at the site (it has been reported that the previous well was capped).

(c) Site Suitability. The site is physically suitable for the type of development and for the intensity of development;

Response: The site is master planned and zoned for designated for Industrial uses. The proposed use of the storage of inoperable vehicles conforms with these existing designations. The nearest neighbor to the subject property is a pallet company, which is also an industrial use. As this site will not have a building or any full time employees located at it, it will be a very low traffic generator.

(d) Issuance Not Detrimental. Issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area; and

Response: This request will not be detrimental to the character of the surrounding area. The area within Washoe County, adjacent to the subject property is designated as industrial in both Master Plan and Zoning designations. An existing pallet company is located directly south of the project site and that property and the proposed site are located on the west side of the Union Pacific Railroad line that creates a significant barrier to more suburban level infrastructure improvements. The use of this property and other parcels on the west side of the railroad tracks, along Reno Park Boulevard are well suited as low to moderate intensity industrial development projects, as is proposed by Copart with this application submittal.

(e) Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

Response: Not applicable as there are no military installations in proximity to the project site.

ATTACHMENT B

PRELIMINARY CIVIL ENGINEERING SHEETS (REDUCED)

Exhibit C
Conceptual Site Plan

(To Be Attached)

Please note that this plan is subject to change and should not be considered final.

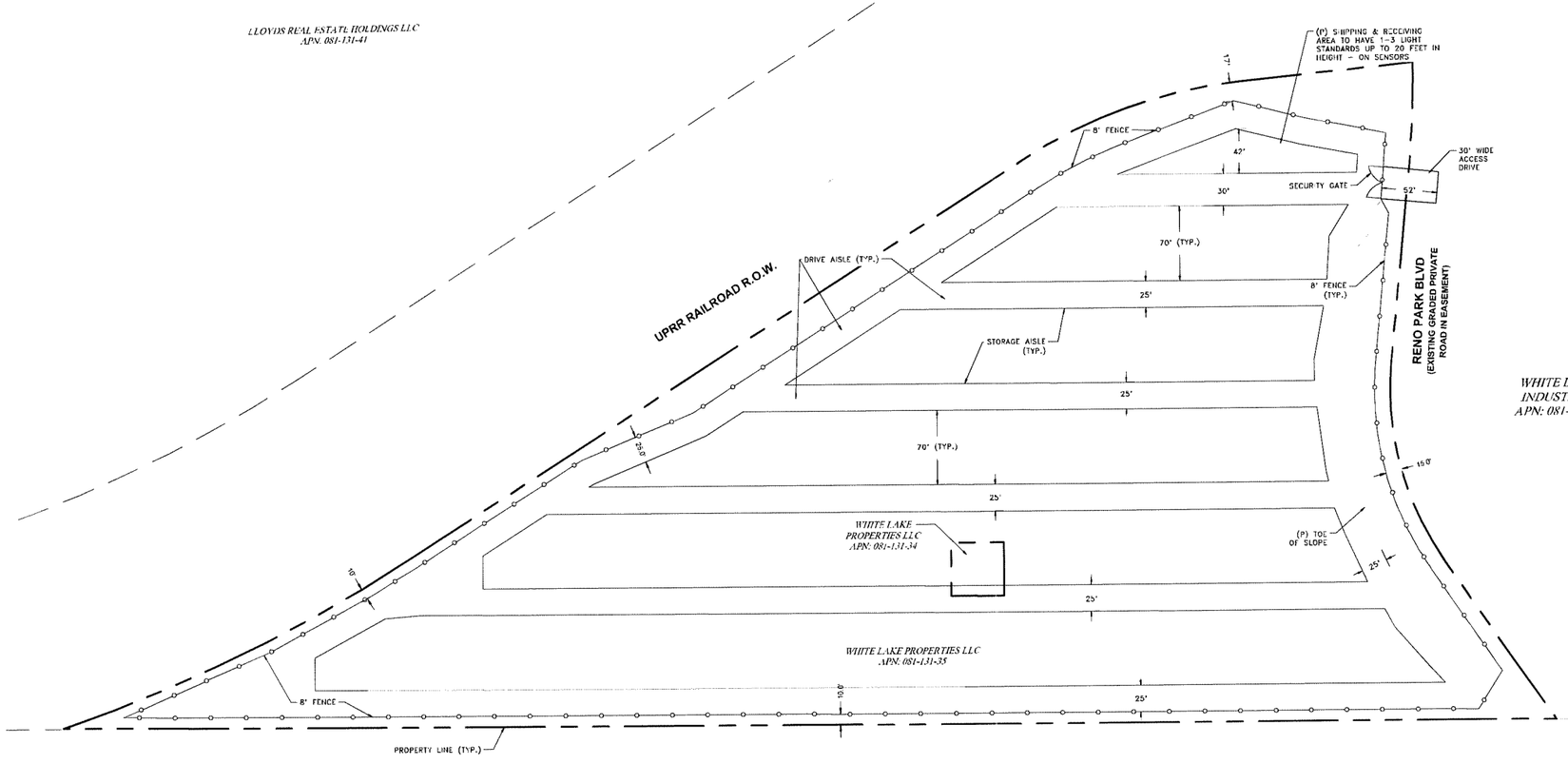
COPART - 10 ACRE SUBLOT

PRELIMINARY SITE PLAN

GRAPHIC SCALE

60 0 30 60 120

1 inch = 60 ft.



CALIFORNIA

LEGEND

(P) 4"-6" COMPACTED BASE

SITE NOTES

PARCEL 1: APN: 081-131-35 (10.23 ACRES)
PARCEL 2: APN: 081-131-34 (0.057 ACRES)

NOTES:
1. MOTION ACTIVATED CAMERAS TO BE MOUNTED AROUND SITE FOR VISIBILITY OF ENTIRE SITE. INFRARED CAPABLE FOR NIGHT VISION WITHOUT LIGHTS. POLES FOR CAMERAS TO BE UP TO 30 FEET TALL.
2. OTHER THAN LIGHTING IN SHIPPING AND RECEIVING AREA, NO LIGHTING IS PROPOSED ON THE SITE.

REGISTERED PROFESSIONAL ENGINEER STATE OF NEVADA
DEIDRE A. DEPOALI
Exp. 12-31-20
CIVIL
No. 24461
12/08/2020

COPART - 10 ACRE SUBLOT
PRELIMINARY SITE PLAN
SPECIAL USE PERMIT

RENO NEVADA

CFA, INC.
LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS
1150 CORPORATE BOULEVARD • RENO, NEVADA 89502
775-856-1150 MAIN • 775-856-1160 FAX • CFARENO.COM

JOB NO: 20100.00 DATE: 12/8/2020

SHEET 1 OF 3

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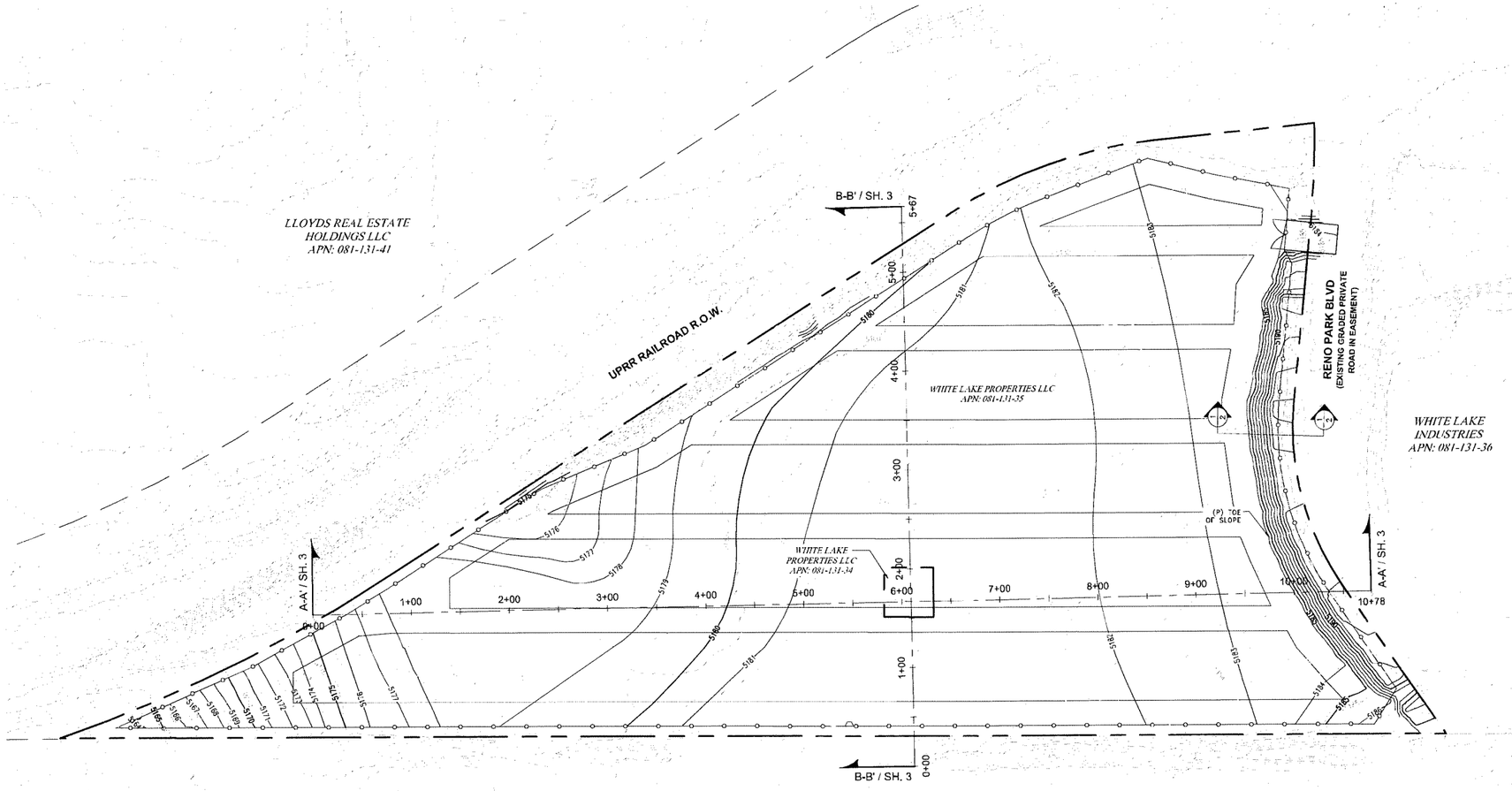
COPART - 10 ACRE SUBLOT

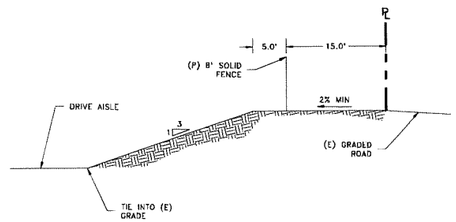
PRELIMINARY GRADING PLAN

GRAPHIC SCALE

60 0 30 60 120

1 inch = 60 ft.





SECTION 1-1

NTS

12/08/2020

CALIFORNIA

COPART - 10 ACRE SUBLOT
PRELIMINARY GRADING PLAN
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SHEET 2 OF 3

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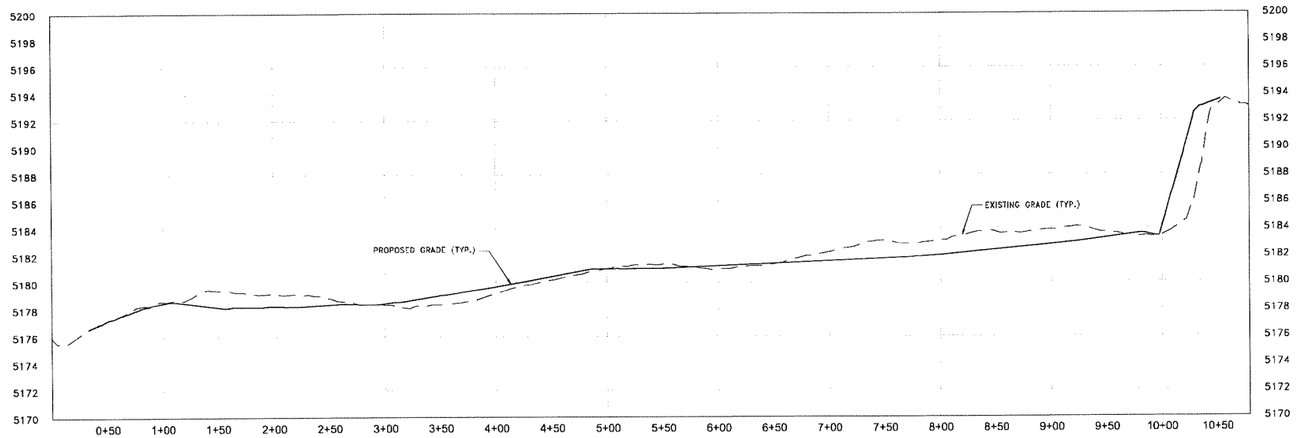
COPART - 10 ACRE SUBLOT

PRELIMINARY CROSS SECTIONS

GRAPHIC SCALE

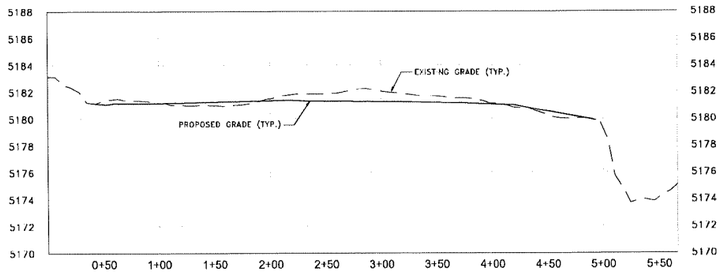
60 0 30 60 120

1 inch = 60 ft.



SECTION A-A' (REF. SHEET 2 FOR PLAN VIEW)

VERTICAL SCALE: 1" = 5'



SECTION B-B' (REF. SHEET 2 FOR PLAN VIEW)

VERTICAL SCALE: 1" = 5'

12/08/2020

COPART - 10 ACRE SUBLOT
PRELIMINARY CROSS SECTIONS
SPECIAL USE PERMIT

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JOB NO: 20100.00 DATE: 12/8/2020

SHEET 3 OF 3

ATTACHMENT C

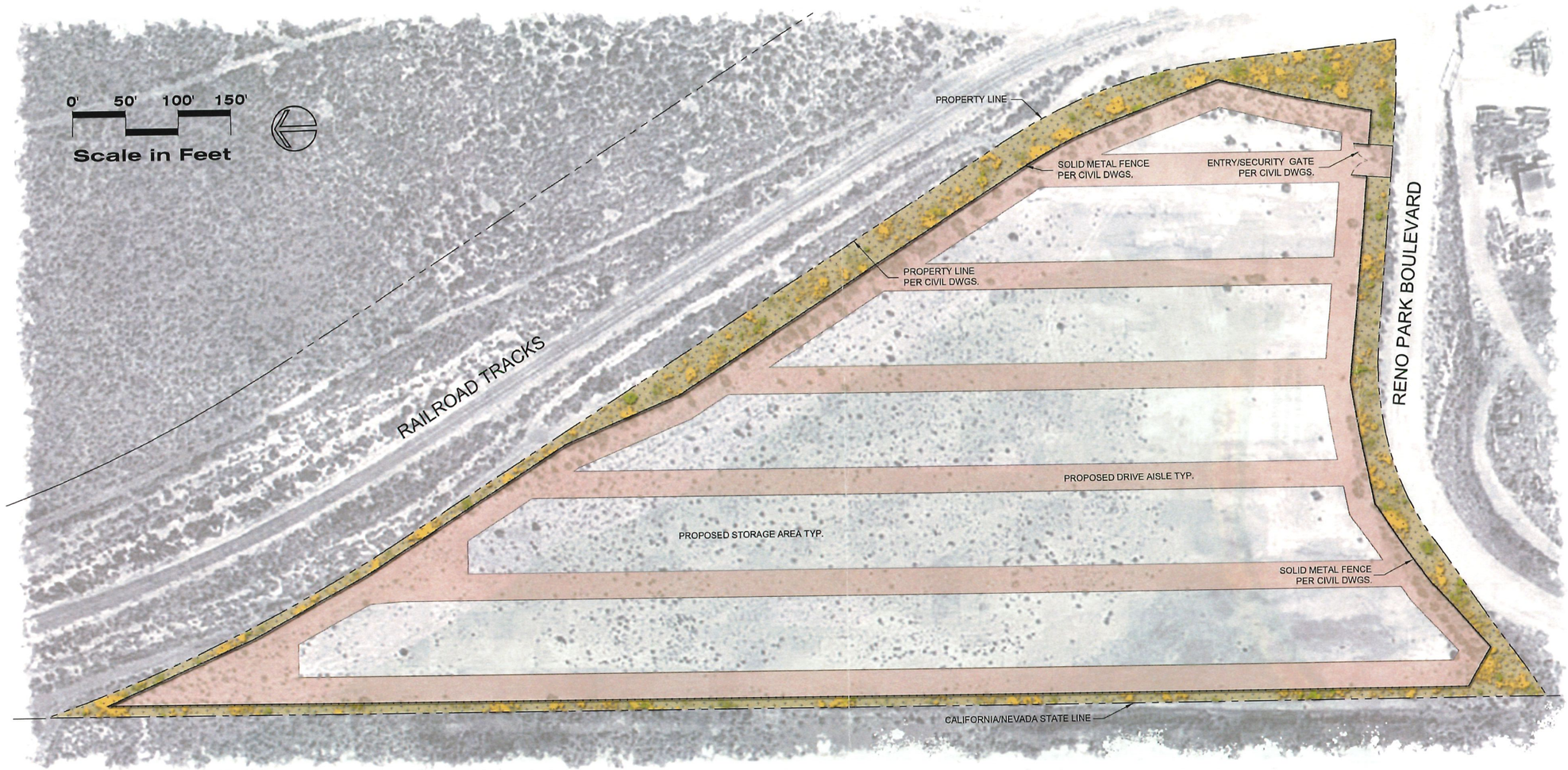
LANDSCAPE EXHIBIT

CUT AND FILL MAP

SLOPE ANALYSIS MAP

FENCING DETAIL

TRAFFIC LETTER



REVEGETATION SPECIFICATIONS

1. WHERE POSSIBLE, STRIP & STOCKPILE EXISTING 6" OF NATIVE SITE TOPSOIL. CONTRACTOR SHALL PROVIDE DUST CONTROL FOR STOCKPILED TOPSOIL AS REQUIRED BY REGULATORY AGENCIES.
2. FOLLOWING COMPLETION OF ROUGH GRADING RE-APPLY A MINIMUM OF 6" OF STOCKPILED TOPSOIL (IF AVAILABLE) TO REVEGETATION AREAS. TOPSOIL SHALL CONSIST OF NATURAL SURFACE SOIL, FRIABLE, AND LOAMY IN CHARACTER. TOPSOIL SHALL BE FREE OF LARGE BRUSH OR STUMPS, OBJECTIONABLE WEEDS, LARGE STONES OR ROCKS (EXCEPT AS DEPICTED ON PLANS) AND SUBSTANCES TOXIC TO PLANTS.
3. SCARIFY PLACED TOPSOIL TO CREATE FRIABLE CONDITIONS, EVENLY BLENDING PLACED TOPSOIL WITH TOP 6" OF SUBGRADE SOIL MATERIAL.
4. REVEGETATION SEEDING IS RECOMMENDED TO TAKE PLACE IN THE FALL TO ALLOW WINTER MOISTURE TO GERMINATE SEEDS. REVEGETATION SEED BLENDS MAY BE APPLIED IN HYDROSEED SLURRY. THE APPLICATION RATE (LBS PER ACRE) IN THE FALL SHALL BE APPLIED AT A MINIMUM RATE OF 32 PLS LBS/ACRE.
5. REVEGETATION SEEDING IN THE SUMMER SHALL BE APPLIED AT 125% OF THE FALL APPLICATION RATE, IMMEDIATELY FOLLOWED BY A TACKIFIER APPLICATION USING 150% OF THE MANUFACTURERS RECOMMENDED RATE
6. FOLLOWING SEEDING, APPLY HYDRO-SLURRY MIX OVER SEEDED SLOPE PER MFG'S SPECIFICATIONS. SLURRY SHALL CONSIST OF THE FOLLOWING:

   FERTILIZER: 0-10-10 @ 200 LBS/ACRE
   TACKIFIER, M-BINDER @ 60 LBS/ACRE
   MULCH: FIBER MULCH @ 1650 LBS/ACRE
   SEED: REVEGETATION SEED BLEND
7. CONTRACTOR SHALL MAINTAIN SEEDINGS UNTIL ESTABLISHED. REPAIR ANY SURFACE EROSION/RILLING UPON DISCOVERY.
8. COVERAGE REQUIREMENT: NON-IRRIGATED REVEG SEEDING RELIES ON NATURAL PRECIPITATION. ADDITIONAL ANNUAL SEEDING APPLICATIONS (INCLUDING APPROPRIATE TACKIFIER TREATMENTS) MAY BE REQUIRED TO INSURE SUCCESSFUL GERMINATION AND ESTABLISHMENT. FURTHER APPLICATIONS WILL BE REQUIRED UNTIL COVERAGE REQUIREMENTS (CONSISTENT WITH NON-DISTURBED NATURAL CONDITIONS) ARE ACHIEVED AND ACCEPTED BY THE REVIEW AGENCY.

DRYLAND (NON-IRRIGATED) SEED BLEND

SPECIES	PLS #/ACRE
GRASSES	
WHEATGRASS STREAMBANK	4.00
BLUEGRASS SANDBERG	3.00
WILDRYE GREAT BASIN	2.00
FESCUE SHEEP	3.00
INDIAN RICEGRASS	5.00
SHRUBS	
SAGEBRUSH WYOMING	.50
RABBITBRUSH RUBBER	.50
SALTBUSH FOURWING	2.00
MORMON TEA GREEN	.50
BITTERBRUSH	1.00
SPINY HOPSAGE	.50
DESERT PEACH	1.00
FLOWERS	
DRYLAND AGGRESSIVE BLEND	2.00
NURSE CROP	
RYEGRASS ANNUAL	6.00
TOTAL PLS #/ACRE:	31.00

SEED AVAILABLE FROM COMSTOCK SEED, MINDEN NV

LANDSCAPE LEGEND

NON-IRRIGATED DRYLAND RE-VEGETATION SEEDING

LANDSCAPE DATA

SITE AREA = 449,761 SQ FT (10.32 ACRES)

ZONING: I (INDUSTRIAL)

REQUIRED LANDSCAPE AREA = 44,976 SQ FT
- 10% OF SITE AREA)

PROVIDED LANDSCAPE AREA = 44,976 SQ FT MIN.
INCLUDES
- RE-VEGETATION AREA

L.A. StudioNevada
the landscape architecture studio
1552 C Street Sparks, NV 89431 (775) 323-2223 NV RLA #440
www.lastudionevada.com

REGISTERED LANDSCAPE ARCHITECT RYAN HANSEN 440 12/1/2020 Expires: 6/30/2021 STATE OF NEVADA

Preliminary Landscape Plan
10 ACRE WHITE LAKE STORAGE
Copart of Arizona
Washoe Co Nevada

No.	Revision Date

LA No:	808-501-10-20
Designed:	KRD
Drawn:	KRD
Checked:	RWH
Date:	12/7/2020

Sheet L1 of 1

SOLAEGUI
ENGINEERS

November 30, 2020

Mitchell Fink, P.E.
Washoe County Community Development
P.O. Box 11130
Reno, Nevada 89520

Re: Copart White Lake Storage – Trip Generation Letter

Dear Mitch:

This letter contains the findings of our trip generation review of the proposed Copart crashed vehicle storage project located off Reno Park Boulevard near Bordertown in Washoe County, Nevada. The project is designed to contain 10 acres of outdoor damaged vehicle storage. The purpose of this letter is to document the trip generation attributable to the proposed site plan.

Trip generation calculations for the project are based on the Ninth Edition of *ITE Trip Generation,* published by the Institute of Transportation Engineers. Nationally published data does not include this exact land use. For that reason we will calculate trip generation based on both the mini storage and general light industrial land uses as best available data. The calculation sheets are attached for ITE land use #151 Mini-Warehouse and ITE land use #110 General Light Industrial. The ninth edition data is used because the tenth edition does not support the "per acre" independent variable. Table 1 shows the trip generation totals.

TABLE 1
TRIP GENERATION

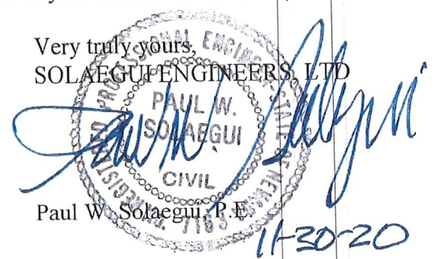
LAND USE	ADT	AM PEAK HOUR TOTAL	PM PEAK HOUR TOTAL
Mini Warehouse 10 Acres	354	26	36
General Light Industrial 10 Acres	518	75	73

As indicated in Table 1, the mini warehouse land use trip generation amounts to 354 average daily trips with 26 AM peak hour trips and 36 PM peak hour trips. The general light industrial use produces trip generation of 518 average daily trips with 75 AM peak hour trips and 73 PM peak hour trips. In my opinion the mini warehouse totals are most representative of what I understand the Copart use to be but the general light industrial use is also provided as what we see as potential high end volumes. We note that all these totals are below the threshold triggering the need for a full traffic study.

Solaegui Engineers Ltd. • 715 H Street • Sparks, Nevada 89431 • 775/358-1004 • FAX 775/358-1098
Civil & Traffic Engineers
e-mail: psolaegui@aol.com

We trust that this information will be helpful to you. Please contact us if you have questions or comments.

Very truly yours,
SOLAEGUI ENGINEERS, LTD



Paul W. Solaegui, P.E.

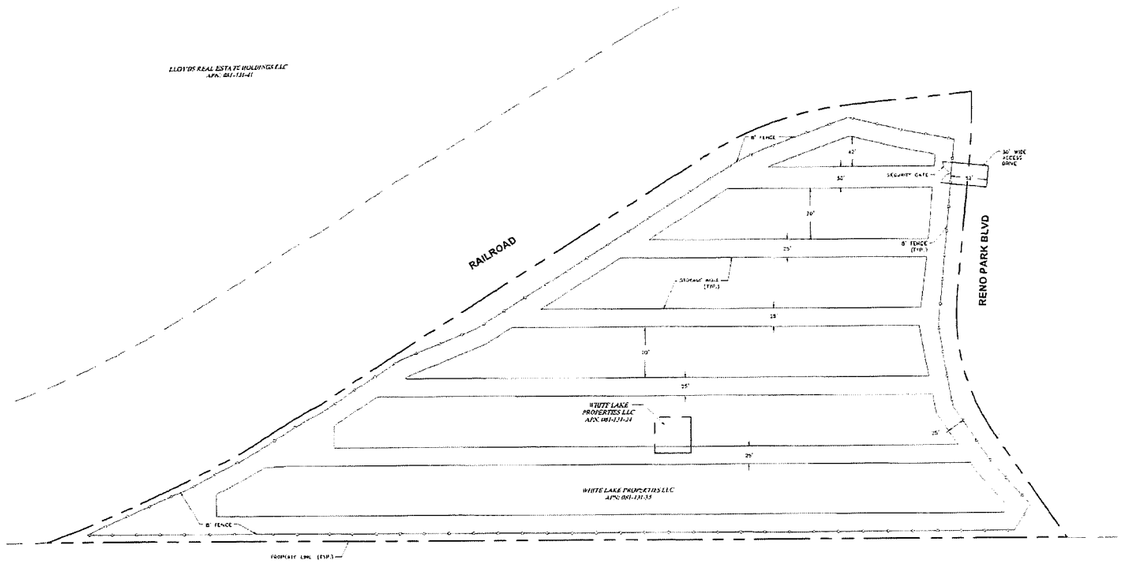
1-30-20
EXP 6-30-22

Enclosures
Letters/ Copart Trip Generation Letter

COPART - 10 ACRE WHITE LAKE

PRELIMINARY SITE PLAN

GRAPHIC SCALE



COPART - 10 ACRE WHITE LAKE
PRELIMINARY SITE PLAN
SPECIAL USE PERMIT

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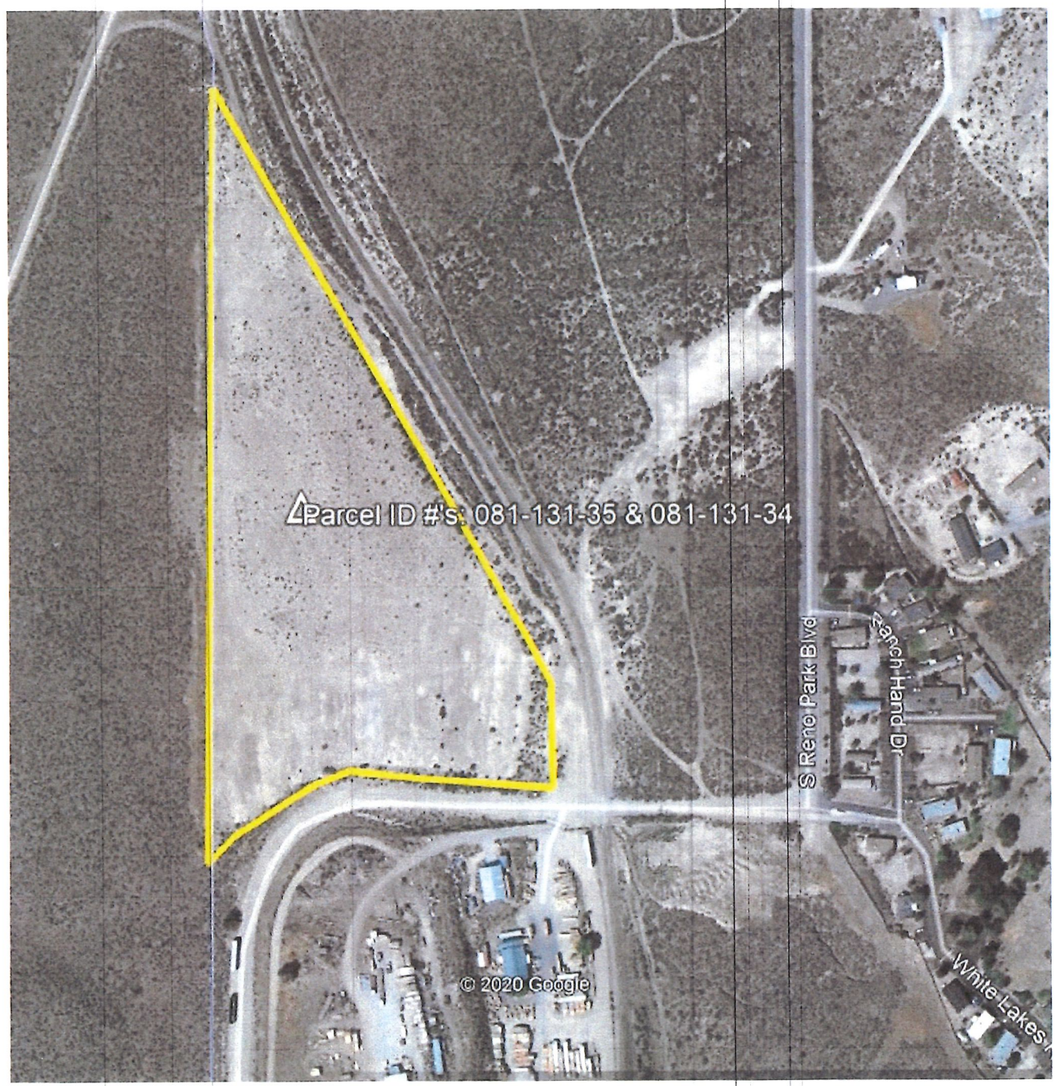
JOB NO: 20100.00 DATE: 12/8/2020

SHEET 1 OF 3

Exhibit A
DESCRIPTION/DEPICTION OF LAND

Approximately 10.32 acres of real property located at 19905 Reno Park Blvd, Reno, NV, Washoe County, 89508, identified as Parcel Numbers 081-131-35 and 081-131-34 19905, and, as further generally depicted in yellow outline below:



Average Rate Trip Calculations
For 10 Acres of Mini-Warehouse(151) - [R]

Project: Open Date:
Phase: Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	35.43	15.63	1.00	354
7-9 AM Peak Hour Enter	1.16	0.00	1.00	12
7-9 AM Peak Hour Exit	1.42	0.00	1.00	14
7-9 AM Peak Hour Total	2.58	1.67	1.00	26
4-6 PM Peak Hour Enter	1.78	0.00	1.00	18
4-6 PM Peak Hour Exit	1.78	0.00	1.00	18
4-6 PM Peak Hour Total	3.57	2.57	1.00	36
Saturday 2-Way Volume	31.44	14.46	1.00	314
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	5.60	3.17	1.00	56

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Average Rate Trip Calculations
For 10 Acres of General Light Industrial(110) - [R]

Project: Open Date:
Phase: Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	51.80	32.69	1.00	518
7-9 AM Peak Hour Enter	6.23	0.00	1.00	62
7-9 AM Peak Hour Exit	1.28	0.00	1.00	13
7-9 AM Peak Hour Total	7.51	6.51	1.00	75
4-6 PM Peak Hour Enter	1.60	0.00	1.00	16
4-6 PM Peak Hour Exit	5.66	0.00	1.00	57
4-6 PM Peak Hour Total	7.26	5.99	1.00	73
Saturday 2-Way Volume	8.73	7.91	1.00	87
Saturday Peak Hour Enter	0.45	0.00	1.00	5
Saturday Peak Hour Exit	0.51	0.00	1.00	5
Saturday Peak Hour Total	0.96	1.55	1.00	10

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

APPENDIX D

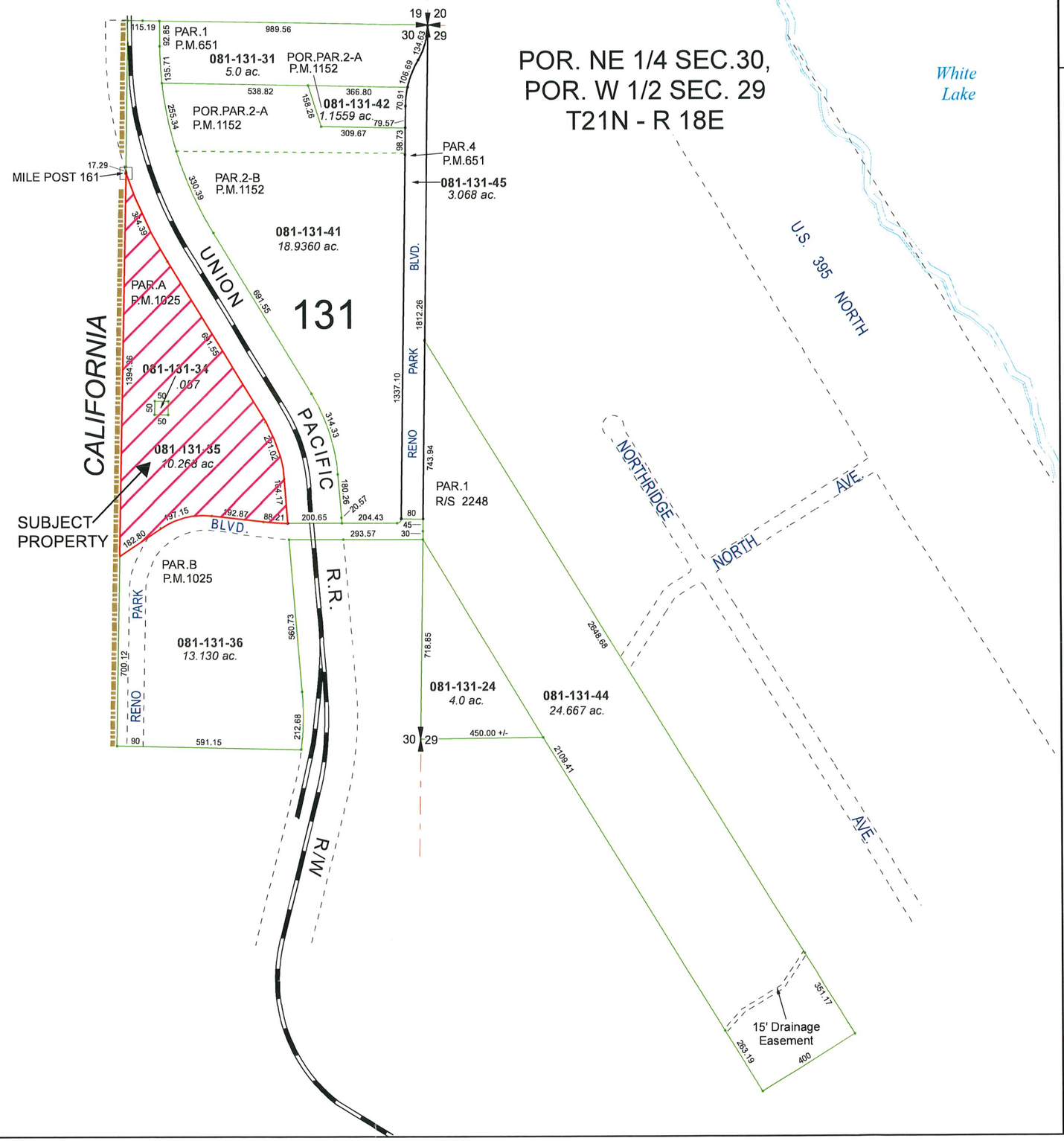
SUPPLEMENTAL INFORMATION

ASSESSOR'S MAP

FEMA MAP

RECORD MAP – PARCEL MAP #1025

PROOF OF PROPERTY TAX PAYMENT



Assessor's Map Number

081-13

STATE OF NEVADA

WASHOE COUNTY

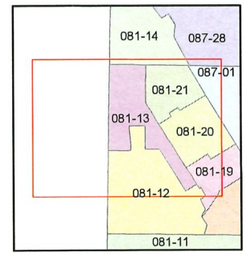
ASSESSOR'S OFFICE

Joshua G. Wilson, Assessor

1001 East Ninth Street
Building D
Reno, Nevada 89512
(775) 328-2231

Feet
0 100 200 300 400

1 inch = 400 feet



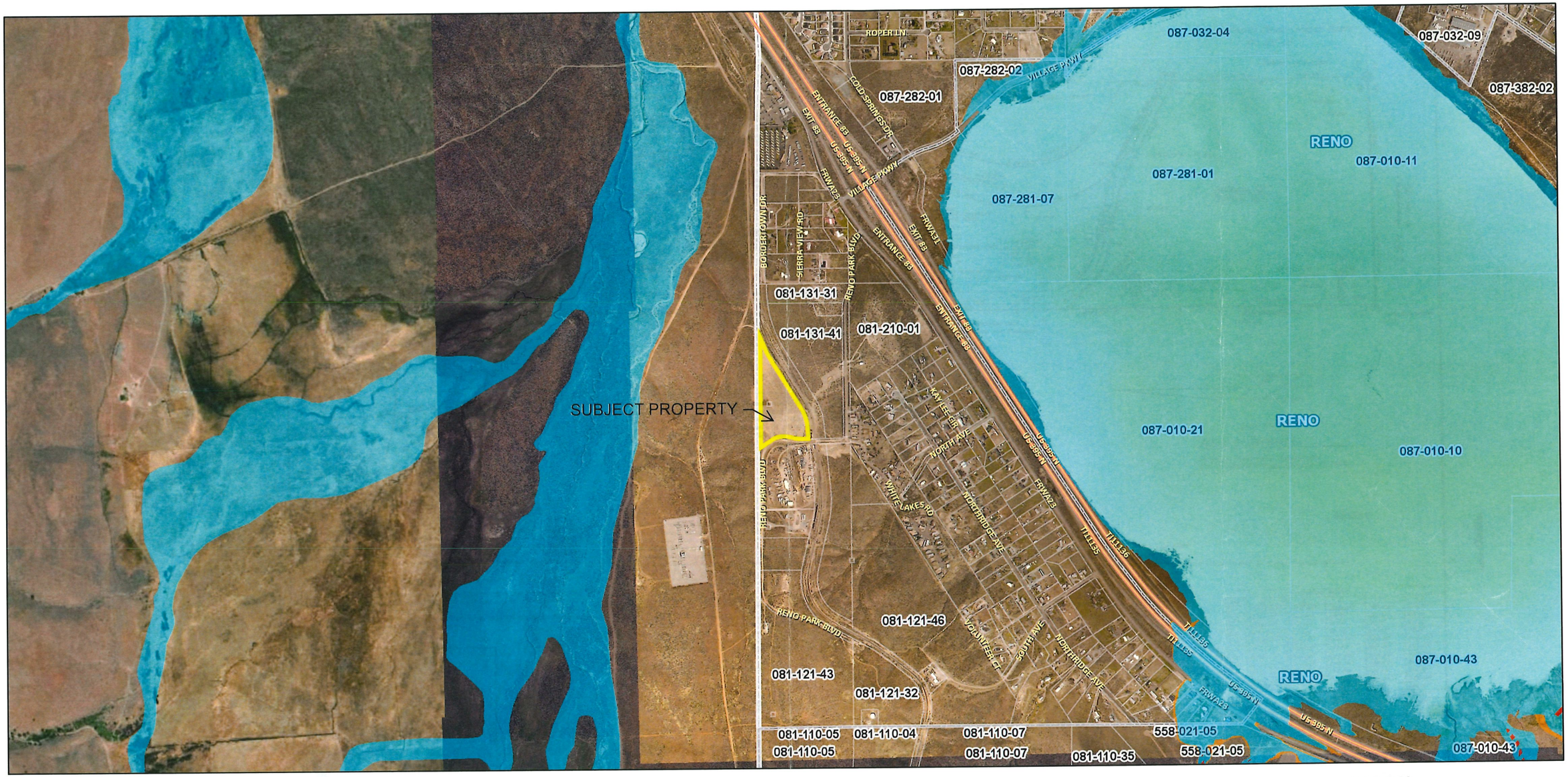
created by: CFB 06/24/2014

last updated: CFB 10/01/2014

area previously shown on map(s)

NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and illustrative purposes only. It does not represent a survey of the premises. No liability is assumed as to the sufficiency or accuracy of the data delineated hereon.

FLOOD HAZARD ZONE MAP



November 30, 2020

Flood Hazard Zones

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- APN

1:18,056

0 0.2 0.4 0.8 mi

0 0.35 0.7 1.4 km

Washoe County
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Washoe County GIS

Washoe County Treasurer
P.O. Box 30039, Reno, NV 89520-3039
ph: (775) 328-2510 fax: (775) 328-2500
Email: tax@washoecounty.us

Washoe County Treasurer
Tammi Davis

Bill Detail

Back to Account Detail | Change of Address | Print this Page

Washoe County Parcel Information

Parcel ID	Status	Last Update
08113135	Active	12/7/2020 1:40:23 AM

Current Owner:
WHITE LAKE PROPERTIES LLC
18124 WEDGE PKWY 207
RENO, NV 89511

SITUS:
19905 RENO PARK BLVD
WASHOE COUNTY NV

Taxing District
4000

Geo CD:

Legal Description

Range 18 Block Township 21 Lot Section 30 SubdivisionName _UNSPECIFIED

Installments

Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/17/2020	2020	$0.00	$0.00	$0.00	$0.00
INST 2	10/5/2020	2020	$0.00	$0.00	$0.00	$0.00
INST 3	1/4/2021	2020	$0.00	$0.00	$0.00	$0.00
INST 4	3/1/2021	2020	$0.00	$0.00	$0.00	$0.00
		Total Due:	**$0.00**	**$0.00**	**$0.00**	**$0.00**

Tax Detail

	Gross Tax	Credit	Net Tax
State of Nevada	$179.67	($80.51)	$99.16
Truckee Meadows Fire Dist	$570.72	($267.40)	$303.32
Washoe County	$1,470.87	($659.09)	$811.78
Washoe County Sc	$1,203.27	($539.18)	$664.09
COLD SPRINGS VALLEY WATER BASIN	$0.63	$0.00	$0.63
Total Tax	**$3,425.16**	**($1,546.18)**	**$1,878.98**

Payment History

Tax Year	Bill Number	Receipt Number	Amount Paid	Last Paid
2020	2020441336	B20.124742	$1,897.79	10/7/2020

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

Mailing Address:
P.O. Box 30039
Reno, NV 89520-3039

Overnight Address:
1001 E. Ninth St., Ste D140
Reno, NV 89512-2845

Change of Address

All requests for a mailing address change must be submitted in writing, including a signature (unless using the online form).

To submit your address change online click here

Address change requests may also be faxed to:
(775) 328-3642

Address change requests may also be mailed to:
Washoe County Assessor
1001 E 9th Street
Reno, NV 89512-2845

Washoe County Treasurer
Tammi Davis

Washoe County Treasurer
P.O. Box 30039, Reno, NV 89520-3039
ph: (775) 328-2510 fax: (775) 328-2500
Email: tax@washoecounty.us

Bill Detail

Back to Account Detail | Change of Address | Print this Page

Washoe County Parcel Information

Parcel ID	Status	Last Update
08113134	Active	12/7/2020 1:40:23 AM

Current Owner:
WHITE LAKE PROPERTIES LLC
18124 WEDGE PKWY 207
RENO, NV 89511

SITUS:
18995 RENO PARK BLVD
WASHOE COUNTY NV

Taxing District
4000

Geo CD:

Legal Description

Range 18 Block Township 21 Lot WELL A Section SubdivisionName _UNSPECIFIED

Installments

Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/17/2020	2020	$0.00	$0.00	$0.00	$0.00
		Total Due:	**$0.00**	**$0.00**	**$0.00**	**$0.00**

Tax Detail

	Gross Tax	Credit	Net Tax
State of Nevada	$2.95	($2.47)	$0.48
Truckee Meadows Fire Dist	$9.39	($7.89)	$1.50
Washoe County	$24.18	($20.20)	$3.98
Washoe County Sc	$19.79	($16.51)	$3.28
COLD SPRINGS VALLEY WATER BASIN	$0.63	$0.00	$0.63
Total Tax	**$56.94**	**($47.07)**	**$9.87**

Payment History

Tax Year	Bill Number	Receipt Number	Amount Paid	Last Paid
2020	2020441631	B20.124740	$10.26	10/7/2020

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

Mailing Address:
P.O. Box 30039
Reno, NV 89520-3039

Overnight Address:
1001 E. Ninth St., Ste D140
Reno, NV 89512-2845

Change of Address

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To submit your address change online click here

Address change requests may also be faxed to:
(775) 328-3642

Address change requests may also be mailed to:
Washoe County Assessor
1001 E 9th Street
Reno, NV 89512-2845

Drip Prevention and Spill Response

VEHICLE RECEIVING & STORAGE AREAS

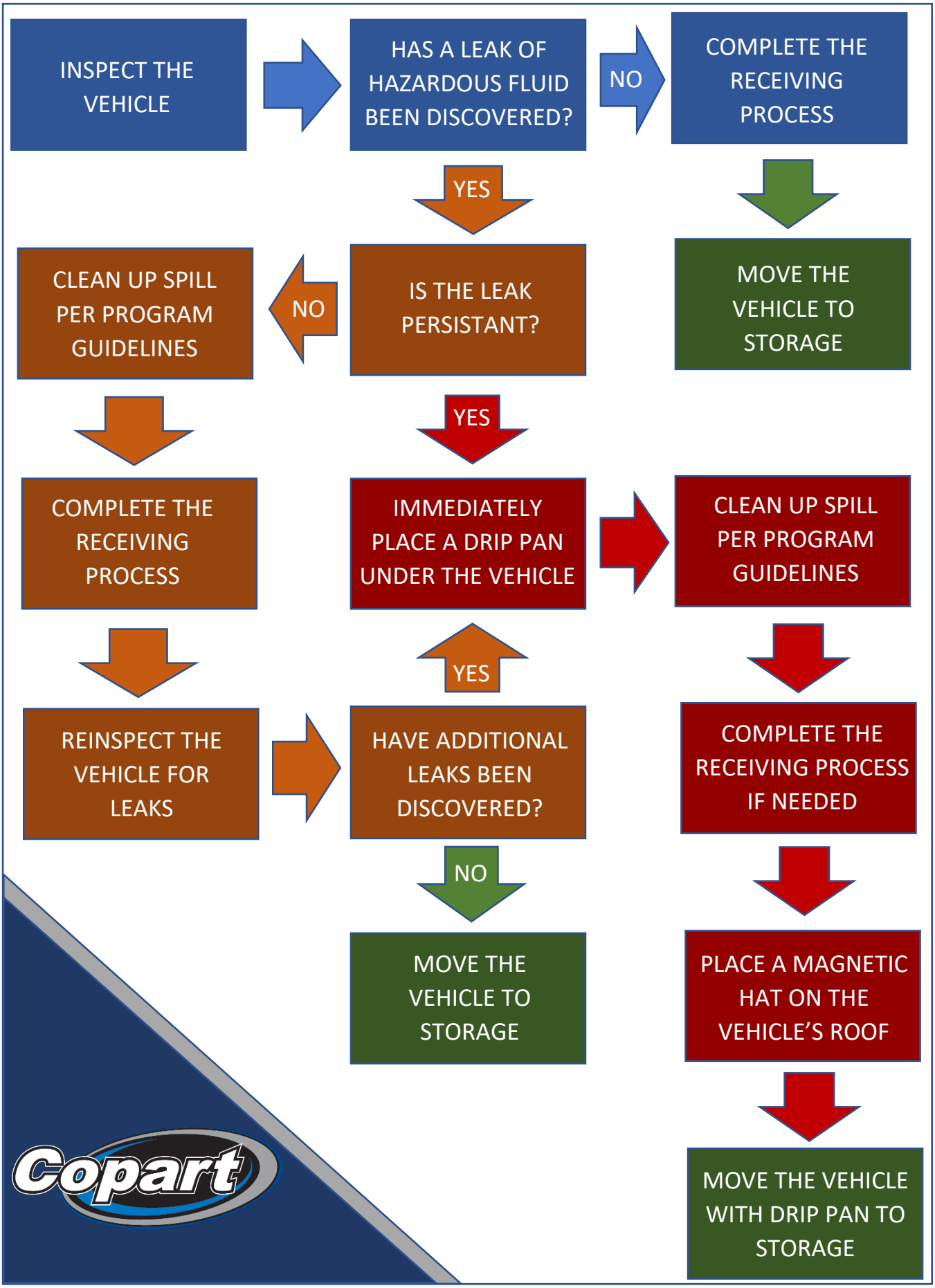
Copart Employees,

Protecting the environment is of the upmost importance at Copart, so it is imperative that every employee tasked with receiving or moving vehicles follow the drip prevention and spill response procedures listed below.

1. All incoming vehicles are to be inspected for dripping fluid.
2. If there is active dripping, a drip pan with absorbent pads and weights are to be placed under the vehicle to contain all fluids. Any hydrocarbon fluid that has dripped on the ground has the FM product applied. Any battery acid or Anti-Freeze is absorbed with a pad.
3. After receiving is finished and before the vehicle is moved to storage, the vehicle is to be inspected again for drips.
4. The receiving area must be constantly monitored for any fluids that make it to the ground. All must be addressed per the FM-189 spill clean-up manual.
5. If the vehicle still has drips, a drip pan is placed under the vehicle in storage.
6. All vehicles with drip pans under them must be marked (magnetic hat) and monitored weekly while in storage.
7. Once the vehicle is delivered to the buyer the contents of the pan is to be manifested to the appropriate Haz-waste facility.

Drip Prevention and Spill Response

VEHICLE RECEIVING PROCESS FLOW



Copart, Inc.

FM 186-2
Program Manual

For Hydrocarbon Spill Clean Up

Copart, Inc.
Spill Clean Up Program

FACILITY CONTACT INFORMATION

GENERAL MANAGER:_____

ASSISTANT GENERAL MANAGER:_____

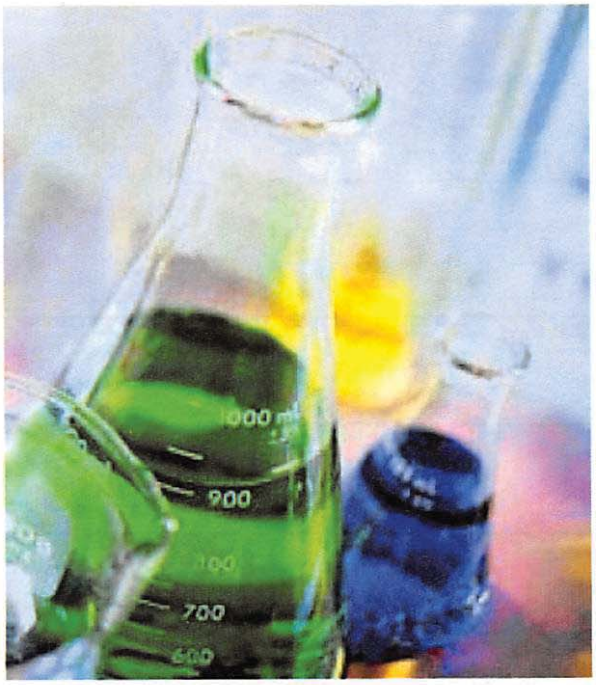
AREA SAFETY MANAGER:_____

REGIONAL MANAGER:_____

PROGRAM DESCRIPTION

Copart, Inc. has adopted a program for responding to hydrocarbon spills. The FM 186-2 Program uses proprietary chemistry that solubilizes and micro-emulsifies hydrocarbon, thereby suppressing VOC release and removing residual contamination left behind with the kitty litter/hazardous waste drum method.

Under both Federal and State regulations, during an immediate response to a spill, there is an exemption from the requirement to obtain a treatment, storage, or disposal permit.* The resulting waste must then be properly characterized. When the FM 186-2 Program is properly applied to small hydrocarbon spills, the resulting waste is rendered nonflammable and nonhazardous according to State and Federal Regulations. ** In addition, the hydrocarbon becomes bioavailable for enhanced biodegradation. Federal and State regulations require generators to determine their waste. Prior knowledge can be applied to the process used to clean up identifiable waste streams. ECS supplies demonstrated application and clean up techniques that Copart applies as part of our process knowledge package. Nothing herein is to be taken as approval that all spilled products would be rendered nonhazardous. Ultimately it is up to the responder to determine the resulting clean up material and to dispose of it correctly. On large, difficult to contain hydrocarbon spills, containing the spill is paramount. Use the provided sock booms. Once containment has been attained, for volatile fuels, spraying the FM 186-2 solution over the entire surface of the spill suppresses flammable vapors. After absorbing the spill as safely and rapidly as possible, final clean up for residual contamination with the FM 186-2 solution should be conducted following the "Small Spill Clean Up" procedure. Even though the FM 186-2 solution has been used in these spills, the collected absorbents are treated as hazardous waste and must be characterized properly.



* Federal 40CFR 264.1 (g)(8)(i)(C), 40CFR 270.1 (C)(3) and California State 22CCR 66264.1(g)(8)(A)(3), 22CCR 66270.1 (C)(3)

** **Petroleum waste is a presumptive hazardous waste and the users/generators are responsible for proper waste characterization and disposal.** Federal and state regulations require generators to determine their waste classification(s). Regulations also allow for prior knowledge of the waste and treatment procedures in determining the waste's classification. The FM 186 program is a treatment procedure that can be applied as part of the prior knowledge package. Nothing herein is to be taken as approvals that all spill materials would be rendered non-hazardous. Ultimately it is up to the generator to determine the resulting clean up material and to dispose of it correctly.

SMALL SPILL CLEAN UP PROTOCOL

A small spill is a spill that is easily contained and does not require use of sock booms. Always follow your company's procedures carefully.

1.0 ALWAYS UTILIZE PERSONAL PROTECTIVE EQUIPMENT (PPE)

1.1 Safety Vest Goggles Gloves
FM 186-2 Sprayer Pads Broom

A - Assess the spill and cone off the area.
B - Be safe – personal and public safety.
C - Clean up properly – follow your company guidelines carefully.
D - Determine waste and dispose of it correctly.

2.0 SPILL CLEAN UP

2.1 Spray the FM 186-2 completely around the spill

2.2 Cover the entire the spill area with the FM 186-2. Use a 1 to 1 ratio (one part FM 186-2 to one part spilled fuel).

2.3 Working from the outside edges first, mix the chemistries by pushing and pulling the solution within the impacted area towards the center of the spill.

2.4 As you mix the FM 186-2 with the spill, you will notice there is a bubbling action that starts to take place. In warmer weather this action may happen relatively quickly and in cooler weather it may be somewhat delayed.

2.5 As you start to mix the chemistries, the first reaction will turn the solution a milky white. Shortly thereafter the "bubbling" becomes quite pronounced.

2.6 Continue mixing until bubbling stops. If there is still bubbling going on, your mixture is incomplete. Remember, the larger the spill, the longer it will take to properly mix in the FM 186-2 chemistry.

2.7 When the bubbling action has stopped, you have successfully completed the reaction. Wait a couple of minutes to assure that the reaction is complete. It is now ready to be sorbed up.

2.8 Lay the sorbent pads in such a manner as to cover the ENTIRE SURFACE of the spilled fuel and allow the pads to sorb up the mixture.

2.9 After a couple of seconds use the brush to move the pads around to assist in this process.

2.10 Leave cones in place until all moisture has evaporated.

2.11 Remember to replace any products used from your spill kit immediately.

Petroleum waste is a presumptive hazardous waste and the users/generators are responsible for proper waste characterization and disposal. Federal and state regulations require generators to determine their waste classification(s). Regulations also allow for prior knowledge of the waste and treatment procedures in determining the waste's classification. The FM 186 program is a treatment procedure that can be applied as part of the prior knowledge package. Nothing herein is to be taken as approvals that <u>all</u> spill materials would be rendered non-hazardous. Ultimately it is up to the generator to determine the resulting clean up material and to dispose of it correctly.

CLEANING UP SMALL SPILLS
ALWAYS WEAR PPE

A small spill is one that is easy to contain. Remember to always wear your personal protective equipment (PPE). **Place one of your vests in the red bag containing your PPE so it will be there when you need to respond to a large spill**.
(See Protocol 1.0 and 1.1)

Circle the spill with FM 186-2 solution. Then spray over the entire spill area. Use a 1:1 ratio or, as much FM 186-2 solution as spilled fuel.
(See Protocol 2.1 and 2.2)

Begin brushing the spill and FM 186-2 solution into the center of the spill area
(See Protocol 2.3)

Hot Tip: Improve your curb appeal by frequently responding to the small drips that occur on a daily basis. Use the methods described.

SMALL SPILLS – Continued

As you mix the FM 186-2 into a spill, you will notice a bubbling action taking place. Continue mixing until the bubbling stops. In warmer weather, this action happens rapidly. In cooler weather, it will happen more slowly. If bubbling action is still happening, the mixing is incomplete - so continue to mix vigorously. REMEMBER: The larger the spill, the longer it will take to properly combine the spilled fuel and the FM 186-2. (See Protocol 2.4 - 2.7)

Lay sorbent pads over the entire spill area and let the pads soak up the mixture. Move the pads around with the broom to assist in this process. (See Protocol 2.8 and 2.9)

Use enough sorbent pads so that none of them are soaked through and dripping. Dispose of the used pads properly. (See Protocol 2.10 – 2.11)

Petroleum waste is a presumptive hazardous waste and the users/generators are responsible for proper waste characterization and disposal. Federal and state regulations require generators to determine their waste classification(s). Regulations also allow for prior knowledge of the waste and treatment procedures in determining the waste's classification. The FM 186 program is a treatment procedure that can be applied as part of the prior knowledge package. Nothing herein is to be taken as approvals that all spill materials would be rendered non-hazardous. Ultimately it is up to the generator to determine the resulting clean up material and to dispose of it correctly.

Emergency Spill Response – Rock and Dirt

The addition of FM 186-2 enhances remediation of the contamination. As with spill procedures, the mixing of the FM 186-2 with the hydrocarbon is important. In addition, turning of the surface by mechanical action increases the oxygen level within the substrate. This enhances natural bacterial growth which is the key to the biodegradation of the contamination. The following procedure should be followed for maximum results.

Assess the extent of the contamination.

This involves assessing both the amount of hydrocarbon and the total area that the hydrocarbon reached.

1. Scar up the area to increase effectiveness.

2. Apply FM 186-2 solution to cover the entire stain in the soil. Apply this evenly over the contaminated area.

3. Mix well with steel rake and reapply FM 186-2 if necessary.

4. Apply a small amount of fertilizer with a number that has a higher nitrogen count than the phosphorous and potassium (NPK). The number should be a 10-5-5 or 20-10-10. Sprinkle over the treated area. Do not add too much fertilizer. You do not want to grow weeds. (**Note:** Be sure that the fertilizer does not contain any additional component that inhibits bacterial growth or contains a weed killer).

5. Keep the soil moist but do not over water. Too much water will slow the remediation process. Add water once a week if it does not rain.

MARK and MONITOR

6. After 30 days, sample the area and evaluate progress. This can be accomplished by noting the absence or presence of hydrocarbon odor. Some discoloration is natural.

Petroleum waste is a presumptive hazardous waste and the users/generators are responsible for proper waste characterization and disposal. Federal and state regulations require generators to determine their waste classification(s). Regulations also allow for prior knowledge of the waste and treatment procedures in determining the waste's classification. The FM 186 program is a treatment procedure that can be applied as part of the prior knowledge package. Nothing herein is to be taken as approvals that all spill materials would be rendered non-hazardous. Ultimately it is up to the generator to determine the resulting clean up material and to dispose of it correctly.

FM 186-2 SHOULD ONLY BE USED IN COMPLIANCE
WITH ALL STATE AND LOCAL RULES AND REGULATIONS

Emergency Spill Response - Asphalt and Concrete
Large Spills Over One Gallon

A large spill requires a phone call to your Area Equipment and Safety Manager

1. Locate the source and stop the spill. The contaminated area should be cordoned off and customers and others kept out. If volatile fuel is spilled, to reduce the danger of fire, suppress the vapors by spraying FM 186-2 solution over entire spill area. **Containment of spills is a critical first step, for safety and in order to protect the environment.**

2. Health and safety are primary concerns as a large spill is handled. The use of FM 186-2 to reduce the level of volatile hydrocarbon is also an important step. Even though a complete reaction may not take place, the volatile levels will be significantly reduced during an event.

3. Sock booms have been provided to protect storm drains and stop the forward migration of the spill. It is imperative that the storm water system be protected from any spilled hydrocarbon. If the spill looks like it may enter the storm drain, surround storm drains with the white oleophilic sock booms.

4. After protection has been provided for the storm drain system, assess the extent of the spill. If necessary, absorb raw hydrocarbon in white oleophilic pads. These will be placed in orange plastic waste bags.

5. After the spilled material has been removed, spray the FM 186-2 solution on the residual oils left on the ground and brush it in thoroughly.

6. Pick up solution with provided pads (gray or white)

7. Place all material into the orange bag, seal and label it as: **Hydrocarbon Hazardous Waste**. Pick up and disposal should proceed according to company guidelines.

Petroleum waste is a presumptive hazardous waste and the users/generators are responsible for proper waste characterization and disposal. Federal and state regulations require generators to determine their waste classification(s). Regulations also allow for prior knowledge of the waste and treatment procedures in determining the waste's classification. The FM 186 program is a treatment procedure that can be applied as part of the prior knowledge package. Nothing herein is to be taken as approvals that all spill materials would be rendered non-hazardous. Ultimately it is up to the generator to determine the resulting clean up material and to dispose of it correctly.

Emergency Spill Response - Continued
Equipment and Safety Managers

Joe O'Leary
Senior Director of Equipment, Safety
& Environmental Compliance
678.628.3954 (cell)
Joe.Oleary@copart.com

Jim Sulkanen
National Equipment & Safety Manager
678.850.7669 (cell)
Jim.Sulkanen@copart.com

Sean Mulcahy
Health, Safety & Environmental Manager
619.861.3150 (cell)
Sean.Mulcahy@copart.com

Jeff Mercer
Equipment & Safety Manager
972.342.5798 (cell)
Jeff.Mercer@copart.com

Robert Polidori
Equipment & Safety Manager
860.839.5657 (cell)
Robert.Polidori@copart.com

Tyler Broussard
Equipment & Safety Manager
225-301-4070 (cell)
Tyler.Broussard@copart.com

Jamie Hobson
Equipment & Safety Manager
910.813.7261 (cell)
Jamie.Hobson@copart.com

David Saber
Equipment & Safety Manager
916-307-8042 (cell)
David.Saber@copart.com

Christian Jakoubek
Equipment & Safety Manager
214.695.2171 (cell)
Christian.Jakoubek@copart.com

Randy Heffner
Equipment & Safety Manager
214.208.4141 (cell)
Randy.Heffner@copart.com

HOW TO HANDLE LARGE SPILLS SAFELY
ALWAYS WEAR PPE

When a large spill occurs – Press the **system shutoff switch** (if necessary) to shut down the station and begin to contain the spill.

Collect the ECS spill kit, proceed to the spill area and begin to contain the spill.

Place sock booms to protect the storm drain or edge of the property.

Large Spills – Continued

After the spill has been contained, overspray the spill area with the FM 186-2 solution. This overspray greatly reduces the danger of fire and explosion.

Clean up the used sorbent pads and sock booms by collecting them in the orange disposal bags provided in the ECS spill kit. Seal the bags and label them: HYDROCARBON – HAZARDOUS WASTE. **Pick up and disposal should proceed according to your company guidelines.** Following the cleanup of a large spill, remember to replenish your supply of FM 186-2 and sorbents.

Hot Tip: **Hold training spill drills** on a regular basis using <u>water</u>. This is a good way to prepare for a large spill.

Petroleum waste is a presumptive hazardous waste and the users/generators are responsible for proper waste characterization and disposal. Federal and state regulations require generators to determine their waste classification(s). Regulations also allow for prior knowledge of the waste and treatment procedures in determining the waste's classification. The FM 186 program is a treatment procedure that can be applied as part of the prior knowledge package. Nothing herein is to be taken as approvals that <u>all</u> spill materials would be rendered non-hazardous. Ultimately it is up to the generator to determine the resulting clean up material and to dispose of it correctly.

Waste Analyticals And Review

Environmental Chemical Solutions
PO Box 2029, Gig Harbor, Washington 98335
Toll Free: 877.253.2665 Fax: 253.853.1340
www.ecschem.com

The Process of Knowledge at the Copart Facility

For establishing knowledge of the treated waste at the Copart facility, five areas were identified for sampling and analysis. Since the vehicles are all parked in the same direction, it is assumed that the spilled material from the rear of the car is rear end oil and from the middle of the car, transmission fluid. However, spills from the front of the car could be any number of fluids including hydraulic brake fluid, transmission fluid, power steering oils, motor oils, differential fluid (same as rear end fluid in a front wheel drive) and possibly some small amounts of antifreeze. Antifreeze is not a fluid expected since most antifreeze is lost at the scene of the accident.

A total of five samples were processed. Since most of the spillage occurs from the front of the vehicle, three samples were drawn from the front area, one from the middle and one from the rear. The sample from the middle area was drawn from the soil/rock yard while the rest were obtained from the hard surface staging area.

All spills were treated with FM 186 by a Copart employee and were immediately placed in clean sealed glass containers and placed on ice. All samples were sent by chain of custody to a state certified laboratory with TCLP metals, STLC metals and Title 22 aquatic toxicity testing conducted. Since the fluids do not exhibit any form of flammable hazard or contain benzene, ignitability and TCLP benzene were not run.

All samples passed the TCLP and STLC metals and the Title 22 aquatic toxicity testing. The results are illustrated in the following tables.

The sample number designated the size of the spilled material while the location illustrates where from the vehicle the spill generated.

Sample # (size)	12x3"	Location: Rear	REGULATORY LIMIT
	TCPL Metals	STLC Metals	
Arsenic	**ND**	**ND**	**5.0**
Barium	**2.88**	**3.05**	**100.0**
Cadmium	**ND**	**ND**	**1.0**
Chromium	**ND**	**0.364**	**5.0**
Lead	**0.126**	**3.47**	**5.0**
Selenium	**ND**	**0.139**	**1.0**
Silver	**ND**	**ND**	**5.0**
Mercury	**ND**	**ND**	**0.2**

Aquatic Tox **pass >750**
All data is in parts per million

Sample # (size)	12x6"	Location: Front	REGULATORY LIMIT
	TCPL Metals	STLC Metals	
Arsenic	**ND**	**ND**	**5.0**
Barium	**1.61**	**3.31**	**100.0**
Cadmium	**ND**	**ND**	**1.0**
Chromium	**ND**	**0.585**	**5.0**
Lead	**0.070**	**4.30**	**5.0**
Selenium	**ND**	**ND**	**1.0**
Silver	**ND**	**ND**	**5.0**
Mercury	**ND**	**ND**	**0.2**

Aquatic Tox **pass >750**
All data is in parts per million

Sample # (size)	18x24"	Location: Front	REGULATORY LIMIT
	TCPL Metals	STLC Metals	
Arsenic	**ND**	**0.057**	**5.0**
Barium	**1.55**	**2.10**	**100.0**
Cadmium	**ND**	**ND**	**1.0**
Chromium	**ND**	**0.534**	**5.0**
Lead	**ND**	**2.21**	**5.0**
Selenium	**ND**	**0.417**	**1.0**
Silver	**ND**	**0.277**	**5.0**
Mercury	**ND**	**ND**	**0.2**

Aquatic Tox **pass >750**
All data is in parts per million

Sample # (size) **24x24"** **Location: Front**

	TCPL Metals	STLC Metals	REGULATORY LIMIT
Arsenic	**ND**	**0.054**	**5.0**
Barium	**1.61**	**2.93**	**100.0**
Cadmium	**ND**	**ND**	**1.0**
Chromium	**ND**	**0.548**	**5.0**
Lead	**0.050**	**3.33**	**5.0**
Selenium	**ND**	**0.412**	**1.0**
Silver	**ND**	**ND**	**5.0**
Mercury	**ND**	**ND**	**0.2**

Aquatic Tox **pass >750**
All data is in parts per million

Sample # (size) **S-1 24x18"** **Location: Middle (soil)**

	TCPL Metals	STLC Metals	REGULATORY LIMIT
Arsenic	**ND**	**0.071**	**5.0**
Barium	**1.47**	**3.11**	**100.0**
Cadmium	**ND**	**ND**	**1.0**
Chromium	**ND**	**0.195**	**5.0**
Lead	**ND**	**0.185**	**5.0**
Selenium	**ND**	**0.206**	**1.0**
Silver	**ND**	**0.083**	**5.0**
Mercury	**ND**	**ND**	**0.2**

Aquatic Tox **pass >750**
All data is in parts per million

Field analytical data was collected under standard protocol, transported in industry recognized containers, and was kept on ice or chilled.

Spills were immediately treated and preserved. Code of behavior included split sampling to verify protocol or were in response to a spill of opportunity. Material was submitted to California State certified laboratories for waste determination.

This and other data is used to help determine and quantify generator knowledge.

Environmental Chemical Solutions
PO Box 2029, Gig Harbor, Washington 98335
Toll Free: 877.253.2665 Fax: 253.853.1340
www.ecschem.com

SAMPLES ANALYZED FOR ECS
by Associated Laboratories, Orange, CA

AQUATIC TOXICITY TESTING
by Associated Laboratories, Orange, CA

Project ID: **ExxonMobil**
Project Description: **250 mls. (1 cup) of regular unleaded gasoline was spilled and cleaned up.**

FULL EXTRACTION

LR #	Order # Client Smpl. ID	S Date	Method	Analyte	Result	DLR Units
122689	490130 S-1, S-2 composite	01/12/2004	1030	Ignitability of Solids	Pass	P/F
122689	490130 S-1, S-2 composite	01/12/2004	1311/8260	Benzene TCLP	ND	12500 ug/L
122689	490130 Laboratory Blank		1311/8260	Benzene TCLP	ND	0.005 ug/L
	490130 S-1, S-2 composite	1/12/2004	Title 22	Aquatic Toxicity	Pass	>750 mg/L

This data is a summary of the testing information. For actual laboratory sheets, chain of custody, etc., please contact ECS

SAMPLES ANALYZED FOR ECS
by Associated Laboratories, Orange, CA

AQUATIC TOXICITY TESTING
by MBC Applied Environmental Sciences, Costa Mesa, CA

Project ID: Elsinore Old: Chevron
Project Description: 500 mls. (2 cups) of regular unleaded gasoline was spilled and cleaned up.

Indicates FM formula over 1 year old

LR #	Order # Client Smpl. ID	S Date	Method	Analyte	Result	DLR Units
111750	436669 Elsinore Old	06/05/2003	1030	Ignitability of Solids	Pass	P/F
111750	436669 Elsinore Old	06/05/2003	1311/8260	Benzene TCLP	0.123	0.05 mg/L
111750	436670 Laboratory Method Blank		1311/8260	Benzene TCLP	ND	0.005 mg/L
	03-373 Elsinore Pad Old	6/5/2003	Title 22	Aquatic Toxicity	Pass	>750 mg/L

This data is a summary of the testing information. For actual laboratory sheets, chain of custody, etc., please contact ECS

Project ID: **Vons / Safeway**
Project Description: Spilled 250 mg (1 cup) regular unleaded gasoline and was cleanup up
At regulatory request, ran complete spectrum of 8260

LR #	Order # Client Smpl. ID	S Date	Method	Analyte	Result	DLR Units
112719	441169 V/S 1818X-2	06/23/2003	1311/8260	1,1 Dichloroethylene	ND	0.005 mg/L
112719	441169 V/S 1818X-2	06/23/2003	1311/8260	1,2 Dichloroethane TCLP	ND	0.005 mg/L
112719	441169 V/S 1818X-2	06/23/2003	1311/8260	Benzene TCLP	0.033	0.005 mg/L
112719	441169 V/S 1818X-2	06/23/2003	1311/8260	Carbon Tetrachloride	ND	0.005 mg/L
112719	441169 V/S 1818X-2	06/23/2003	1311/8260	Chlorobenzene TCLP	ND	0.005 mg/L
112719	441169 V/S 1818X-2	06/23/2003	1311/8260	Chloroform TCLP	ND	0.005 mg/L
112719	441169 V/S 1818X-2	06/23/2003	1311/8260	Methylethylketone TCLP	ND	0.10 mg/L
112719	441169 V/S 1818X-2	06/23/2003	1311/8260	Tetrachloroethylene T	ND	0.005 mg/L
112719	441169 V/S 1818X-2	06/23/2003	1311/8260	Trichloroethylene TCLP	ND	0.005 mg/L
112719	441169 V/S 1818X-2	06/23/2003	1311/8260	Vinyl Chloride TCLP	ND	0.005 mg/L
112719	441170 V/S 1818X-3	06/23/2003	1030	Ignitability of Solids	Passes	P/F
112719	441171 Laboratory Method Blank		1311/8260	1,1 Dichloroethylene	ND	0.005 mg/L
112719	441171 Laboratory Method Blank		1311/8260	1,2 Dichloroethane TCLP	ND	0.005 mg/L
112719	441171 Laboratory Method Blank		1311/8260	Benzene TCLP	ND	0.005 mg/L
112719	441171 Laboratory Method Blank		1311/8260	Carbon Tetrachloride	ND	0.005 mg/L
112719	441171 Laboratory Method Blank		1311/8260	Chlorobenzene TCLP	ND	0.005 mg/L
112719	441171 Laboratory Method Blank		1311/8260	Chloroform TCLP	ND	0.005 mg/L
112719	441171 Laboratory Method Blank		1311/8260	Methylethylketone TCLP	ND	0.10 mg/L
112719	441171 Laboratory Method Blank		1311/8260	Tetrachloroethylene T	ND	0.005 mg/L
112719	441171 Laboratory Method Blank		1311/8260	Trichloroethylene TCLP	ND	0.005 mg/L
112719	441171 Laboratory Method Blank		1311/8260	Vinyl Chloride TCLP	ND	0.005 mg/L
03-389	30-389 VS/1818X-1	6/23/2003	Title 22	Aquatic Toxicity	Passes	> 750 mg/L

SAMPLES ANALYZED FOR ECS
by Associated Laboratories, Orange, CA

AQUATIC TOXICITY TESTING
by Associated Laboratories, Orange, CA

Project ID: **Chevron**
Project Description: **500 mls (2 cups) of regular unleaded gasoline spilled, cleanup by Chevron personnel**

LR #	Order #	Client Smpl. ID	S Date	Method	Analyte	Result	DLR	Units
111729	436623	P-1	06/03/2003	1030	Ignitability of Solids	Passes		P/F
111729	436623	P-1	06/03/2003	1311/8260	Benzene TCLP	0.394	0.05	mg/L
111729	436623	P-1	06/03/2003	600/4-85/013	Fish Bioassay	Passes	>750	mg/L
111729	436624	Laboratory Method Blank		1311/8260	Benzene TCLP	ND	0.005	mg/L

This data is a summary of the testing information. For actual laboratory sheets, chain of custody, etc., please contact ECS

SAMPLES ANALYZED FOR ECS
by Associated Laboratories, Orange, CA

AQUATIC TOXICITY TESTING
by Associated Laboratories, Orange, CA

Project ID: **Costco**
Project Description: **During fillup undetermined amount of regular unleaded gasoline spilled (overfill)**

LR #	Order #	Client Smpl. ID	S Date	Method	Analyte	Result	DLR	Units
114859	452199	Gas pad 432	06/03/2003	1030	Ignitability of Solids	Passes		P/F
114859	452199	Gas Pad 432	06/03/2003	1311/8021	Benzene TCLP	ND	0.2	mg/L
114859	452199	Gas Pad 432	06/03/2003	600/4-85/013	Fish Bioassay	Pass	> 500	mg/L
114859	452199	Laboratory Method Blank		1311/8021	Benzene TCLP	ND	0.01	mg/L

This data is a summary of the testing information. For actual laboratory sheets, chain of custody, etc., please contact ECS

SAMPLES ANALYZED FOR ECS
by Associated Laboratories, Orange, CA

AQUATIC TOXICITY TESTING
by MBC Applied Environmental Sciences, Costa Mesa, CA

Project ID: **Elsinore New: Chevron Station**
New Indicates fresh formula
Project Description: **500 mls. (2 cups) of regular unleaded gasoline was spilled and cleaned up.**

LR #	Order #	Client Smpl. ID	S Date	Method	Analyte	Result	DLR	Units
111751	436671	Elsinore Pad New	06/05/2003	1030	Ignitability of Solids	Pass		P/F
111751	436671	Elsinore Pad New	06/05/2003	1311/8260	Benzene TCLP	0.188	0.05	mg/L
111751	436672	Laboratory Method Blank		1311/8260	Benzene TCLP	ND	0.005	mg/L
	03-374	Elsinore Pad New	6/5/2003	Title 22	Aquatic Toxicity	Pass	>750	mg/L

This data is a summary of the testing information. For actual laboratory sheets, chain of custody, etc., please contact ECS

ENVIRONMENTAL CHEMICAL SOLUTIONS

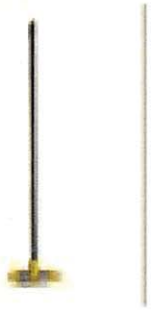
~ ORDER GUIDE ~

ST 1010B
Starter Kit

SK 1007
Emergency Spill Kit

SP104
Two Gallon Sprayer

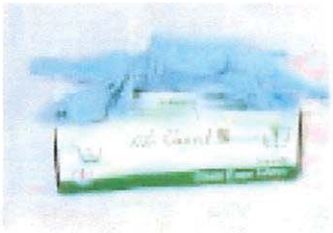
FM 1862-05
5 Gallon



BR001, Broom

FM 1862-55
55 Gallon

AB104-EA



GL100, Box of Nitrile Gloves

Universal Sorbent Pads

Environmental Chemical Solutions

P.O. Box 2029 Gig Harbor, Washington 98335
Toll Free: 1.877.253.2665
www.ecschem.com

PGMN: Copart-2014

Copart's Drip Prevention and BMP's for Ground/Storm Water Protection

1. All vehicles being unloaded at Copart yards will be inspected during unloading for any dripping fluids. If fluid is identified as a hydrocarbon (HC), i.e. oil, gasoline, or diesel) FM-186 will be immediately applied per the program guide.

2. All pads, booms or absorbent material used to clean up the residue after FM-186 application will be properly disposed of.

3. If the dripping fluid is not an HC (e.g. antifreeze, coolant or battery acid) then FM-186 is not to be used. In these cases the contaminated pads that have absorbed the fluid and any impacted soil must be put in the hazardous waste container in the shop and sent for off-site treatment or disposal company within 90 days.

4. If the fluid drip observed is not a onetime occurrence (the employee believes that further fluid will drip) then a catch pan must be placed under the area to catch any further dripping fluids. This catch pan must be maintained under the drip area until the vehicle leaves the property. Any accumulated fluid captured on the catch pan is to be put in the liquids container and removed at the earliest time. This process is not optional in any way and must be diligently and consistently followed.

5. An adequate number of catch pans will be kept on hand at all times.

6. The Copart Spill Response DVD and manual is to be viewed and reviewed annually by all personnel involved in operations.

7. Adequate FM-186 response supplies will be maintained in the receiving area, in the vehicle yard, at the diesel tank and the heavy storage area.

8. All facility storm drains are to be kept clean and free of debris and sediment. They are to be inspected and cleaned weekly if needed. If there is any reason to think an automotive fluid has reached any of these drains the drains will be cleaned and any impacted dirt will be excavated and put in the hazardous waste container in the shop.

9. Any vehicles identified as having continuing drips (i.e. in need of a catch pan) will not be stored near any storm drains. Vehicles with major front-end damage will not be stored near storm drains regardless of whether drips are observed or not.

10. Yard Management will, on a continuing basis, check all surface "stains" for confirmation of FM treatment. This can be accomplished by the "smell test" and by looking for the presence of "sheen" on water on the ground.

11. Water from external rinsing of vehicles and equipment is to be directed away from the storm drains so that it may evaporate or be absorbedinto the soil.

12. Rinsing of dust/dirt build up in the loaders radiators will be done in the yard, away from storm drains so this wash water will be absorbed to the surface and not allowed to enter storm drains or leave the facility.

13. Monthly inspections of the diesel fuel tank and any other liquid containers shall be made monthly to insure they are in good condition and that the secondary containment is free of liquids.