

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF SEPTEMBER 28, 2016

FILE NO: SUP-16-089

AGENDA ITEM: F-2

STAFF AUTHOR: Hope Sullivan, Planning Manager

REQUEST: For Possible Action: To consider a request from Ken Rose (property owner Battle Born Properties LLC) for a Special Use Permit to allow an Indoor Go Cart facility in Retail Commercial zoning district, located at 3777 N. Carson St., APN 002-391-34.

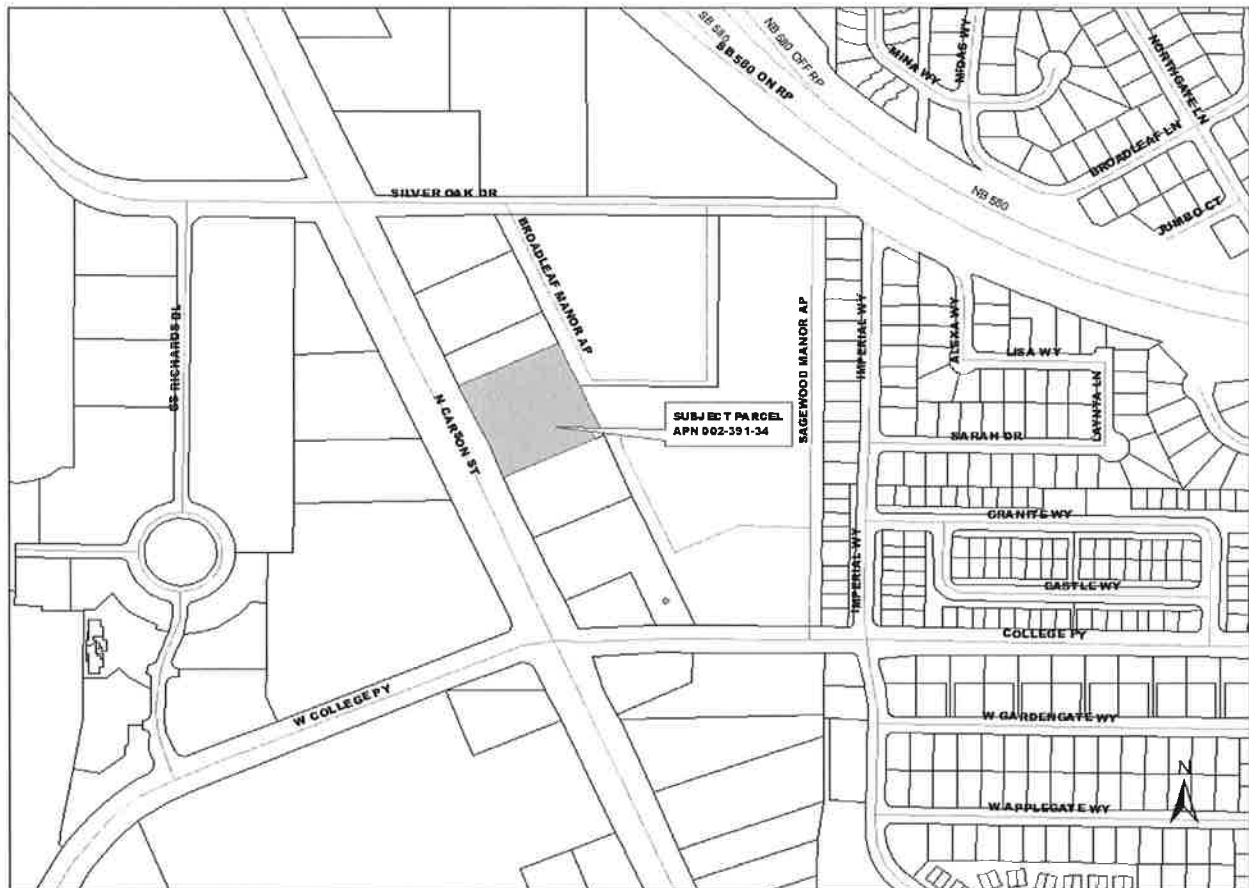
APPLICANT/AGENT: Ken Rose, Architect

OWNER: Battle Born Properties LLC

LOCATION: 3777 North Carson Street

APN: 002-391-34

RECOMMENDED MOTION: "I move to approve SUP-16-089, a request from agent Ken Rose, Architect (property owner: Battle Born Properties LLC) for a Special Use Permit to allow an Indoor Go Cart Facility on property zoned Retail Commercial, located at 3777 North Carson Street, APN 002-391-34, based on the findings and subject to the conditions of approval contained in the staff report."



RECOMMENDED CONDITIONS OF APPROVAL:

1. The applicant must sign and return the Notice of Decision for conditions of approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, then the item may be rescheduled for the next Planning Commission meeting for further consideration.
2. All development shall be substantially in accordance with the development plans approved with this application, except as otherwise modified by these conditions of approval.
3. All on- and off-site improvements shall conform to City standards and requirements.
4. The use for which this permit is approved shall commence within 12 months of the date of final approval. A single, one year extension of time may be requested in writing to the Planning Division thirty days prior to the one year expiration date. Should this permit not be initiated (obtain a Building Permit) within one year and no extension granted, the permit shall become null and void.
5. All projects and improvements must be performed in accordance with Nevada State Revised Statute (NRS) 623 & 624 and Carson City Municipal Code (CCMC) 15.05.020.
6. All Repairs, replacements, and alterations must have proper building permits and comply with 2012 International and Building Codes, 2012 International Mechanical Code, 2012 Fuel Gas Code, 2012 International Energy Conservation Code, and Northern Nevada Amendments.
7. The project will be associated with the Assembly Group A-3. The structure was built as a Mercantile and Business Occupancy. This will be a change of occupancy.
8. All current Accessibility Standards will apply.
9. All Contractors are required to carry state and local license.
10. Project must comply with the 2012 International Fire Code and Northern Nevada Fire Code amendments.
11. Project is a "change of occupancy" from an M occupancy to an A-3 occupancy. This requires the project area meet current 2012 IFC requirements for A-3 occupancy, including fire sprinklers and fire alarm.
12. Interior ceiling and floor finishes must meet 2012 IFC Chapter 8 requirements for fire performance and smoke development.
13. Go carts must be listed and approved for indoor use.
14. If the applicant decides to add on-site food or beverage service in the future, plans for this type of operation needs approval prior to operation to the public.
15. If a substitute vehicle is proposed, the applicant shall submit a specification sheet for the vehicle approved as part of this Special Use Permit, and a specification sheet for the proposed vehicle demonstrating similar noise generation.

LEGAL REQUIREMENTS: CCMC 18.02.080 (Special Use Permits), CCMC 18.04.130 Retail Commercial (RC)

MASTER PLAN DESIGNATION: Mixed Use Commercial (MUC)

PRESENT ZONING: Retail Commercial (RC)

KEY ISSUES: Will the proposed go cart use be compatible with the surrounding neighborhood and be in keeping with the standards of the Carson City Municipal Code?

SURROUNDING ZONING AND LAND USE INFORMATION:

NORTH: Retail Commercial (RC) / Restaurant (Mi Casa Too)

EAST: Multi-family Apartment (MFA) / Apartments

WEST: Retail Commercial (RC) / Restaurant (Glen Eagles)

SOUTH: Retail Commercial (RC) / Shopping Center

ENVIRONMENTAL INFORMATION:

FLOOD ZONE: Zone X (areas of minimal flooding)

EARTHQUAKE FAULT: Zone II, Moderate earthquake potential

SLOPE/DRAINAGE: Site is flat

SITE DEVELOPMENT INFORMATION:

LOT SIZE: 2.05 acres

EXISTING STRUCTURE SIZE: 42,612 square feet (existing building)

EXISTING PARKING: 58 spaces

SETBACKS: Front 95 feet, Side 10 feet, Rear 5 feet

VARIANCES REQUESTED: None

PREVIOUS REVIEW:

SUP-07-198: A Special Use Permit for off street parking for three properties

VAR-07-199: A Variance to reduce the on-site parking for three properties from 240 to 182.

DISCUSSION:

The subject property is currently improved with a shopping center. The property is located on the east side of North Carson Street. There is a shopping center south of the site, and a restaurant north of the site. An apartment complex is located east (behind) the shopping center. The shopping center is served by 58 on-site parking spaces. A liquor store occupies 6,400 square feet of the shopping center. The 34,128 square foot remaining balance is vacant.

The applicant is proposing to improve the existing tenant space with a go cart facility. The facility will include a 750 linear foot track, 18 - 20 electric charged go carts, a video game arcade, vending machines, picnic tables and chairs, storage lockers, a pre-drive training room, a waiting area, and restrooms. Hours of operation are not finalized, but the applicant has proposed 10:00 AM – 10:00 PM. All activity will be interior. The existing building utilizes 8 inch thick concrete walls on the rear and sides of the building. It is anticipated this will sufficiently mitigate noise, particularly to residents in the rear. However, given the carts are electric, staff does not anticipate noise to be a concern.

Go Cart Tracks are not a listed use in the Carson City Municipal Code (CCMC). However,

Section 18.04.025 of the Carson City Municipal Code allows the Director to make a determination on all requests for each use not listed under permitted, accessory and conditional uses in each land use district in compliance with the purpose statement in each land use district.

The following uses are "conditional uses" in the RC zoning district:

- Amusement Arcade
- Miniature Golf Course
- Tennis or Swimming Facility
- Youth Recreation Facility

Consistent with these other uses, the Director has determined that the Go Cart Track should be a conditional use in the RC zoning district. The use may only be established subject to the issuance of a Special Use Permit.

Per the provisions of Section 18.02.080 of the CCMC, the Planning Commission, after conducting a public hearing, has the authority to grant a Special Use Permit upon making seven required findings of fact.

Staff recommends that the Planning Commission approve SUP-16-089 based on the discussion in this staff report and the ability to make the required findings in the affirmative as noted on the following pages.

PUBLIC COMMENTS: Public notices were mailed to 32 property owners within 713 feet of the subject site on September 9, 2016. As of the writing of this report, no comments in support or in opposition of the request have been received. Any comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting, depending on the date of submission of the comments to the Planning Division.

OTHER CITY DEPARTMENTS OR OUTSIDE AGENCY COMMENTS: The following comments were received by various city departments. Recommendations have been incorporated into the recommended conditions of approval, where applicable.

Building Division:

1. All projects and improvements must be performed in accordance with Nevada State Revised Statute (NRS) 623 & 624 and Carson City Municipal Code (CCMC) 15.05.020.
2. All Repairs, replacements, and alterations must have proper building permits and comply with 2012 International and Building Codes, 2012 International Mechanical Code, 2012 Fuel Gas Code, 2012 International Energy Conservation Code, and Northern Nevada Amendments.
3. The project will be associated with the Assembly Group A-3. The structure was built as a Mercantile and Business Occupancy. This will be a change of occupancy.
4. All current Accessibility Standards will apply.
5. All Contractors are required to carry state and local license.

Fire Department:

1. Project must comply with the 2012 International Fire Code and Northern Nevada Fire Code amendments.
2. Project is a "change of occupancy" from an M occupancy to an A-3 occupancy. This requires the project area meet current 2012 IFC requirements for A-3 occupancy, including fire sprinklers and fire alarm.
3. Interior ceiling and floor finishes must meet 2012 IFC Chapter 8 requirements for fire performance and smoke development.
4. Go carts must be listed and approved for indoor use.

Engineering Division:

No comments.

Health and Human Services:

Carson City Health and Human Services has no concerns with the project as submitted. If the applicant decides to add on-site food or beverage service in the future, plans for this type of operations needs approval prior to operation to the public.

Environmental Control Authority:

No comments.

Transportation:

No comments

FINDINGS: Staff's recommendation is based upon the findings as required by CCMC Section 18.02.080 (Special Use Permits) enumerated below and substantiated in the public record for the project.

1. Will be consistent with the objectives of the Master Plan elements

Goal 5.2b – Encourage Reuse/Redevelopment of Underused Retail Spaces.

"Encourage the redevelopment and reuse of underutilized retail spaces along major gateway corridors (such as the vacant K-Mart building on North Carson Street, the Eagle Station and Southgate Shopping Centers on South Carson Street, and the Downtown central business district) with tenants that will serve the broader community...."

The subject property is an under-utilized shopping center. The proposed use will provide an entertainment amenity in the community that is not currently available, and make an attractive but primarily vacant shopping center vibrant.

2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity.

The proposed use will occupy a space in an existing shopping center. Existing uses to the north and south are commercial uses, which will likely benefit from more visitors to this area. To the

rear is multifamily residential housing, with the parking lot adjacent to the property line. Typically noise and fumes would be a concern when discussing go carts. However, these go carts are powered by a lithium battery as opposed to gasoline. Staff members who visited a similar facility in Reno reported that the cars were so quiet that they could have a conversation at a normal volume while the cars were operating. Staff would also note that the existing building has an eight inch thick concrete building wall along the rear. As staff can make this finding due to the cars being electric, thus quiet, staff has included a condition that the use must utilize vehicles similar to the vehicles identified in the application. If a substitute vehicle is suggested, the applicant must provide a specification sheet for the proposed vehicle and the approved vehicle to demonstrate similar noise generation.

3. *Will have little or no detrimental effect on vehicular or pedestrian traffic.*

Staff does not find that this request will have a detrimental effect on vehicular or pedestrian traffic. The proposed use will occupy an existing space in an existing shopping center. Parking requirements, road improvement requirements, and access requirements were all determined at the time the subject property was improved so as to promote safety.

4. *Will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public improvements.*

The site is currently improved and served with water and sewer. The site was designed and improved with the necessary storm water drainage improvements. The use is a non-residential use, thus will not have an impact on schools. The use will provide an entertainment option in Carson City that does not currently exist, and will not overburden police or fire services.

5. *Meets the definition and specific standards set forth elsewhere in this Title for such particular use and meets the purpose statement of that district.*

As previously noted, Go Cart Tracks are not a listed use in the Carson City Municipal Code (CCMC). However, in accordance with Section 18.04.025 of the Carson City Municipal Code the Director has determined that Go Cart Tracks are a conditional use in the RC zoning district. With the approval of this Special Use Permit and recommended conditions of approval, the request will meet the applicable definitions and specific standards found in the code.

6. *Will not be detrimental to the public health, safety, convenience and welfare.*

The proposed use, as conditioned, will be a community amenity and will not be detrimental to the public health, safety, and welfare. All activity will be on the interior of the building.

7. *Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.*

Staff has recommended conditions of approval to avoid material damage to other properties in the vicinity. The use will meet all operational requirements of the Fire Department, and will utilize electric cars to avoid noise impacts.

Attachments:

Building Division comments
Fire Department comments
Health and Human Services comments
Application (SUP-16-089)

August 18, 2016

APPLICANT: KEN ROSE ARCHITECT



CARSON CITY GO-KARTS
SPECIAL USE PERMIT
APPLICATION

TAB #1APPLICATION

TAB #2.....QUESTIONNAIRE

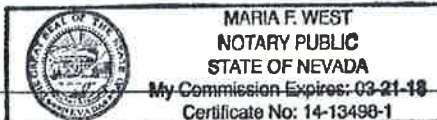
TAB #3.....PHOTOGRAPHS

TAB #4.....EQUIPMENT

TAB #5.....ASTM STANDARDS

POCKET.....PLANS

| | | | |
|---|--|--|--|
| Carson City Planning Division 108 E. Proctor Street • Carson City NV 89701 Phone: (775) 887-2180 • E-mail: planning@carson.org | | FOR OFFICE USE ONLY: CCMC 18.02 <div style="text-align: right; border: 1px solid black; padding: 5px; width: fit-content;"> RECEIVED AUG 18 2016 CARSON CITY PLANNING DIVISION </div> | |
| FILE # SUP - 16 - | | SPECIAL USE PERMIT FEE: \$2,450.00 MAJOR \$2,200.00 MINOR (Residential zoning districts) + noticing fee | |
| APPLICANT 3480 Lakeside Drive Reno, NV 89509 PHONE # | | SUBMITTAL PACKET <input type="checkbox"/> 8 Completed Application Packets (1 Original + 7 Copies) including: <input type="checkbox"/> Application Form <input type="checkbox"/> Written Project Description <input type="checkbox"/> Site Plan <input type="checkbox"/> Building Elevation Drawings and Floor Plans <input type="checkbox"/> Proposal Questionnaire With Both Questions and Answers Given <input type="checkbox"/> Applicant's Acknowledgment Statement <input type="checkbox"/> Documentation of Taxes Paid-to-Date (1 copy) <input type="checkbox"/> Project Impact Reports (Engineering) (4 copies) <input type="checkbox"/> CD containing application digital data (to be submitted once the application is deemed complete by staff) | |
| MAILING ADDRESS, CITY, STATE, ZIP 3480 Lakeside Drive Reno, NV 89509 EMAIL ADDRESS Jamyinc@live.com PHONE # | | PROPERTY OWNER Jamal Keshmiri MAILING ADDRESS, CITY, STATE, ZIP 3480 Lakeside Drive Reno, NV 89509 EMAIL ADDRESS JamyKeshmiri@hotmail.com | |
| APPLICANT AGENT/REPRESENTATIVE KEN ROSE ARCHITECT PHONE # | | Application Reviewed and Received By: Submittal Deadline: See attached PC application submittal schedule. Note: Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional information may be required. | |
| MAILING ADDRESS, CITY STATE, ZIP 35 RIATA CT., RENO, NV. 89521 EMAIL ADDRESS KRSE101@GMAIL.COM | | Project's Assessor Parcel Number(s): 002-391-34 Street Address ZIP Code 3777 N. CARSON ST., CARSON CITY, NV. 89701 | |
| Project's Master Plan Designation | | Project's Current Zoning RC Nearest Major Cross Street(s) W. COLLEGE PARKWAY | |
| Briefly describe your proposed project: (Use additional sheets or attachments if necessary). In addition to the brief description of your project and proposed use, provide additional page(s) to show a more detailed summary of your project and proposal. In accordance with Carson City Municipal Code (CCMC) Section: _____, or Development Standards, Division _____, Section _____, a request to allow as a conditional use is as follows: THE INTERIOR REMODEL OF AN EXISTING BUILDING TO PROVIDE AN INDOOR GO-KART TRACK THAT REQUIRES APPROVAL AS A CONFORMING USE AS "AMUSEMENT + RECREATION" IN AN "RC" ZONE. | | | |
| PROPERTY OWNER'S AFFIDAVIT I, <u>Jamy Keshmiri</u> , being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application. <u>3480 LAKESIDE DR., RENO, NV. 89509</u> <u>8/17/16</u> Signature Address Date | | | |
| Use additional page(s) if necessary for other names. | | | |
| STATE OF NEVADA) COUNTY WASHOE) On <u>18th</u> <u>AUGUST</u> , <u>2016</u> , <u>JAMAL KESHMIRI</u> , personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document. <u>[Signature]</u> commission expires <u>03-21-2018</u> Notary Public | | | |
| NOTE: If your project is located within the historic district, airport area, or downtown area, it may need to be scheduled before the Historic Resources Commission, the Airport Authority, and/or the Redevelopment Authority. Citizens Committee prior to being scheduled for review by the Planning Commission. Planning personnel can help you make the above determination. | | | |



ACKNOWLEDGMENT OF APPLICANT

I certify that the forgoing statements are true and correct to the best of my knowledge and belief. I agree to fully comply with all conditions as established by the Planning Commission. I am aware that this permit becomes null and void if the use is not initiated within one-year of the date of the Planning Commission's approval; and I understand that this permit may be revoked for violation of any of the conditions of approval. I further understand that approval of this application does not exempt me from all City code requirements.



Applicant

8-17-16
Date

To whom it may concern,

This letter is to represent authorization for Jamy Keshmiri to speak on behalf and represent Battle Born Properties LLC. Jamy is a managing member. Jamy is also a single owner of the LLC. Please call 775-829-2367 and or email jamyinc@live.com with any questions or concerns.

Sincerely,

A handwritten signature in cursive script that reads "Ashley Carey" followed by the date "8/18/16".

Ashley Carey

Administrator

SECRETARY OF STATE



NEVADA STATE BUSINESS LICENSE

BATTLE BORN PROPERTIES, LLC
Nevada Business Identification # NV20031092050

Expiration Date: June 30, 2017

In accordance with Title 7 of Nevada Revised Statutes, pursuant to proper application duly filed and payment of appropriate prescribed fees, the above named is hereby granted a Nevada State Business License for business activities conducted within the State of Nevada.

Valid until the expiration date listed unless suspended, revoked or cancelled in accordance with the provisions in Nevada Revised Statutes. License is not transferable and is not in lieu of any local business license, permit or registration.



IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Great Seal of State, at my office on April 13, 2016

Barbara K. Cegavske

BARBARA K. CEGAVSKE
Secretary of State

You may verify this license at www.nvsos.gov under the Nevada Business Search.

**License must be cancelled on or before its expiration date if business activity ceases.
Failure to do so will result in late fees or penalties which by law cannot be waived.**

FILED # 8992-03

**ARTICLES OF ORGANIZATION
OF
BATTLE BORN PROPERTIES, LLC**

JUN 18 2003

IN THE OFFICE OF
Dean Heller
DEAN HELLER, SECRETARY OF STATE

We, the undersigned, pursuant to the Nevada Revised Statutes Chapter 86 governing limited liability companies, hereby adopt the following Articles of Organization for a limited liability company:

**ARTICLE I
NAME**

The name of the limited liability company is: **BATTLE BORN PROPERTIES, LLC**

**ARTICLE II
ORGANIZERS**

The names and mailing addresses of the organizers are:

| NAME | ADDRESS |
|--------------------|---|
| Stephen C. Mollath | 6560 SW McCarran Blvd., Suite A Reno, NV 89509 |

**ARTICLE III
PLACE AND PURPOSE OF BUSINESS**

The address of the Company in Nevada where its records will be maintained as required by NRS 86.241 is 6560 SW McCarran Blvd., Suite A, Reno, Nevada 89509. The sole purpose of the Company is to own or lease real property and improvements to be constructed thereon located in Reno, Nevada and to hold, sell, assign, transfer, operate, lease, mortgage, pledge or otherwise deal with said property pursuant to the provisions enumerated under the Nevada Revised Statutes.

**ARTICLE IV
RESIDENT AGENT**

The name and business and mailing address of the resident agent of this Company is Stephen C. Mollath, 6560 SW McCarran Blvd., Suite A, Reno, Nevada 89509.

**ARTICLE V
MEMBERS**

The initial members shall be:

| NAME | ADDRESS |
|---------------|---------------------------------------|
| Jamy Keshmiri | 4770 Aberfelde Road Reno, NV 89509 |

Additional members may be admitted by the Members as provided in the Operating Agreement.

ARTICLE VI CONTINUATION

Upon the death, retirement, resignation, expulsion, bankruptcy or dissolution of a member or the occurrence of any other event which terminates the continued membership of a member in this Company, the remaining members may unanimously agree to continue the business of this Company as provided in the Operating Agreement.

ARTICLE VII MANAGEMENT

This Company shall be managed by a member or other Person selected by the members in accordance with the terms of the Operating Agreement. The following manager shall serve until the first annual meeting of members or until their successors are elected and qualified:

| NAME | ADDRESS |
|---------------|---------------------------------------|
| Jamy Keshmiri | 4770 Aberfelde Road Reno, NV 89509 |

ARTICLE VIII INDEMNITY

Section 8.01. Right to Indemnity.

A. Each Person ("Indemnitee") who,

1. was or is a party to, or is threatened to be made a party to, or is involved in, any action, suit or proceeding, whether civil, criminal, administrative or investigative,

a. by reason of the fact that Indemnitee is or was the legal representative, member or manager of this Company or

b. by reason of the fact that Indemnitee is or was serving at the request of this Company as a manager or representative of another limited liability company, or as a director, officer, employee, or representative of a corporation, individual, partnership, joint venture, trust, or other enterprise

2. shall be indemnified and held harmless to the fullest extent legally permissible under the laws of the State of Nevada from time to time against all expenses, liability and losses (including attorneys' fees, judgments, fines and amounts paid or to be paid in settlement) reasonably incurred or suffered by Indemnitee in connection therewith.

B. Such right of indemnification described in Paragraph A. above shall be a contract right which may be enforced in any manner desired by Indemnitee. Such right of indemnification shall not be exclusive of any other right which Indemnitee may have or hereafter acquire, and, without limiting the generality of such statement, Indemnitee shall be entitled to its respective rights of indemnification under any operating agreement or other agreement, vote of members, provision of law, or otherwise, as well as its rights under this Article.

Section 8.02. Expenses Advanced. Expenses of managers and members incurred in defending a civil or criminal action, suit or proceeding by reason of any act or omission of such managers or members acting as a manager or member shall be paid by the Company as they are incurred and in advance of the final disposition of the action, suit or proceeding, upon receipt of any undertaking by or on behalf of the manager or member to repay the amount if it is ultimately determined by a court of competent jurisdiction that he is not entitled to be indemnified by the Company.

Section 8.03. Operating Agreement: Insurance. Without limiting the application of the foregoing, the members may adopt a provision in the Operating Agreement from time to time with respect to indemnification, to provide at all times the fullest indemnification permitted by the laws of the State of Nevada, and may cause this Company to purchase and maintain insurance or make other financial arrangements on behalf of any Indemnitee, to the fullest extent permitted by the laws of the State of Nevada, whether or not this Company would have the power to indemnify such Indemnitee.

The indemnification and advancement of expenses provided in this Article shall continue for an Indemnitee who has ceased to be a member, manager, employee or agent, and inures to the benefit of the heirs, executors and administrators of such Indemnitee.

ARTICLE IX
DEFINITIONS AND MISCELLANEOUS

For purposes of these Articles of Organization, the Following terms shall have the meanings set forth below, unless the context indicates otherwise:

Section 9.01. Company. The term "Company" means BATTLE BORN PROPERTIES, LLC, a Nevada limited liability company formed pursuant to these Articles of Organization.

Section 9.02. Indemnitee. The Person(s) defined in Section 8.01.A. of Article VIII of these Articles of Organization.

Section 9.03. Operating Agreement. The agreement to be entered into among the members of the Company to set forth the understanding of the members regarding the Company's management and structure and certain other matters.

Section 9.04. Person. The term "Person" means any individual, corporation, partnership, limited liability company, joint venture, association, joint stock company, trust (including any beneficiary thereof), unincorporated organization, or government or any agency or political subdivision thereof.


Section 9.05. Use of Gender and Number. As used in these Articles of Organization, the masculine, feminine, or neuter gender, and the singular and plural number, shall each be considered to include the others whenever the context so indicates.

IN WITNESS WHEREOF, we have hereunto set our hand this 18TH day of June, 2008.



STATE OF NEVADA)
) ss.
COUNTY OF WASHOE)

On this 1st day of June, 2003, before me, the undersigned, a Notary Public in and for the County of Washoe, State of Nevada, duly commissioned and sworn, personally appeared STEPHEN C. MOLLATH known to me to be the person whose name is subscribed to the within instrument, and who acknowledged to me that he executed the same freely and voluntarily and for the uses and purposes therein mentioned.



NOTARY PUBLIC




**CERTIFICATE OF ACCEPTANCE
OF APPOINTMENT BY RESIDENT AGENT**

IN THE MATTER OF BATTLE BORN PROPERTIES, LLC, I, STEPHEN C. MOLLATH, hereby certify that on the 18th day of June, 2003, I accepted the appointment as Resident Agent of the above-entitled corporation in accordance with Sec. 78.090, NRS 1957.

Furthermore, that the office in this State for the Resident Agent is located at 6560 SW McCarran Blvd., Suite A, City of Reno, County of Washoe, State of Nevada.

IN WITNESS WHEREOF, I have hereunto set my hand this 18th day of June, 2003.



RESIDENT AGENT

FILED # 8992-03

JUN 18 2003

IN THE OFFICE OF
Dean Heller
DEAN HELLER, SECRETARY OF STATE

SPECIAL USE PERMIT APPLICATION QUESTIONNAIRE AND ANSWERS

Q1: Addressing the 5 themes of the Carson City Master Plan:

A. A BALANCED LAND USE PATTERN

- The North gateway into Carson City begins at the I-580/HWY 395 off-ramp, down the hill past the impressive Carson Tahoe Hospital and several welcoming mid-rise lodges, then effectively transitioning to suburban city culture at West College Parkway. The west side of this gateway offers open vistas to magnificent mountains, a golf course, high-quality residential development and the Western Nevada College campus beyond. In stark contrast, the east side of this gateway is generally characterized by older strip mall buildings, convenience stores, fast food outlets and miscellaneous retail services, some of which have been vacant for many years. One of those buildings could now become a viable asset to maintaining a balanced land use pattern. The subject of this S.U.P. application proposes reinvention of a 45 year old, seldom occupied furniture store/warehouse into an indoor year-round, all ages electric go-kart track. A balanced land use pattern depends on appropriate in-fill as much as careful expansion. Therefore an interior remodel of an existing structure is arguably in synch with this theme if it satisfies zoning requirements for usage.
- Electric go-karts do not rely on non-renewable petroleum fuel, thus promoting energy conservation. Electric go-karts are powered by re-chargeable lithium batteries.
- Although not a priority infill development area, this is essentially an infill project.
- The project does not interfere with pathway connections or easements consistent with the adopted unified pathways master plan.
- The project maintains existing landscape and character-defining features.
- Adjacent county boundaries and public lands access do not apply.
- The current project location is zoned "RC", so mixed-use evaluation criteria does not apply.
- As above, the "RC" zone has already established transition standards to residential districts. As an interior improvement, these standards are not affected.
- Environmentally sensitive areas do not apply.
- The project is sited outside the primary floodplain and away from any known geologic hazards.
- Water, sewer, road improvements, sidewalks, and traffic control already exist as adequate for the proposed re-use, and therefore presumed consistent with the current land use designation.
- Not located in an identified SPA.

B. EXQUITABLE DISTRIBUTION OF RECREATION OPPORTUNITIES

As an interior remodel, providing park facilities and open space amenities does not apply to this project. However, the most appropriate “usage” definition in city regulations for “RC” zoning is that of “amusement and recreation”, similar to miniature golf, swimming pools, shooting range, batting cages, video arcades, skating rinks, rodeo arenas, etc. This project, located on N. Carson Street, will help distribute local recreational opportunities in a more equitable manner and should be allowable.

C. ECONOMIC VITALITY

The project offers only a small increase in local employment opportunities and non-labor force population but does broaden the range of retail services by offering a unique and up-coming recreational amenity: Go-Karting. Regional retail centers aside, this project exemplifies the re-use and re-development of under-used retail spaces, particularly those located on the east side of N. Carson Street. As the only year-round recreational/amusement entity of its kind in the Carson Valley region, and located on Carson City’s main thoroughfare, there is no doubt that the economic vitality of the North Carson Gateway will benefit.

D. LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS

This theme is focused primarily on prompting new commercial and residential projects to fit the character of their immediate environment. The project in question is an interior remodel but it does boarder an existing, yet older, neighborhood. It is arguable that the character of both is well established. What this project does offer to its neighbors is another option for family activity, amusement, and recreation.

E. A CONNECTED CITY

Plausible hyperbole: The majority whip and the minority whip of the Nevada Legislature have a slight disagreement. They decide to settle their differences with a Go-Kart race. Both houses pile onto public transportation and travel to N. Carson, concluding at Glen Eagles. Who wins? The connected Carson City! The transportation pattern to N. Carson Street already exists. This project promotes destinations of connectivity for families, youth groups, corporate parties, and even politicians. Only in Nevada!

Q2: WILL THE EFFECT OF THE PROPOSED DEVELOPMENT BE DETRIMENTAL TO THE IMMEDIATE VICINITY? TO THE GENERAL NEIGHBORHOOD?

A. The predominant type of land use on both sides of the N. Carson St. corridor is “RC”, retail commercial, and “RC-P”, retail-commercial/public. This project, located on the east side of N. Carson St., is zoned as ‘RC’. The adjacent zoning to the east is “MFA”, multi-Family apartment.

B. From the outside, the façade of the vacant building at 3777 N. Carson appears very similar to its one-story neighbors with a typical storefront entry and window system. The roof is flat, but tiered

higher at the rear over the former warehouse space. The total building area is 41,500 sf with nearly 34,000 sf available as a concrete floor suitable for a go-kart track.

Indoor electric go-karts do not produce dust, odors, fumes, glare or vibrations associated with gas-powered karts. However, they do produce noise. This issue is mitigated by the 8" thick concrete walls on the rear and both sides of the building that support the roof decks. Since all activity will be indoors, neighboring property owners and tenants should not be affected.

Besides the go-kart track, the facility will also feature a video game arcade, vending machines, picnic tables and chairs, personal item storage lockers, a pre-drive training room, waiting area, and A.D.A. accessible restrooms. A separate room will also be provided for parties, meetings, etc. No alcohol, tobacco or site prepared food will be available for purchase. The hours of operation have yet to be finalized but will range between 10 am and 10 pm.

During the course of construction, all dust/noise generation will be confined to the building interior, with the exception of limited material delivery and staging in the parking lot.

The operation of the go-kart venue is straight forward. Participants enter and approach the admissions counter. From an adjacent waiting area, participants move into a training room for a 15 minute course on how to safely operate the go-kart, the rules of the road, and general driving tips for enjoying the experience. From there, participants gather in the "pit" area to be placed in their karts. Karts are directed onto the track two-at-a time, with a maximum of eight total karts for each driving session of 15 minutes. Participants are then directed back to pit area to park and exit back to general seating. Then the next round of participants follows the same sequence.

While eight or less karts are navigating the track, another eight karts are being electrically charged in the pit area for the next wave of participants. The venue will start operations with a fleet of 18-20 karts. A kart repair shop area will be located beyond the track, limited to employee access only.

Participant safety is the primary focus of operation. The go-kart track and pit area will be continuously bordered on each side with shock-absorbing barrier rails specifically manufactured for this purpose. The track area will be separated from all other public areas by a 48" high chain-link fence. Also, participant age and body height limits will be strictly enforced to further assure general safety for all. The maximum occupant load is estimated at 360, but realistically less than half of that including a special event.

C. The go-kart track proposed is basically an amusement/recreation venue. Located entirely indoors, it is not detrimental to the use, peaceful enjoyment or development of surrounding properties and the general neighborhood. If anything, this project will add life and vitality to the "RC" zone of N. Carson St., the surrounding neighborhood and the Carson City community at large.

D. North Carson St. is two lanes in each direction with a center median containing left-turn cross-over links outside of traffic flows. Pedestrian crosswalks occur at signaled intersections, the closest one to the project at West College Avenue. As a major thoroughfare already, no significant

traffic increase is anticipated and no additional traffic control devices are required. Emergency vehicle response time is the same as the adjacent businesses already served.

E. The short-range benefit to the people of Carson City is a revitalization of the strip-mall shopping/dining experiences along the east-side of N. Carson St. The long-term benefits are the increased recreation opportunities, economic vitality, and an example of creative re-use of vacant property.

Q3. HAS SUFFICIENT CONSIDERATION BEEN EXERCISED BY THE APPLICANT IN ADAPTING THE PROJECT TO EXISTING IMPROVEMENTS IN THE VICINITY?

A. This project has no effect on the school district, and does not increase enrollments. Perhaps it could provide driver education services. As an all-ages venue, it should not have any adverse effect on the sheriff's office.

B. This project is limited to indoor renovation only and does not affect the existing drainage and grading of the property.

C. The existing water and sewer service to the building is more than adequate to satisfy the needs for the new usage as the occupant load will decrease. The electrical service is industrial in nature, and also adequate to provide battery recharge capacity as well as the general lighting and power requirements.

D. See "C" above.

E. The project does not anticipate a need for any kind of road improvements beyond routine maintenance already scheduled.

F. The information supporting the conclusions and statements in this package comes primarily from Ken Rose Architect, Nevada license #3110, who has designed and executed a number of projects in Carson City, including the new State of Nevada Richard Bryan office building on the South Capital Mall.

G. Outdoor lighting exists and will not be a part of this project at this time.

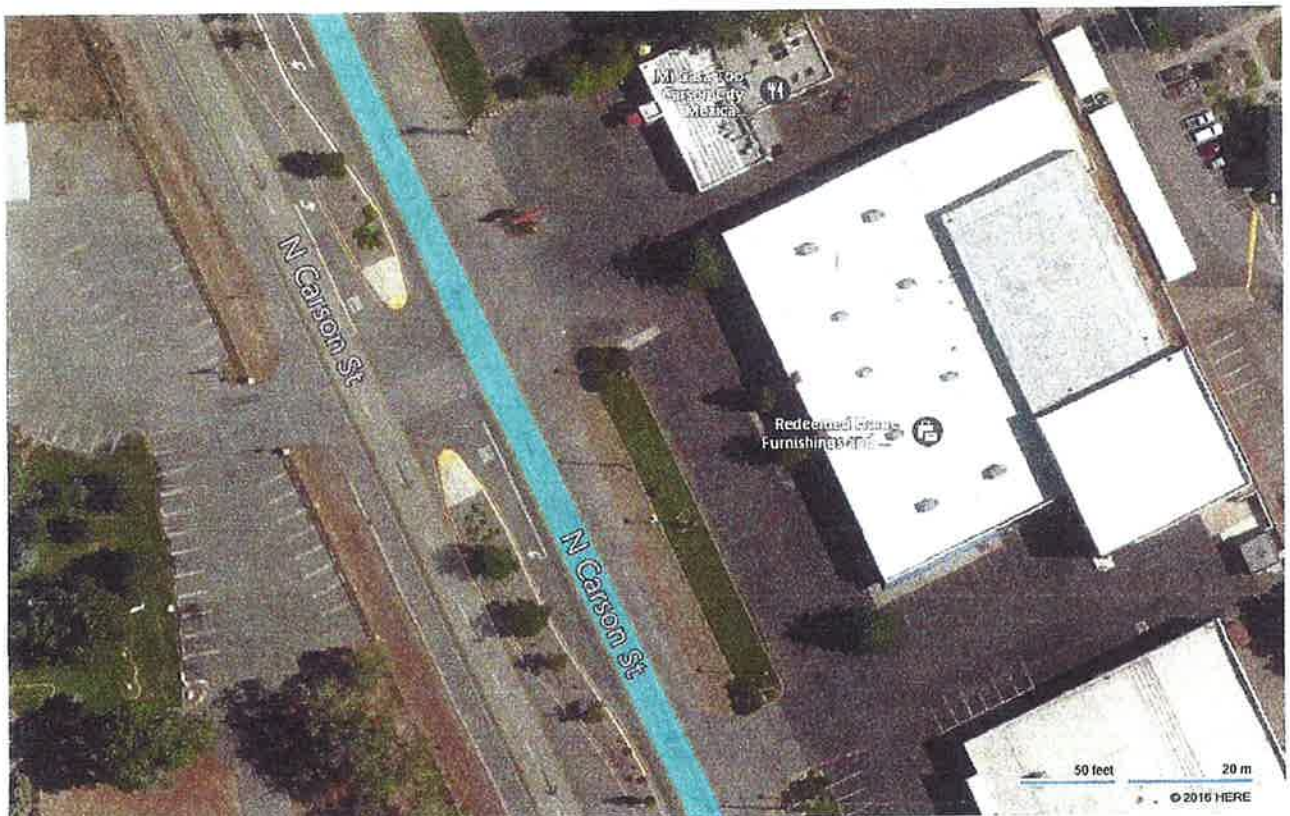
H. Additional landscaping beyond what currently exists, is not proposed at this time.

I. Existing parking is indicated on the site plan, attached separately to this packet. It should be noted that the adjacent occupancies and parcel owners have a "shared" parking agreement. It appears that parking should be adequate if based purely on public use area, and not including the track.

J. Additional information regarding the go-kart module, the track rail system and ASTM standards for design is included in this packet as reference.



Data from: Wikipedia · Census · Freebase



Data from: Wikipedia · Census · Freebase



Image capture: Jul 2015 © 2016 Google

Carson City, Nevada

Street View - Jul 2015



Imagery ©2016 Google, Map data ©2016 Google 20 ft



Image capture: Jul 2015 © 2016 Google

Carson City, Nevada
Street View - Jul 2015



Image capture: Jul 2015 © 2016 Google

Carson City, Nevada
Street View - Jul 2015



MAN.RTX.US.01



**Keep go-kart in original configuration.
Use spare parts of Sodikart origin.**

Link Barrier System

Kart Track Barriers

INDOOR and OUTDOOR TRACKS



The Link Barrier System is a unique design that benefits track operators and Kart racers alike. Quick setup and flexibility make almost any layout possible. With our complete line of accessories, your track can be transformed into a unique and participant pleasing venue. Our accessories include a Bull Nose Adaptor to finish a link end, Column Adaptors for indoor tracks, "Y" Adaptors to create islands and a double length bolt to create a double height wall. Choose from many available colors. Each Barrier is 18" high, 15" wide and nets 48" in length. Link Barriers hollow design absorbs energy upon impact.



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11455 Hydraulic Drive ◦ Rancho Cordova ◦ CA ◦ 95742

Link Barrier System

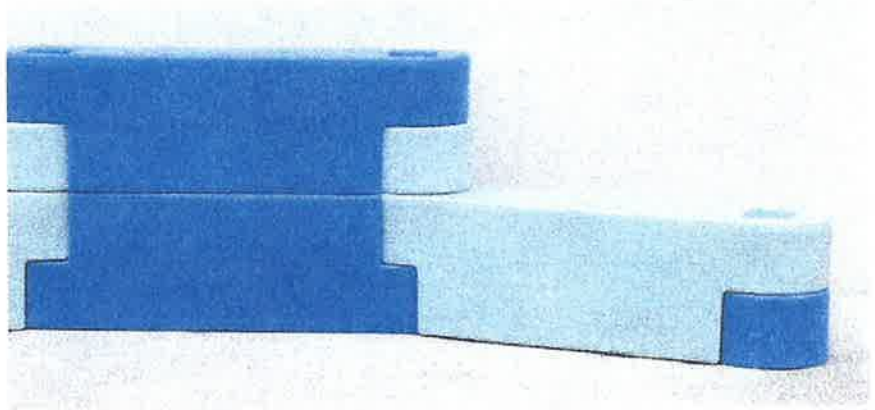


Link Barrier with Link Bolt & Nut

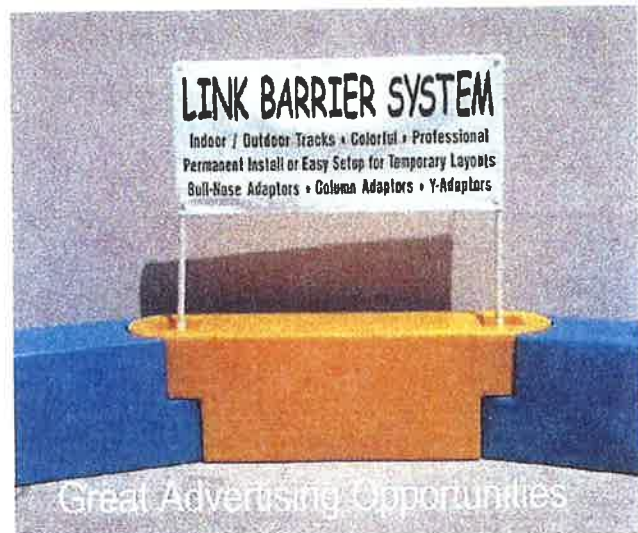


Unique section joint that allows for rotation to approximately 45 degrees.

Bull Nose Adaptors can be added for a finished professional appearance. Double height walls can be created using our Double Length Bolt, ideal for separating pit and grid areas as well as spectator areas.

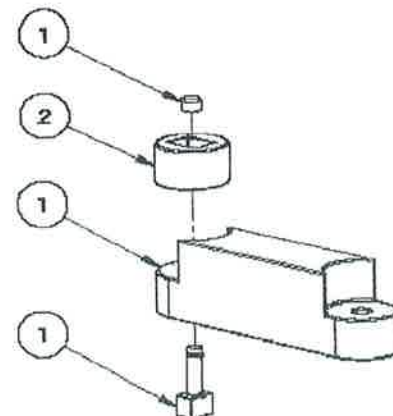
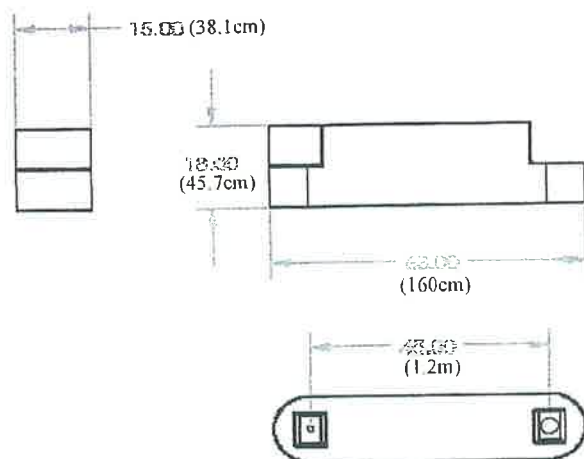


Link Barriers are rotationally molded from UV stabilized polyethylene and feature a smooth surface. This makes them ideal for applying vinyl-cut graphics. Each Link Barrier becomes an advertising opportunity. Permanent colorful graphics can also be molded in. Link Bolt Nuts feature a 3/4" pipe thread in the center of the top for attaching PVC pipe framing, allowing the easy attachment of banners or fencing. Link Barriers can also be used for controlling crowds, parking and directing traffic.



Great Advertising Opportunities

800-552-5847 FAX 916-638-2278 www.scribnerplastics.com



Note: Link Barriers are not intended to be used with steel bumper concession or rental go karts, conversion to plastic bumpers is recommended

| ITEM NO. | PART NUMBER | DESCRIPTION | QTY. |
|----------|-------------|----------------------------------|------|
| 1 | 1520 | Link Barrier, Link Bolt, and Nut | 1 |
| 2 | 1508 | Bull Nose Adapter | 1 |



11455 Hydraulic Drive
Rancho Cordova, CA
95742-8570
Tel: 800-552-5847
Fax: 916-525-2278
www.scribnerplastics.com

TITLE:

Link Barrier
System

UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN INCHES
ISO METRIC DRAWING

SIZE: A SCALE: 1/2" = 1'

Link Barrier System

Designed For Racing Karts, Indoor Kart Racing, Concession Karts, Motorcycles, Pocket Bikes & Quarter Midget Tracks
Now available double or triple high for auto ovals & road courses

FEATURES

- ❖ Each Link Barrier is an independent structural component
- ❖ Fast and easy assembly or setup
- ❖ Vivid colors and UV protection
- ❖ Accessories to finish ends or create double height walls
- ❖ Quick and easy reconfiguration
- ❖ Banners or fencing can be added using standard PVC pipe
- ❖ Smooth surface ideal for vinyl-cut graphics
- ❖ Individual Link Barriers can be replaced with removal of just two Link Bolts
- ❖ Ballast can be added utilizing the optional hatch cover (round cobble gravel recommended @ 80 lbs maximum)

TECHNICAL DATA

- ❖ Molded from virgin linear polyethylene
- ❖ Tensile strength @ yield 2575 PSI ASTM D-638
- ❖ Tensile Break Elongation Greater than 1000% ASTM D-638
- ❖ Impact strength @ - 40° C 80/150 Ft Lbs ARM Drop Dart Test
- ❖ Long term UV8 stabilization

PHYSICAL DATA

- ❖ Overall length 63" (160cm)
- ❖ Net Length 48" (122cm)
- ❖ Width 15" (38.1cm)
- ❖ Height 18" (45.7cm)
- ❖ Weight Standard Duty 24 lbs (10.8kg)
- ❖ Weight Heavy Duty 37 lbs (16.8kg)

COMPANY DATA



Scribner Plastics has a proven track record of molding premium quality, physically demanding outdoor and industrial products since 1978. Some of these products include Haz-Mat containers, engine/transmission shipping containers, commercial playground equipment, machinery housings, fuel tanks, boat dock floatation, waterway log boom barriers, kayaks, solar panels and golf cart roofs. Scribner Plastics recently designed and built an ultra modern 40,000+ square foot manufacturing facility. Five rotational molding machines, CNC routing and machining, quality control department, materials testing lab and dedicated experienced staff has made Scribner Plastics known worldwide for top quality products.

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Standard Practice for the Classification, Design, Manufacture, and Operation of Concession Go-Karts and Facilities¹

This standard is issued under the fixed designation F 2007; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This practice applies to the design, manufacture, and operation of concession go-karts and their associated operating facilities where public or member use is offered with a use fee. This practice defines classifications for the various vehicles offered for public use to replicate motor sports competitive activities.

1.2 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

1.3 This standard does not apply to vehicles or facilities specifically offered for racing (race karts) or used for general purpose by private owners (fun karts) other than owners of concession go-kart facilities.

2. Referenced Documents

2.1 ASTM Standards:

- F 698 Specification for Physical Information to Be Provided for Amusement Rides and Devices²
- F 747 Terminology Relating to Amusement Rides and Devices²
- F 770 Practice for Operation Procedures for Amusement Rides and Devices²
- F 846 Guide for Testing Performance of Amusement Rides and Devices²
- F 853 Practice for Maintenance Procedures for Amusement Rides and Devices²
- F 893 Guide for Inspection of Amusement Rides and Devices²
- F 1159 Practice for Design and Manufacture of Amusement Rides and Devices²
- F 1193 Practice for Amusement Ride and Device Manufacturer Quality Assurance Program²
- F 1305 Guide for Classification of Amusement Rides and Device-Related Injuries and Illnesses²

2.2 NFPA Standard:

NFPA

2.3 SAE Standard:

J1241 Fuel and Lubricant Tanks for Motorcycles³

3. Terminology

3.1 Definitions of Terms Specific to This Standard:

3.1.1 *concession go-kart, n*—an amusement ride or device, which meets all of the following specifications: the device is a single vehicle, unattached to other vehicles or a common frame system, which is powered without connection to a common energy source, which is driver controlled with respect to acceleration, speed, braking, and steering, which operates within the containment system of a defined track, and which simulates competitive motor sports, which is used by members of the general public for a fee. A concession go-kart has a maximum capacity of two persons and no cargo capacity.

3.1.1.1 *Discussion*—This definition specifically excludes similar go-kart devices that are intended for use as competitive (racing) karts or similar go-kart devices intended for ownership and use by private owners. This definition specifically excludes devices, such as electronically or rail guided amusement rides and bumper cars or other similar amusement motor sports devices that operate under circumstances where there is no defined direction of travel. Classifications of concession go-karts shall be based upon speed measured on a flat and level track surface.

3.1.1.2 *Class 1 concession go-kart, n*—a four-wheeled amusement ride or device controlled by the driver, without suspension, with a maximum capacity of one driver and one passenger. Speeds for a Class 1 concession go-kart shall not exceed 10 mph.

3.1.1.3 *Class 2 concession go-kart, n*—a four-wheeled amusement ride or device controlled by the driver, without suspension, with a maximum capacity of one driver and one passenger. Speeds for a Class 2 concession go-kart shall not exceed 22 mph.

3.1.1.4 *Class 3 concession go-kart, n*—a four-wheeled amusement ride or device controlled by the driver, without suspension, with a maximum capacity of one driver and one passenger. Speeds for a Class 3 concession go-kart shall not exceed 30 mph.

3.1.1.5 *Class 4 concession go-kart, n*—a four-wheeled

¹ This practice is under the jurisdiction of ASTM Committee F-24 on Amusement Rides and Devices and is the direct responsibility of Subcommittee F24.60 on Special Rides/Attractions.

Current edition approved Feb. 10, 2000. Published April 2000.

² Annual Book of ASTM Standards, Vol 15.07.

³ Available from SAE World Headquarters, 400 Commonwealth Dr., Warrendale, PA 15096-0001.

amusement ride or device controlled by the driver, with or without suspension, with a maximum capacity of one driver and one passenger. Speeds for a Class 4 concession go-kart shall not exceed 50 mph.

3.1.1.6 *Class 5 concession go-kart, n*—a four-wheeled amusement ride or device controlled by the driver, with or without suspension, and not designed to race competitively against other karts, that is, race for time only or “against the clock,” with a maximum capacity of one driver and one passenger. Speeds for a Class 5 concession go-kart shall not exceed 50 mph.

3.1.2 *concession go-kart attendant, n*—the person or persons whose duties may include but are not limited to the instruction, dispatch, and limitation of ride duration of persons driving concession go-karts.

3.1.3 *containment system, n*—a device installed on the concession go-kart track, which defines the boundaries of the track, and whose primary purpose is to contain the vehicles within the defined boundary.

3.1.4 *driver, n*—the person who manipulates and controls the direction of travel, braking, and speed of a concession go-kart.

3.1.5 *fun kart, n*—a motorized vehicle with four wheels, sold commercially as consumer goods and intended for private personal recreational use by the consumers for off-road use on suitable terrain, as recommended by the manufacturer.

3.1.6 *owner, n*—the person, persons, partnership, company, group, or corporate entity, or agent of a person, who owns, controls, or has the duty to direct or control the operation of a concession go-kart track.

3.1.7 *passenger, n*—the person who is transported aboard a concession go-kart as a passenger without having control of the direction of travel, braking, and speed of the go-kart.

3.1.8 *pit, n*—a defined station for the purpose of loading and unloading driver and passenger during the initiation and conclusion of the ride cycle.

3.1.9 *race kart, n*—go-karts designed for the sole purpose of racing on tracks, streets, or other areas of competition, and not to be used by the general public in an amusement facility setting.

3.1.10 *track, n*—a defined path for the operation of concession go-karts that is hard surfaced and fitted with a containment system to define the path of travel.

4. Significance and Use

4.1 This practice is intended to delineate information for the design, manufacture, and operation of concession go-karts and related track facilities, that are designed and manufactured after the publication of this practice.

5. Concession Go-Kart Design and Manufacture

5.1 Concession go-kart manufacturers shall identify or specify the classification as defined in Section 3 of the concession go-kart to the owner prior to or at the time of sale.

5.2 Concession go-karts shall be designed, constructed, or operated in such a manner that the wheels from one go-kart cannot engage or override the wheels of another go-kart operating under normal conditions.

5.3 Concession go-kart manufacturers shall provide speci-

fications, and maintenance and repair instructions to the original purchaser in accordance with Specification F 698, Practice F 853, and Guide F 893, and shall include, but not be limited to, the following topics:

- 5.3.1 Brake adjustments and service;
- 5.3.2 Steering linkage adjustment and service;
- 5.3.3 Wheel alignment adjustment and service;
- 5.3.4 Tire inflation pressures;
- 5.3.5 Tire wear limits;
- 5.3.6 Wheel nut torque values;
- 5.3.7 Grade of all fasteners;
- 5.3.8 Torque value or tightening instruction on all fasteners;
- 5.3.9 Chassis lubrication points including recommended lubricants;
- 5.3.10 Drive system specifications and service instructions;
- 5.3.11 Frame inspection procedures;
- 5.3.12 Seat belt adjustment, installation, and inspection procedures;
- 5.3.13 Capacity by weight;
- 5.3.14 Maximum operating speeds;
- 5.3.15 Service and adjustment procedures for all components of the go-kart;

5.3.16 A phone number or fax number to be used by the track owner or concession go-kart attendant to secure maintenance or operating assistance from the manufacturer; and,

5.3.17 Daily, weekly, monthly, or other periodic minimum service and component checklists.

5.4 ~~Concession go-karts that are powered by gasoline engines shall be equipped with a fuel tank, filler neck, and cap that will not leak more than one ounce of fuel over five minutes when inverted, in accordance with SAE J1241.~~

5.5 Concession go-kart fuel tanks shall be installed in such a manner to minimize the potential for rupture or damage in the event of collision with another go-kart, obstacle, or rollover.

5.6 Manufacturer shall clearly mark throttle and brake locations of concession go-karts in a visible position on the body or chassis of the go-kart, or by coloring the throttle green and the brake control red.

5.7 Manufacturer shall specify the maximum operating speed for concession go-karts.

5.7.1 Speed limitation devices shall be incorporated in concession go-karts, that is, throttle stops, pedal stops, governors, gearing, throttle linkage adjusters, etc., to limit speeds.

5.8 Manufacturer shall specify any driver and passenger requirements, which may include height, passenger placement, or any other appropriate requirements.

5.9 Concession go-karts shall be equipped with occupant compartment padding consistent with Practice F 1159 Section 6.

5.10 Concession go-karts shall have protective covers or component placement for moving or heated components of the engine and drive train system, to inhibit driver or passenger from inadvertent contact with these components while seated in the intended position for operation and while properly restrained.

5.11 Concession go-karts shall have occupant seating and containment consistent with Section 6 of Practice F 1159.

5.12 Concession go-karts shall have a roll over protection

system that supports the combined driver and/or passenger weight capacity, as specified by the manufacturer, and the weight of the go-kart.

5.13 Manufacturer shall provide recommendations for the use, adjustment, and maintenance of restraint, protective, or other safety devices provided with or for their concession go-karts.

5.14 The concession go-kart braking system shall have sufficient braking capacity to override the power of the engine while at a standstill.

6. Concession Go-Kart Track Design and Construction

6.1 Concession go-kart tracks shall have a containment system, which meets or exceeds the recommendations of the manufacturers of the concession go-kart used on each specific track.

6.1.1 Tire containment systems, if used without a track side continuous band, shall consist of tires that are fastened securely to each other and anchored to prevent relocation.

6.1.2 When tires are used as support components for a continuous band containment system, the tires shall be placed with adequate horizontal separation to help prevent the tires from raising the band upon being impacted by a go-kart.

6.1.3 Tires used for a containment system on a concession go-kart track shall be free of rims or wheels. Tires used for other purposes, such as pit entry spinner tires, shall be mounted on rims/wheels, inflated, and the wheels shall be installed on a rigidly mounted spindle.

6.1.3.1 Spinner tires shall be inflated to a maximum pressure of 5 psi.

6.1.3.2 Spinner tire wheels shall be distinctly marked as "NO STEP."

6.1.4 Concession go-kart track bridges shall have a secondary containment system behind the primary containment system and on both the approach and egress of bridge. This containment system shall be adequate to retain a go-kart on the track or perimeter surface.

6.2 Concession go-kart track surfaces shall be free of vertical misalignment greater than $\frac{3}{4}$ in. within 1 in. horizontal distance and made of a material that cannot be moved or displaced by normal go-kart operation.

6.3 The concession go-kart track running surface shall not have intersections on the same horizontal plane for classes of concession go-karts 2, 3, 4, or 5, with the exception of the entrance and exit points of the pit area.

6.4 A perimeter fence shall be provided to the extent required by Practice F 1159. When provided it shall restrict unauthorized public access to the concession go-kart track.

6.5 Obstructions, which could be struck by go-karts during operations, on a concession go-kart track shall be protected by a material, which will reduce or minimize the impact.

6.6 Concession go-kart track pit areas shall protect any permanent obstructions by material that will reduce or minimize impact or by utilizing impact safety systems. Impact safety systems may include, but not be limited to, safety spinners, traffic guidance, or remote control devices.

6.7 Concession go-kart tracks operating at night shall have appropriate illumination to allow for visual observation of the

entire track and pit areas by concession go-kart attendants and drivers.

6.8 A minimum of a 10 lb B.C.-rated fire extinguisher shall be accessible within a maximum of seventy feet of any point of the concession go-kart track in accordance with local, state, and federal regulations.

6.8.1 A minimum of a 10 lb B.C.-rated fire extinguisher shall be located in the concession go-kart track pit area and be easily accessible to concession go-kart attendants.

6.8.2 Fire extinguisher locations should be marked in accordance with local, state, and federal regulations.

6.8.3 Fire extinguishers permanently mounted in weather exposed locations shall be protected by an enclosure approved by local, state, and federal regulations.

6.8.4 Fueling areas at a concession go-kart track shall comply with local, state, and federal regulations.

6.9 Markings or signs indicating direction of concession go-kart travel and to identify pit lanes shall be provided in a manner that is clearly visible to concession go-kart drivers.

6.10 The entry and pit area of a concession go-kart track should include instruction and rules signs visible from the main entrance to the queue line and other appropriate locations to enable all patrons to read rules and procedures of safe track operation.

6.10.1 The instruction signage may include the following information:

6.10.1.1 Instructions concerning placement of hands on the steering wheel and feet inside the driver/passenger compartment of the go-kart at all times.

6.10.1.2 Height, or age restrictions, or both.

6.10.1.3 Instructions concerning securing long hair and loose clothing.

6.10.1.4 Restrictions regarding smoking in concession go-karts or in pit areas.

6.10.1.5 Instructions regarding proper starting and stopping operations.

6.10.1.6 Instructions regarding proper seating of drivers and passengers and the use of restraints.

6.10.1.7 Information on complying with verbal, or signaled instructions, or both, given by concession go-kart attendants.

6.10.1.8 Instructions concerning bumping or pushing with go-karts.

6.10.1.9 Information regarding the importance of following rules and instructions.

6.11 Warning signage should be posted at appropriate locations, which may include but not be limited to, the following messages:

6.11.1 Warnings concerning forces and actions that could aggravate physical conditions, that is, heart conditions, pregnancy, neck and back conditions, etc.

6.11.2 Drivers must have the abilities to operate their go-karts in a safe manner.

7. Concession Go-Kart Facility Operations

7.1 Safety training shall be provided for each concession go-kart attendant. This training shall include, but not be limited to, the following:

7.1.1 Instruction on concession go-kart operating procedures.

- 7.1.2 Instructions on specific duties of the assigned position.
- 7.1.3 Instructions on general safety procedures.
- 7.1.4 Instructions on emergency procedures.
- 7.1.5 Demonstration of the physical ride or device operation.

7.1.6 Supervised observation of the concession go-kart attendant's physical operation of the ride.

7.1.7 Additional instructions deemed necessary by the owner.

7.2 A written training outline/checklist shall be used in all training programs.

7.2.1 The training program records shall include, but not be limited to, the name of the instructor, date of training, and name of the employee.

7.3 Concession go-kart track employees shall receive training in fueling operations in accordance with all local, state, and federal fire codes.

7.4 The manufacturer of the concession go-karts shall provide the owner with a written inspection procedure to be delivered with the concession go-kart. The document shall outline the inspections as contained in Practices F 770 and F 853.

7.4.1 Owners of concession go-karts shall have an inspection program consistent with the inspections outlined in Practices F 770 and F 853.

7.4.1.1 Based on the go-kart manufacturer's and track designer's recommendations, each owner shall implement a program of maintenance, testing, and inspection providing for the duties and responsibilities necessary to care for the concession go-karts, track safety equipment, the pit area, and track facilities. This program of maintenance shall include a checklist to be made available to each person performing the regularly scheduled maintenance on each go-kart. The owner's checklist shall include, but not be limited to, the following:

(a) Description of preventive maintenance assignments to be performed;

(b) Description of inspections to be performed;

(c) Special safety instructions where applicable; and,

(d) Any additional recommendations of the owner.

7.5 Inspection documents deemed appropriate by the owner to be maintained in the go-kart file shall be filed in accordance with the procedures outlined in Practices F 770 and F 853.

7.6 Concession go-kart owner shall maintain brake and throttle markings so they are clearly visible. In the event markings are not provided by the manufacturer, the owner shall provide visible markings on the body or the chassis of the concession go-kart, or by marking the throttle green and the brake control red.

7.7 Concession go-kart track attendants shall be positioned so that they can observe go-kart operations and reach any section of the concession go-kart track immediately.

7.8 Concession go-kart attendants shall verify that drivers and passengers are secured properly in provided restraint

devices consistent with go-kart manufacturer's specifications prior to authorizing go-kart operations to commence.

7.9 A signaling system or procedure shall be provided to alert or warn drivers of hazardous or caution situations while go-karts are operating.

7.10 Concession go-kart track attendants shall guide the actions of drivers, or passengers, or both, exiting the go-karts, or pit area, or both, in a manner consistent with safe operational procedures.

7.11 Verbal instructions, concerning concession go-kart ride rules, shall be announced to drivers and passengers prior to each ride cycle. Pre-ride instructions may include, but not be limited to, the required position of hands and feet; instructions defining the brake and throttle; and, other instructions the concession go-kart owner or attendants deem appropriate.

7.11.1 Concession go-kart attendants shall instruct all go-kart drivers of the instituted signaling systems or procedures, which alert or warn drivers of hazardous or caution situations while go-kart facilities are in operation.

7.12 Passengers in two seat concession go-karts shall be accompanied by a driver consistent with the minimum specifications for driver height or age established by the go-kart manufacturer.

7.13 Smoking shall not be permitted while operating a go-kart while in the pit or fueling area of the concession go-kart track.

7.14 Concession go-kart track attendants shall be identifiable to patron drivers and passengers.

7.15 Passengers shall not be permitted in go-karts that are designed for only one occupant.

7.16 Concession go-kart track surfaces shall be maintained in good repair, and free of cracks, obstructions, or potholes, or a combination thereof, of greater than $\frac{3}{4}$ in. in vertical change within a 1-in. horizontal distance, that could damage the go-kart or cause the driver to lose control of the go-kart.

7.17 Patron Responsibility:

7.17.1 There are inherent risks in the participation in or on any amusement ride, device, or attraction. Patrons of an amusement ride, device, or attraction by participation, accept the risks inherent in such participation of which the ordinary prudent person is or should be aware. Patrons have a duty to exercise good judgment and act in a responsible manner while using the amusement ride, device, or attraction and to obey all oral or written warnings, or both, prior to or during participation, or both.

7.17.2 Patrons have a duty not to participate in or on any amusement ride, device, or attraction when under the influence of drugs or alcohol.

7.17.3 Patrons have a duty to properly use all ride or device safety equipment provided.

8. Keywords

8.1 go-karts; concession go-karts

CT:
CARSON CITY GO-KARTS
REQUEST: SPECIAL USE PERMIT

OWNER: JAMAL KESHMIRI
3480 LAKEVIEW DR.
RENO, NV, 89509
775 - 250 - 4295

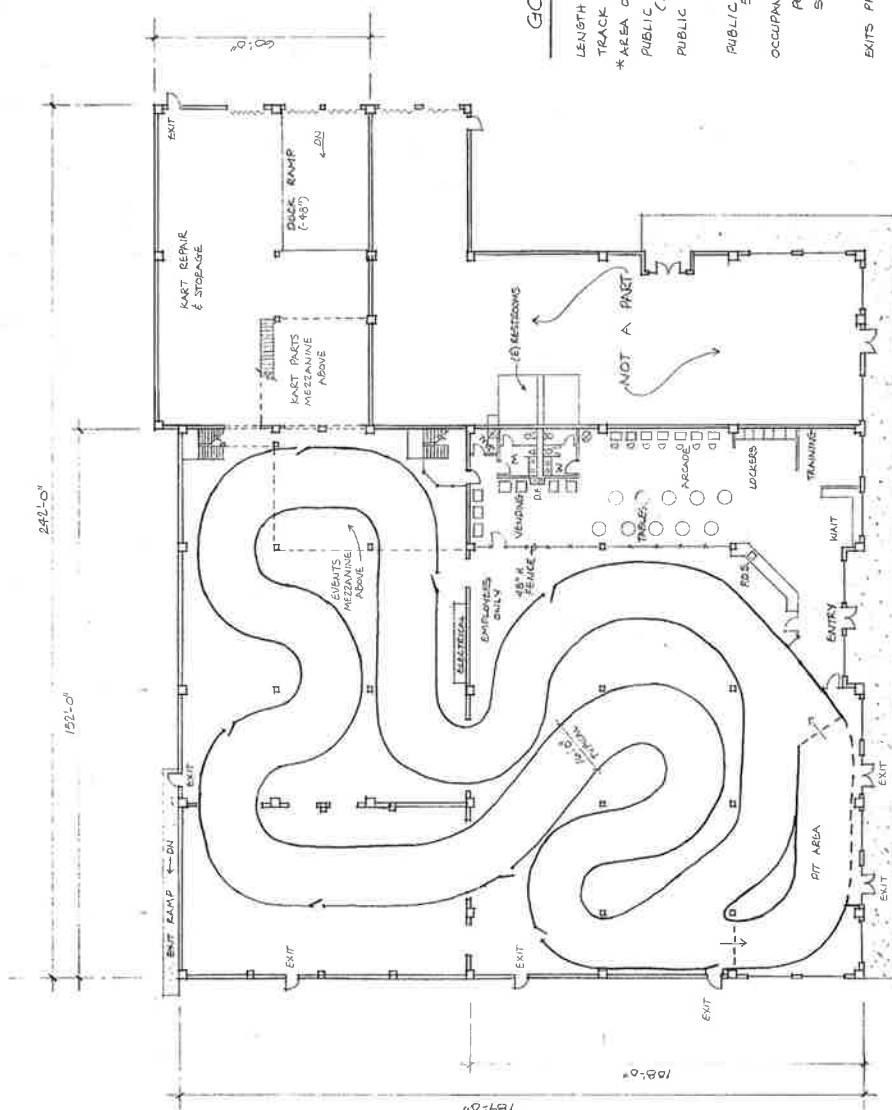
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|-----------|
| SCALE: |
| DATE: |
| DRAWN BY: |
| CHECKED: |

| | |
|---------|--|
| ISSUES: | |
| DATE: | |

* THE TRACK AREA IS NOT CONSIDERED FOR OCCUPANT LOAD OR PARKING ALLOTMENT BECAUSE IT IS A FIXED ACTIVITY SPACE, SIMILAR TO AN ATHLETIC FIELD, I.E. SOCCER FIELD.

GO-KART TRACK DATA

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|---|-----------|
| LENGTH OF TRACK : ± 750 L.F. @ CENTRALINE | |
| TRACK + PIT AREA : ± 900 L.F. | |
| AREA OF TRACK NON - PUBLIC | 25,300 SF |
| PUBLIC AREA GROUND FLOOR (MINUS RESTROOMS) | 5,300 SF |
| PUBLIC AREA MEZZANINE | 1,800 SF |
| PUBLIC TOTAL | 5,100 SF |
| PUBLIC PARKING REQUIRED 5100 / 125 | 40 SPACES |
| OCCUPANT LOADS : | |
| PUBLIC AREAS @ 5,100 / 15 | 340 |
| STORAGE AREAS @ 5,100 / 300 | 17 |
| TOTAL | 357 |
| EXITS PROVIDED : Δ @ $+36"$ INDOOR | |



FLOOR PLAN

3777 N. CARSON ST., CARSON CITY, NV. SCALE: 1/16" = 1'-0" 42

SCALE: $1/16" = 1'-0"$