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007162  
**CITY of LAS VEGAS**

April 19, 1999

Mr. Ross Ranzenberger  
Corporation of the Presiding Bishop of the Church of Jesus Christ  
of Latter Day Saints on behalf of Nevada Project Management Office  
50 East North Temple Street  
Salt Lake City, Utah 84150

RE: U-2-99 - SPECIAL USE PERMIT

Dear Mr. Ranzenberger:

The City Council at a regular meeting held March 8, 1999 APPROVED the request for a Special Use Permit on property located on the east side of Durango Drive, approximately 632 feet south of Farm Road, FOR A PROPOSED 16,558 SQUARE FOOT CHURCH, R-E (Residence Estates) Zone. The Notice of Final Action was filed with the Las Vegas City Clerk on March 9, 1999. This approval is subject to:

1. This Special Use Permit shall expire if building permits have not been issued by March 8, 2000.
2. Any development on the unimproved portion of the site shall require a Public Hearing before the City of Las Vegas Planning Commission.
3. While preparing the drainage study, the applicant shall work with staff to ensure that adequate buffering is provided for the adjacent residential properties.
4. The applicant shall grade, stabilize, clean and maintain the rear portion of the parcel in conjunction with moving forward with development of the church on the front portion of the parcel.
5. This site plan shall be revised to show the existing half-street width of 50 feet for Durango Drive as required by the Department of Public Works.



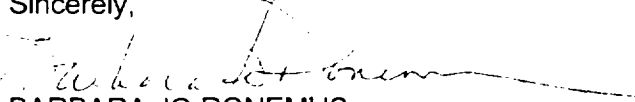
6. Construct half-street improvements on Durango Drive including appropriate overpaving (if legally able) adjacent to this site concurrent with development of this site as required by the Department of Public Works. Install all appurtenant underground facilities, if any, adjacent to this site needed for the future traffic signal system concurrent with development of this site. All existing overpaving damaged or removed by this development shall be restored at its original location and to its original width concurrent with development of this site. Construction drawings for all required improvements on Durango Drive shall be submitted to the City within 180 days of approval of this Use Permit by the City Council. The developer shall make all reasonable efforts to respond to City review comments in a timely manner, and construction of such improvements shall begin within 90 days of approval of the submitted construction drawings. Failure to comply with this condition shall result in this item being reconsidered by the City Council.
7. Contribute \$7,500 to partially fund a traffic signal system at the intersection of Durango Drive and Farm Road prior to the issuance of building or off-site permits as required by the Department of Public Works. Install all appurtenant underground facilities, if any, adjacent to this site needed for the future traffic signal system concurrent with development of this site. The City reserves the right to utilize the contributed traffic signal monies for the installation of traffic signals at any other intersection within this general vicinity which is impacted by this development and which has a more immediate need for signalization.
8. This overall site shall be allowed a total of two driveways onto Durango Drive as required by the Department of Public Works. If this site is to be further subdivided in the future, appropriate joint access agreements shall be required.
9. Meet with the Traffic Engineering Representative in Land Development for assistance in the possible redesign of the proposed driveway access, on-site circulation and parking lot layout prior to the submittal of any construction plans or the issuance of any permits, whichever may occur first. Driveways should be designed, located and constructed to meet the intent of Standard Drawing #222a as required by the Department of Public Works.
10. A Drainage Plan and Technical Drainage Study must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits, whichever may occur first, as required by the Department of Public Works. Provide and improve all drainageways recommended in the approved Drainage Plan/Study. The developer of this site shall be responsible to contribute monies for the construction of neighborhood or local drainage improvements. The amount of such monies shall be determined by the approved Drainage Plan/Study and shall be contributed prior to the issuance of any building or grading permits, whichever may occur first. In lieu of monetary contributions, in whole or in part, the developer may agree to construct such drainage facility improvements as are recommended by the approved Drainage Plan/Study concurrent with development of this site if allowed by the Planning Engineer.

11. All development shall be in conformance with the plot plan and building elevations.
12. Landscaping and a permanent underground sprinkler system shall be provided as required by the Planning Commission and shall be permanently maintained in a satisfactory manner. Failure to properly maintain required landscaping and underground sprinkler systems shall be cause for revocation of a business license.
13. A landscaping plan must be submitted prior to or at the same time application is made for a building permit or license, or prior to occupancy, whichever occurs first.
14. All mechanical equipment, air conditioners and trash areas shall be screened from view from the abutting streets (excluding single family development).
15. All City Code requirements and design standards of all City departments must be satisfied.
16. All damage to the existing street improvements resulting from this development must be repaired as required by the Department of Public Works.
17. Remove all substandard public street improvements and all unused driveway cuts adjacent to this site, if any, and replace with new improvements meeting current City standards prior to occupancy of this site as required by the Department of Public Works.
18. A fully operational fire protection system, including fire apparatus roads, fire hydrants and water supply, shall be installed and shall be functioning prior to construction of any combustible structures.
19. Where new water mains are extended along streets and fire hydrants are not needed for protection of structures, hydrants shall be spaced at a maximum distance of 1,000 feet to provide for transportation hazards.
20. Fence heights shall be measured from the side of the fence with the least vertical exposure above the finished grade.
21. Provide plans showing accessible exterior routes from public transportation stops, accessible parking, passenger loading zones and public sidewalks to the accessible building entrance(s) with submittal of plans for building permits as required by the Department of Building and Safety. Accessible routes shall have running slopes and cross slopes in accordance with the applicable code.
22. Clarify that 5% running slopes and 2% maximum cross slopes are maintained for the accessible route by indicating these slopes on the plans, in the symbol legend. Changes in level must comply with ANSI 4.5.2.

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23. Per the Zoning Ordinance requirements, concrete wheel stops or curbing at least six inches high and six inches wide shall be provided to prevent vehicles overhanging abutting properties or public rights-of-way, to protect landscaped areas and to protect adjacent properties. Such curbing shall be located at least three (3) feet from any adjacent wall, fence, property line, walkway, or structure where parking and/or drive aisles are located. Reference Zoning Ordinance Chapter 19.10, Section K-9.
24. Clarify that both the accessible parking space and adjacent access aisles have running and cross slopes that do not exceed 2% as required by the Department of Building and Safety.
25. Provide threshold details to clarify if the floor or landing of the entrance doors is not more than 1/2-inch lower than the threshold of the doorway, as required by Chapter 11, '97 UBC as required by the Department of Building and Safety.
26. Provide sidewalk ramp details with grade slopes indicated. Sidewalk ramps must be located ahead of the access aisles. When wheelchair users have to negotiate across the ramp, occurring within the accessible route of travel, the accessible route of travel must meet the 5% maximum running slope and 2% maximum cross slope requirement, or be considered a ramp requiring handrails as required by the Department of Building and Safety.

Sincerely,

  
BARBARA JO RONEMUS  
City Clerk

/ac

cc: Planning and Development Dept.  
Development Coordination-DPW  
Dept. Of Fire Services  
Land Development Services

Mr. David Lystrup  
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