



# Staff Report

PLANNING DIVISION  
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission  
From: Anna Anglin, 385-272-2879  
Date: July 28, 2021  
Re: PLNPCM2021-00540 (Conditional Use for Auto Impound Lot)

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## Conditional Use

**PROPERTY ADDRESS:** 1050 S 500 W  
**PARCEL ID:** 15-12-304-001-0000  
**MASTER PLAN:** The Westside Master Plan  
**ZONING DISTRICT:** CG (General Commercial)

### REQUEST:

West Coast Towing, represented by Heather Leyvay is requesting conditional use approval to create and operate an automobile impound lot and outdoor storage of heavy equipment on an undeveloped parcel at approximately 1050 S 500 W. Outdoor storage is a permitted use and impound lots require conditional use approval in the CG zoning district subject to being located at least 1,000 feet from a single- or two-family zoning districts and conforming with the provisions in section 21A.54, *Conditional Uses*.

### RECOMMENDATION:

Based on the information in this staff report, Planning Staff finds that the proposal adequately meets the standards, subject to specified conditions, and recommends that the Planning Commission approve the requested conditional use with the conditions listed below.

1. The property must be hard surfaced to accommodate the impound lot use for storing vehicles.
2. Landscaping must be provided in the park strip and 10-foot front yard setback.
3. The existing fence must be moved back at least 10 feet to accommodate the required front yard setback, landscaping, and site distance triangle.

### ATTACHMENTS:

- A. Vicinity Map
- B. Site Photographs
- C. Proposed Site Plan
- D. Applicant Description
- E. Existing Conditions
- F. Analysis of Standards
- G. Public Process and Comments
- H. Department Comments

## **PROJECT DESCRIPTION:**

The subject parcel is located at approximately 1050 S 500 W and is a vacant lot. There are no buildings on the site. A fence runs around the perimeter of the property. There are railroad tracks running adjacent to the parcel on the west side of the lot. The applicant is proposing to utilize the parcel as an impound lot to store freight, semis, accident recovery vehicles, and short-term storage of commercial vehicles and their cargo. Based on the permit history, it appears that the subject parcel had buildings that were demolished in 2000 and was once an automotive repair shop.

The applicant reports that the hours of operation will be on an as needed basis for the impounded vehicles/heavy equipment that arrive on site via a tow truck. This is because they will be on call to help with clearing vehicles that were involved in accidents nearby. The applicant does not plan on having more than 10 commercial vehicles at the location at any time and will have one to two employees on call.

## **KEY ISSUES:**

The key issues listed below have been identified through the analysis of the project and department review comments. No neighbor or community input has been received.

### **Issue 1: Hard Surfacing**

Areas used for outdoor storage of vehicles are required to be fully hard surfaced per section 21A.44.020F of City ordinance, to reduce dust in the air and to avoid dirt and mud from the wheels of impounded vehicles and tow trucks being tracked onto public streets. Building Services requires a permit to do the hard surfacing. The client must work with Building Services to meet all standards stipulated in the Salt Lake City Municipal Code.

### **Issue 2: Landscaping**

Landscaping is required in the park strip area (public-right-of way) adjacent to the property and in the 10-foot front yard setback requirement for the CG zone per section 21A.48 of the City ordinance. The applicant will be required to submit a landscaping plan to the Building Services division for review and approval. In addition, outdoor storage is not permitted in the required 10' front yard setback. The required landscaping will likely reduce weeds and other invasive plants while making the property more visually pleasing.

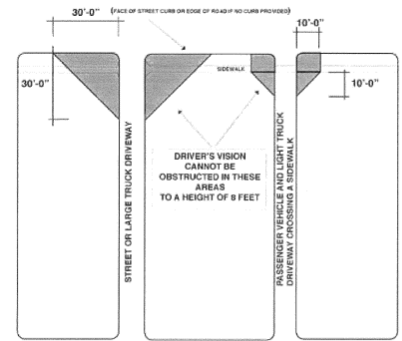
### **Issue 3: Height and Position of Fence**

Currently a six-foot-high chain link fence with three strands of barbed wire along the top runs around the perimeter of the parcel. It could generally meet the requirements of section 21A.26.010.C.3.d of the municipal code which states that, "Outdoor storage shall be required to be fully screened with opaque fencing not to exceed seven feet (7') in height" by inserting slats in the fence to provide a blind. Seeing as the existing fence can be modified to meet that requirement, it can remain in place for the majority of the parcel, however, there are two requirements that will require an alteration to the fence in the front yard (eastern edge) of the parcel:

- The CG zone requires a 10-foot front yard setback from the property line. The front yard is on the eastern side of the parcel which fronts 500 W. Section 21A.40.120E1b allows fences to be up to four feet tall when located in the front yard and the current fence is not in compliance with the ordinance.
- Section 21A.40.12.E5 states: *Within the area defined as a sight distance triangle, see through fences that are at least fifty percent (50%) open shall be allowed to a height of four feet (4').* In this case, the site distance triangle is defined as A triangular area formed by a diagonal line connecting two (2) points when measured extending thirty feet (30')

from each intersecting edge of the driveway and street face of curb, or edge of roadway where curbing is not provided. Because it will be used as a large truck driveway, there is a required site distance triangle of 30 feet from the edge of the street along the access drive that cannot be blocked by opaque fencing (see illustration).

It appears the two fencing issues may be resolved by repositioning the fence beyond the 10' front yard setback and providing the required 30-foot distance from the edge of the street for the site distance triangle. It would also eliminate the potential of storing vehicles within that setback area where it is prohibited.

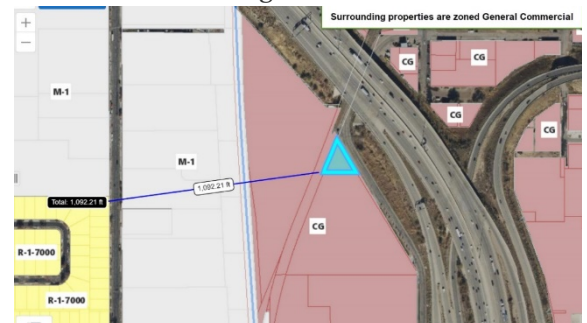


## DISCUSSION:

A conditional use application for an impound lot should be approved if conditions can be imposed to mitigate the reasonably detrimental effects of the proposed use. As long as certain conditions are imposed, this proposal complies with the standards for approval of Conditional Uses and is also consistent with planning policies and the Westside Master Plan. The analysis of this project (see the analysis table on pages 11-13 of this report) identified the following detrimental effects that require mitigation in order for the proposal to comply with the standards of approval:

1. The property is currently a dirt lot with no hard surfacing. The proposed use will need to have hard surfacing for areas where vehicles will be parked and stored.
2. A front yard setback of 10 feet with landscaping would need to be provided. Appropriate design changes would also need to be made for the required site distance triangle where vehicles enter and exit the property.

The proposed use is compatible with other businesses in the area. The parcel is surrounded by other properties that are also zoned CG. The abutting parcels contain some type of commercial use consisting of manufacturing, railroad track, and office space with I-15 directly to the east. There are no adjacent residential land uses. It appears that the closest single- or two-family residential district is located approximately 1,100 feet along the west side of 700 West.



The proposed use at this site will operate on an as needed basis, with only employees having access to the lot. The tow trucks may need to access the lot at any given time of day depending on if an accident occurs and they are called on to help remove any damaged vehicles. Due to the distance from the subject property, no residential use will be impacted, and the proposed business should not present a detrimental effect.

This is an area of the city that has been primarily used for commercial and industrial purposes. There are no residential uses within a 1000-foot distance of the property. The proposed use would not have an adverse impact for the surrounding uses due to all of them being commercial uses.

Staff has identified Conditions of Approval (see page 1) that are intended to address certain issues with the proposal. Therefore, given that the reasonably anticipated detrimental effects could be mitigated with reasonable conditions, Staff recommends that the proposed conditional use be approved subject to the conditions of approval.

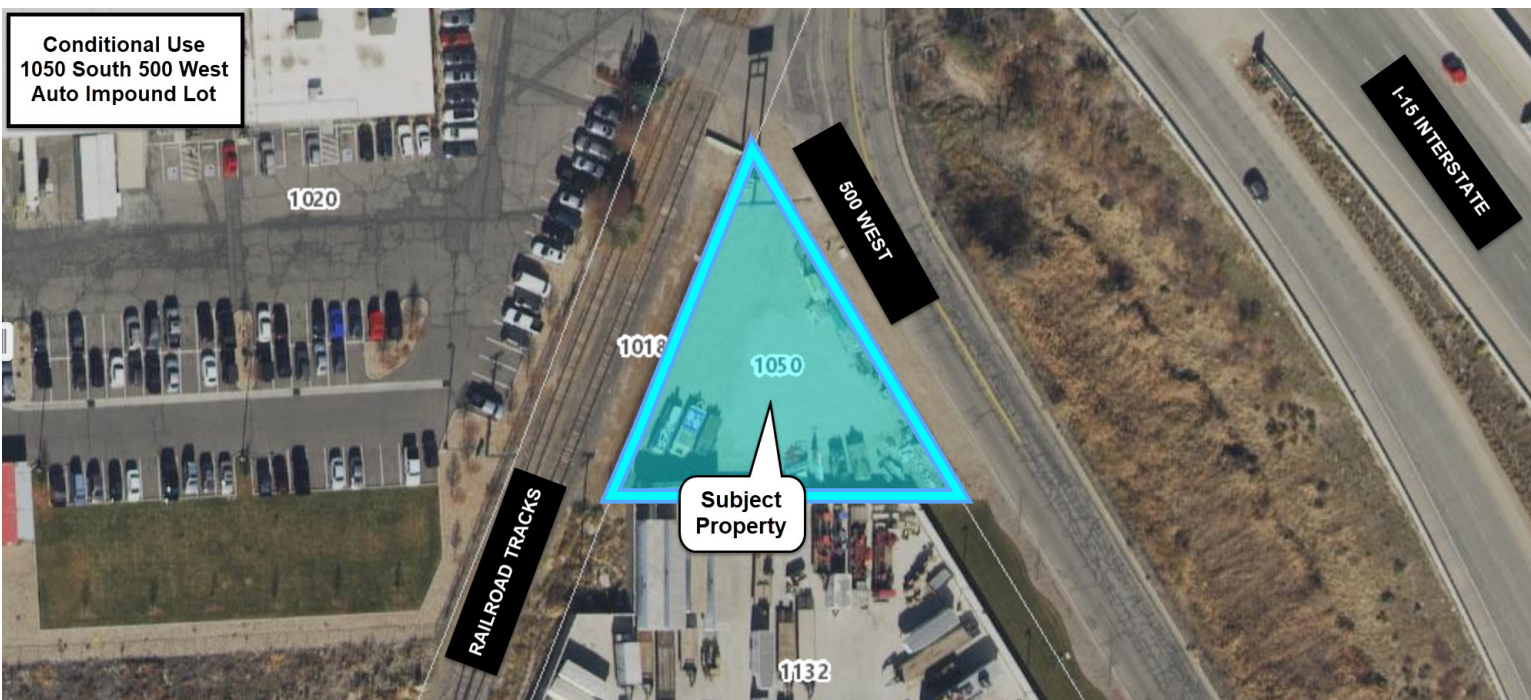
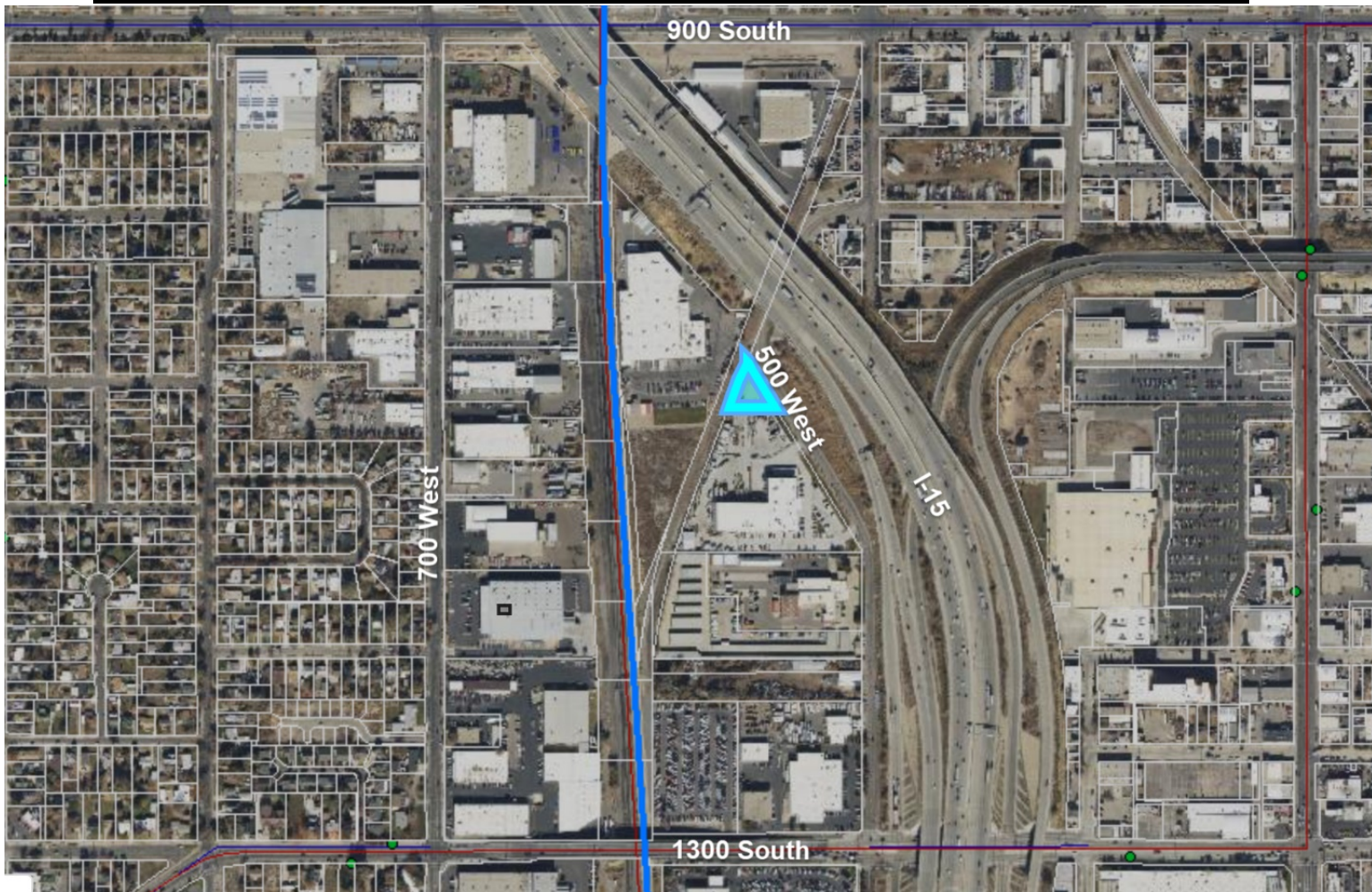
## NEXT STEPS:

If approved, the applicant will be required to comply with the Conditions of Approval and obtain all necessary permits for the project as outlined above from the Building Services division.

If denied, the applicant would not have city approval for an impound lot on the subject parcel.



## ATTACHMENT A: VICINITY MAP





## **ATTACHMENT B: SITE PHOTOGRAPHS**

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**Looking northwest corner from 500 W**



**View from the northwest (by railroad) looking towards the south**



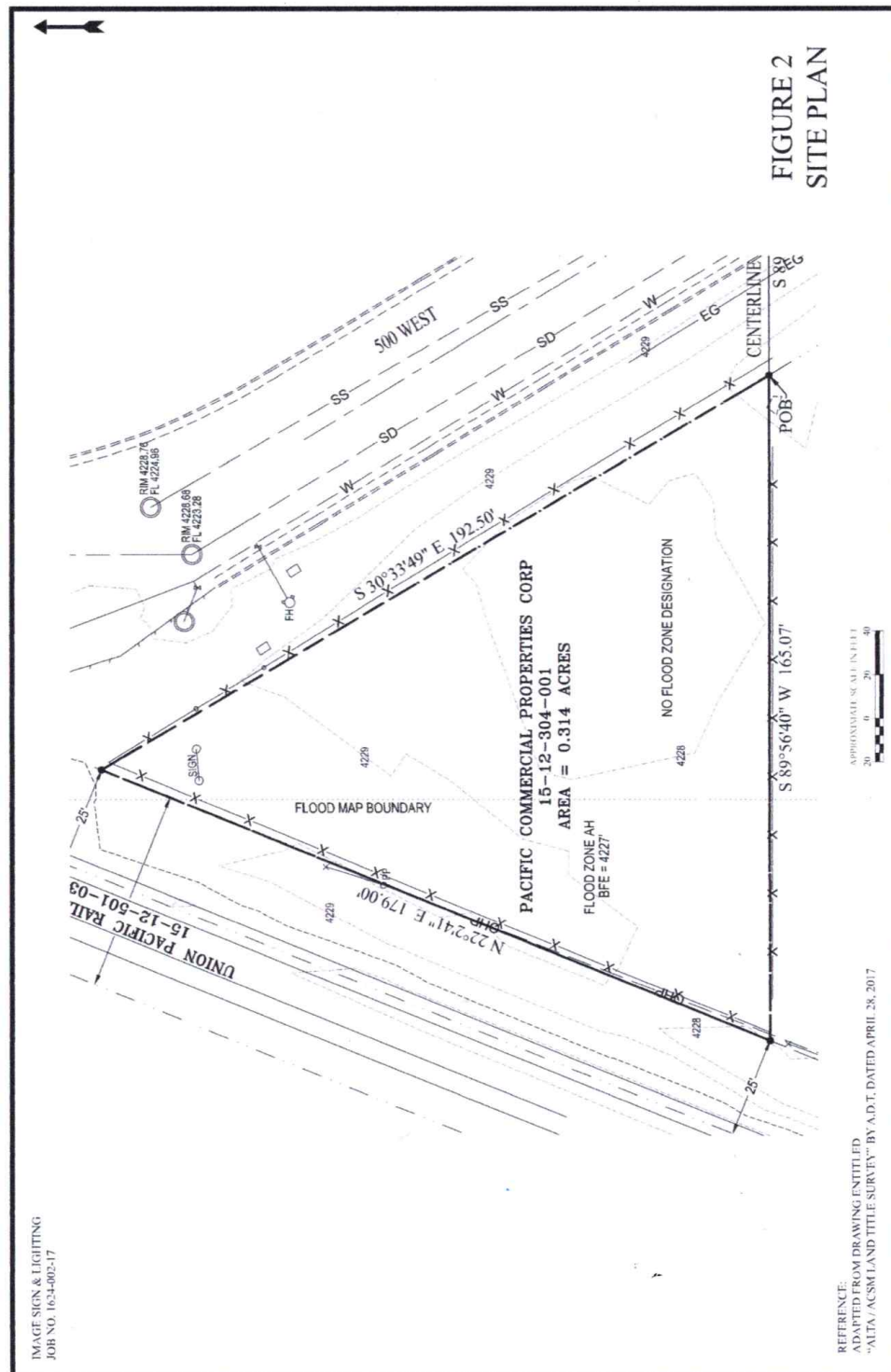


**Fence facing northeast towards I-15**



**Looking south at existing sign on property**

# ATTACHMENT C: PROPOSED SITE PLAN



## ATTACHMENT D: APPLICANT DESCRIPTION

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HEAVY DUTY TOWING & TRANSPORT  
[WWW.WESTCOASTTOWINGUTAH.COM](http://WWW.WESTCOASTTOWINGUTAH.COM)  
555 W. 220 S.  
Unit# 201  
Pleasant Grove, Utah 84062  
801-836-7101

We are dedicated to leaving space better than we found it. We are looking to expand our coverage statewide, we are not a salvage /dismantler. We are in the business of heavy duty commercial towing & recovery, we deal in freight, semis, accident recovery, and short term storage of commercial vehicles and their cargo.

If approved we plan to run power to the location sought after at 1050 South 500 West, Salt Lake City. We want to make sure the location is well lit and install a security system. We understand there has been an on going issue in this area with homelessness, The transients have been cutting the fence and accessing the property and we want a well lit secure place. We understand how much work has gone into moving the rear by homeless camp, by the city of Salt Lake.

This property needs to be occupied and kept up for the benefit of the city of Salt Lake, the property own and surrounding businesses, so that we can jointly be successful in our mission.

Our revenue is in turn over, we do not make money if things are not moving, we need the land to store,; Cranes, Semi Trailers, Forklifts, heavy duty wreckers etc. The mission of keeping a well lit and secure facility is very key here.

This location is great for us because it has such close access to I-15 and surrounding Freeway access, which allows us quicker response times to clear the roadways in the even of a heavy duty accident that is blocking the roadway. We are looking for a location that will allow us faster response times, to these major accidents in the spaghetti bowl and major interchanges on the freeways.

The goal here is to have the community see our common goal to keeping this a SAFE CLEAN and WELL LIT area.

Thank You,

A handwritten signature in black ink that reads "Rob FACE". The signature is stylized, with "Rob" in a cursive script and "FACE" in a bold, blocky font.

Owner Rob Face

West Coast Heavy Duty Towing & Transport



[illegible]

An aerial photograph showing a triangular-shaped property outlined in black. The property is located at the corner of S 500 W and S 175 SR. A handwritten label "Existing Fence" with an arrow points to the boundary. To the left of the property is a large parking lot filled with many vehicles. To the right is a multi-lane highway with several cars driving. The property itself appears to be mostly bare ground or low vegetation. Various address labels are visible on the map, such as "S 500 W", "S 175 SR", "1002", "304-001", "301-063", "307-006", and "308-007". A small inset map in the bottom left corner shows the location relative to other nearby streets.

EAST  
1-15 1300 SOUTH OFF  
RAMP (SB)

## ATTACHMENT E: EXISTING CONDITIONS

The parcel at 1050 S 500 W (15-12-304-001) is approximately 13,939 square feet .32 acres) in area. It is a vacant lot with no structures on the site. It is bounded by 500 W to the east and commercial uses on all other sides. It, and all adjacent properties, are located in the CG zoning district. A vicinity map is provided in Attachment “A”. The lot has not had any occupants since the building on it was demolished in 2000. However, it appears it has been used for outdoor storage recently based on aerials of the parcel.

### Current Zoning Requirements –

CG (General Commercial) Zoning District. The following chart illustrates the zoning requirements in the CG zone, current conditions on the subject parcel, and whether or not that is in compliance with the standard.

Zoning Standard	Required	Existing	Complying
Minimum Lot Area	10,000 square feet	13,939 square feet	Complies
Minimum Lot Width	60 feet	194 feet	Complies
Front Yard Setback	10 feet	No setback (6' high fence runs along the property line)	Does not Comply
Interior Side Yard	No setback required	N/A	Complies
Rear Yard	10 feet	N/A	Complies
Parking Spaces	None	None	Complies
Building Height	60 feet	N/A	Complies

### Adjacent Land Uses:

Land uses for the parcels adjacent to 1050 S 500 W, include the following:

**Northwest:** There is a manufacturing use west of the adjacent railroad tracks.

**West:** The property abutting to the west in railroad tracks.

**East:** I-15 is directly to the east of the property.

**South:** The parcel immediately to the south is a contractor yard/office use. The contractor yard includes storage for large equipment and trucks/trailers.

### Applicable Master Plan Policies

The subject property is located within the 700 West Industrial section of Salt Lake City which falls under the Westside Master Plan (adopted December 3, 2014). The Master Plan states the following about this area:

“The goal is not necessarily to displace all industrial uses, despite the incompatibility between single-family neighborhoods and industrial lands. Expanding the single-family neighborhoods to the east is not a viable option, as the increased density would be negligible and would not meet the city’s housing goals.”

The subject property is located to the east of 700 West and the residential zoning districts located in the 700 West corridor. The Westside Master Plans goals include allowing industrial uses to continue if they are listed in the table of permitted and conditional uses as allowed in the zoning district for any given property. In addition, any detrimental impacts should be mitigated for nearby residential uses. As part of a conditional use approval for an impound lot in the CG zone, the use is required to be a minimum of 1,000 feet from any single- or two-family residential zoning districts. Due to the distance between the proposed impound lot and any residential uses on zoning district, the proposed use is consistent with the Master Plans goals for the area.



## ATTACHMENT F: ANALYSIS OF STANDARDS

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### 21A.54.080 Standards for Conditional Use

#### Approval Standards:

A conditional use shall be approved unless the planning commission, or in the case of administrative conditional uses, the planning director or designee, concludes that the following standards cannot be met:

1. The use complies with applicable provisions of this title

**Analysis:** Section 21A.33.030 Table of Permitted and Conditional Uses for Commercial Districts lists Impound Lot as a conditional use in the CG zoning district with a qualifying provision, note 12, which states, “Prohibited within 1,000 feet of a single- or two-family zoning district.” The applicable zoning standards are discussed on page ten of this report.

**Finding:** The proposed use complies with this standard. It is located more than 1,000 feet away from the specified residential zoning districts.

2. The use is compatible, or with conditions of approval can be made compatible, with surrounding uses;

**Analysis:** The use is similar in nature to the other uses in the immediate surroundings. There is an existing mix of manufacturing, contractor yard/office, and railroad tracks. The contractor’s yard to the south includes outdoor storage of construction vehicles and equipment. This proposed use would be compatible with those similar uses that are already established in the area.

**Finding:** The proposed use complies with this standard.

3. The use is consistent with applicable adopted city planning policies, documents, and master plans;

**Analysis:** The use is consistent with planning policies and the Westside Master Plan. The Master Plan supports uses that are listed in the Table of Permitted and Conditional Uses for Commercial Districts and for existing industrial uses that do not impact existing residential uses.

**Finding:** The proposal complies with this standard.

4. The anticipated detrimental effects of a proposed use can be mitigated by the imposition of reasonable conditions. (Refer to Detrimental Impacts Chart for details)

**Analysis:** Zoning ordinance section 21A.54.080.B identifies specific items that may determine what constitutes a detrimental effect. They are listed in the following Detrimental Impacts Chart.

**Finding:** If the identified conditions of approval are adhered to and all standards of the Municipal Code are followed, the proposal will comply with this standard.

**21a.54.080B: Detrimental Effects Determination:** In analyzing the anticipated detrimental effects of a proposed use, the planning commission, or in the case of administrative conditional uses, the planning director or designee, shall determine compliance with each of the following:

<b>Criteria</b>	<b>Finding</b>	<b>Rationale</b>
<b>1. This title specifically authorizes the use where it is located</b>	<b>Complies</b>	Impound lot is a conditional use in the CG zone
<b>2. The use is consistent with applicable policies set forth in adopted citywide, community, and small area master plans and future land use maps</b>	<b>Complies</b>	The proposed use is consistent with the Westside Master Plan policies.
<b>3. The use is well-suited to the character of the site, and adjacent uses as shown by an analysis of the intensity, size, and scale of the use compared to existing uses in the surrounding area</b>	<b>Complies</b>	The use is compatible in intensity, size, and scale to existing commercial uses in the area. The proposed use fits with the overall commercial-industrial character of the neighborhood.
<b>4. The mass, scale, style, design, and architectural detailing of the surrounding structures as they relate to the proposed have been considered</b>	<b>N/A</b>	There is not a structure proposed for this site.
<b>5. Access points and driveways are designed to minimize grading of natural topography, direct vehicular traffic onto major streets, and not impede traffic flows</b>	<b>Complies with Conditions</b>	There is only one gate on the eastern side of the parcel that allows vehicular access from the street. The existing fence will need to be moved to accommodate the front yard setback as well as the site distance triangle. There will need to be very minimal grading but hard surfacing is required.
<b>6. The internal circulation system is designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic</b>	<b>Complies</b>	There is no off-street parking on the parcel and it is not required. The circulation system will accommodate the placement and storage of vehicles.
<b>7. The site is designed to enable access and circulation for pedestrian and bicycles</b>	<b>N/A</b>	This impound lot is effectively an outdoor storage facility where pedestrians and bicyclists are not permitted.
<b>8. Access to the site does not unreasonably impact the service level of any abutting or adjacent street</b>	<b>Complies</b>	The City's Transportation Division has reviewed the request and did not indicate that there would be any unreasonable impacts to the service level of any adjacent streets.
<b>9. The location and design of off-street parking complies with applicable standards of this code</b>	<b>N/A</b>	No parking spaces are required for the site per table 21A.44.030 since there is currently no building on site and none have been proposed.
<b>10. Utility capacity is sufficient to support the use at normal service levels</b>	<b>Complies</b>	The site can be served by all necessary utilities.
<b>11. The use is appropriately screened, buffered, or separated from adjoining dissimilar uses to mitigate potential use conflicts</b>	<b>Complies with Conditions</b>	The existing fence will need to provide the required screening by including slats in the fence. In addition, the fence along the western property line needs to be set back at least 10 feet.



<b>12. The use meets City sustainability plans, does not significantly impact the quality of surrounding air and water, encroach into a river or stream, or introduce any hazard or environmental damage to any adjacent property, including cigarette smoke</b>	<b>Complies with Conditions</b>	The proposed use presents no foreseen impacts to air quality and the required hard surfacing and water treatment will address the water standards. It is not anticipated that there would be any hazard or environmental damage to adjacent property. It is not anticipated that smoking will create any issues as long as state standards are followed.
<b>13. The hours of operation and delivery of the use are compatible with surrounding uses</b>	<b>Complies</b>	The anticipated hours of operation for retrieval of impounded vehicles will on a case-by-case basis. There may be some vehicles delivered after hours. However, this should not be a problem based on no residences being adjacent to the parcel.
<b>14. Signs and lighting are compatible with, and do not negatively impact surrounding uses</b>	<b>Complies</b>	There are no signs proposed at this time, but any new sign must comply with the regulation in Chapter 21A.46 of the Zoning Ordinance.
<b>15. The proposed use does not undermine preservation of historic resources and structures</b>	<b>Complies</b>	There are no historic sites or features on the property.

## **ATTACHMENT G: PUBLIC PROCESS AND COMMENTS**

### **Open House**

An open house was held from June 11<sup>th</sup> to July 27<sup>th</sup> . No comments were received.

No other comments or inquiries have been received in any form (phone calls, emails, mailed letters, etc.).

### **Community Council**

The Glendale Community Council invited the applicant to answer questions at their meeting on July 7<sup>th</sup>. There was no public comment at the meeting.



## **ATTACHMENT H: DEPARTMENT REVIEW COMMENTS**

### **Transportation (Michael Barry):**

“Our biggest concern would be if the business tracked dirt and mud onto the public street. That is my only issue.”

### **Engineering (Scott Weiler):**

“A hard surface needs to be installed for maneuvering vehicles on private property. Prior to performing any work in the public way, a Permit to Work in the Public Way must be obtained from SLC Engineering.”

### **Police (Lamar Ewell)**

No objections from the police department

No comments were received from other departments.