



Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Administrative Hearing Officer
From: Parviz Faiz, Associate Planner
parviz.faiz@slc.gov, (801) 535-6380
Date: September 24, 2026 (Hearing), September 17, 2026 (Publication)
Re: PLNPCM2026-00398, Best Buy Auto Deals – Conditional Use

Conditional Use

PROPERTY ADDRESS(ES): 1150 S Main St (approximate)

PARCEL ID(S): 15-12-432-016-0000

COMMUNITY PLAN: Central Community

ZONING DISTRICT: Mixed Use 5 (MU-5)

REQUEST:

Montader Alasady, on behalf of Best Buy Auto Deals, LLC, is requesting approval of a conditional use to establish an automobile sales and service facility on a property located at approximately 1150 South Main Street. Currently, the land is occupied by a vacant commercial building that was previously used for retail purposes. No new construction is being proposed through this request. The subject property is located in the Mixed Use 5 (MU-5) zoning district. Because the subject property does not abut a residential use, this conditional use request is subject to the administrative hearing process.

RECOMMENDATION:

Based on the information and findings in this staff report, planning staff recommends that the Administrative Hearing Officer approves the proposal, subject to the following conditions:

1. A maximum of eight vehicles for sale shall be allowed on the property at any given time. All vehicles for sale shall be stored in the front display area, as indicated on the approved site plan. The front display area shall not be used for customer or employee vehicle parking.
2. Vehicles must enter from and exit to Main Street facing forward. Vehicle queueing and maneuvering shall occur entirely on site and shall not block the public sidewalk or bike lane.
3. Permits shall be obtained for any newly installed fences or signs on the property or those improvements shall be removed. Barbed wire fencing is not permitted in the MU-5 district and shall be removed by the applicant. Permits must be submitted within 180 days of conditional use approval, and any required inspections must be properly completed prior to operation of the proposed use.

4. All Salt Lake City Department of Public Utilities standards must be met prior to operation of the proposed use. Outdoor cleaning of vehicles shall require proper disposal of cleaning materials. No wastewater from cleaning activities may be disposed of directly into the public storm drain system without treatment. All private stormwater onsite will need to be treated prior to discharge to the public system. Interior pretreatment of the building's sewer, prior to discharge to the public sewer system, is required for any wastewater fixtures that will be exposed to grease and oils.

ATTACHMENTS:

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| A. Vicinity Map | E. Conditional Use Standards |
| B. Applicant Narrative and Plans | F. Public Process & Comments |
| C. Property & Vicinity Photos | G. Department Review Comments |
| D. MU-5 Zoning Standards | |

PROJECT DESCRIPTION



Quick Facts

Zoning District: Mixed Use 5 (MU-5)

Proposed Use: Automobile Sales and Service

Lot Size
0.17 acres (approx. 7,218 sq. ft.)

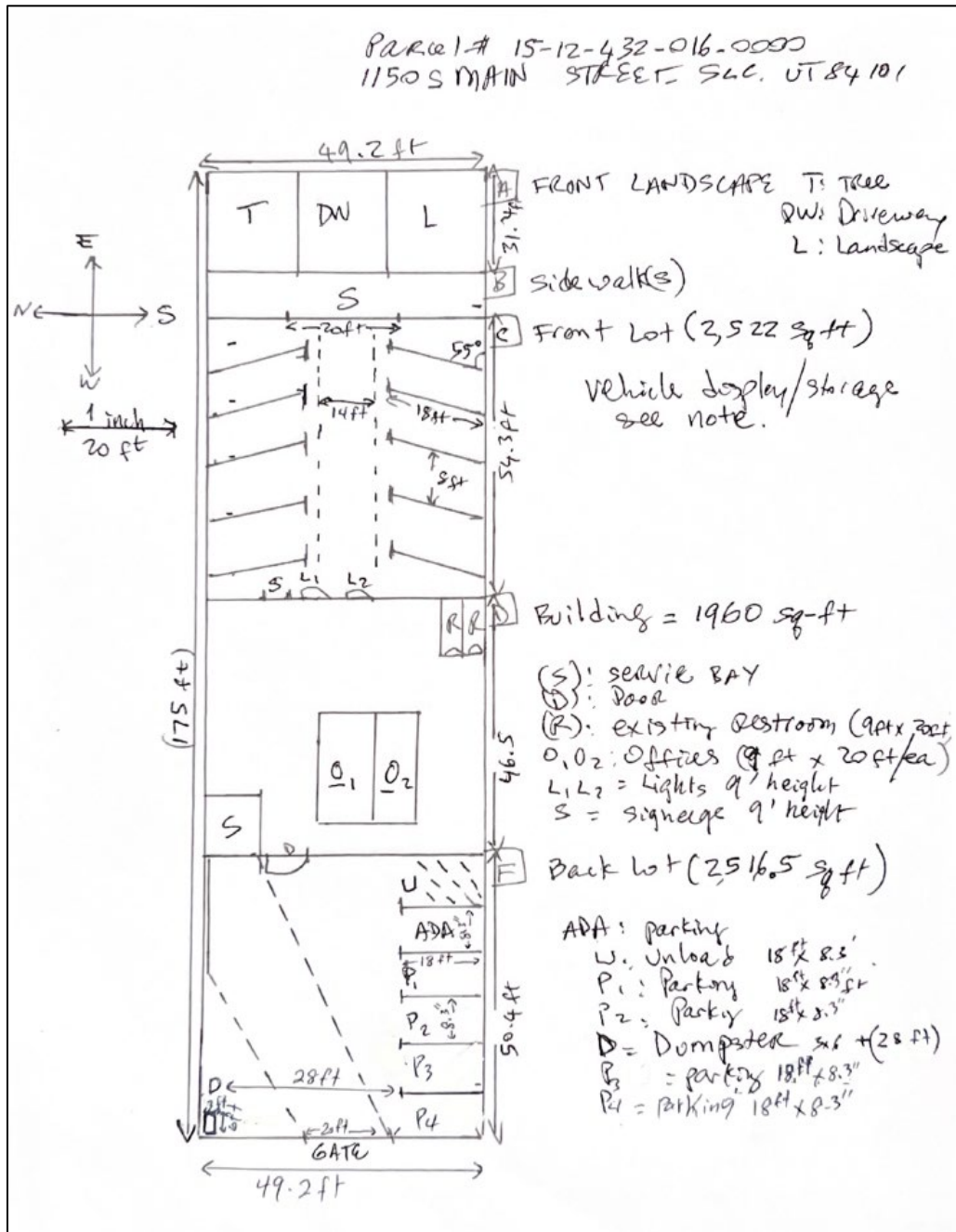
Hours of Operation:
9:00 am – 7:00 pm

Review Process and Standards:

- MU-5 Zoning Standards
- Conditional Use Standards
- General Zoning Standards

The applicant is requesting conditional use approval for a car dealership in a vacant building previously used for retail purposes. The proposed car dealership is in the Mixed Use-5 zone and requires review through the conditional use process prior to approval.

The property has two accessible parking lots. The front parking lot will be used to display vehicles for purchase, and the rear parking lot will be used for customer and employee parking.



Proposed site plan

The applicant's written narrative, located in [Attachment B](#), states that services offered will consist of vehicle display, customer sales, financing coordination, vehicle delivery, and routine lot maintenance.

- Proposed hours of operation are Monday through Saturday from 9:00 a.m. to 7:00 p.m., with limited administrative activity occurring outside of these hours.
- Peak business activity is anticipated during the afternoon and early evening hours, generally between 12:00 p.m. and 6:00 p.m.
- Vehicle queueing and movement will occur entirely on-site without obstructing adjacent streets or neighboring properties.
- Outdoor activity associated with the use will be limited to the display and movement of vehicles on the lot, customer parking, and routine cleaning of vehicles.
- Vehicle deliveries and occasional inventory transport may occur during standard daytime business hours.

The existing building includes a single service bay, which will be accessible from the rear parking lot. The site plan also identifies a drive path that will remain clear, allowing vehicles to enter through the rear gate and access the service bay located in the northwest portion of the building. More information about the required parking standards can be found under Key Consideration 1: Compliance with Zoning Regulations.

The subject property is located on the west side of Main Street between Fremont Ave and Paxton Ave. The surrounding neighborhood and block face are defined by a mix of uses. The attached business to the south is a grocery store, and the attached business to the north is an outdoor auto retrofitter. Directly across the street, on the east side of Main, is a large Acura car dealership. Other uses on the block face include reception centers, automotive accessory services, and retail services.



(Aerial view of the subject property)

APPROVAL PROCESS AND ADMINISTRATIVE APPROVAL AUTHORITY

This Conditional Use is authorized to be reviewed and approved by the Administrative Hearing Officer due to [21A.54.155.B.3](#), which specifically authorizes “Any conditional use identified in the tables of permitted and conditional uses” to be reviewed administratively, except those uses that:

- a. *Are located within a residential zoning district;*
- b. *Abut a residential zoning district or residential use; or*
- c. *Require planned development approval.*

As none of the above situations apply, the use is authorized to be reviewed administratively.

The Administrative Hearing Officer has the authority to approve, approve with conditions, or deny the conditional use request. The use should be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably detrimental effects of the proposed use.

The proposed use meets the conditional use standards and the detrimental effects determination as analyzed and discussed in Attachment E of this report. No detrimental impacts are anticipated that cannot be addressed through reasonable conditions, and as such, the conditional use should be approved by the Administrative Hearing Officer.

KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of the project:

1. Compliance with Zoning Regulations
2. Compatibility with General Plan Policies and Initiatives

Consideration 1: Compliance with Zoning Regulations

Off-Street Parking Regulations – 21A.44

Per 21A.44.030.A.4, “*parking spaces intended for storage of business vehicles, such as fleet vehicles, delivery vehicles, or vehicles on display associated with sales or rental, shall not count toward the number of minimum required or maximum allowed off-street parking spaces unless otherwise stated in Table 21A.44.040-A.*” Per 21A.44.060, “*All required parking areas shall be located and designed in accordance with the standards in Chapter 21A.44.*”

Based upon these two standards, Staff determined that the parking spaces in the front parking lot are associated with display of vehicles for sale do not count toward the minimum number of required parking spaces. Because the front parking lot is only intended for display, and not for public use, the parking area does not have to meet the standards outlined in Chapter 21A.44 and the Off-Street Parking Manual.

The rear parking area will be used to provide the required customer and employee parking and, therefore, must meet the standards of 21A.44 and the Off-Street Parking Manual. The applicant is proposing four standard stalls and one ADA stall with an unloading area in the rear parking lot. Per 21A.44.020.A.3, a change of use in the Urban Center parking context does not require any additional parking. The proposed parking arrangement of the rear lot meets the applicable standards outlined in 21A.44. The subject property complies with all parking requirements as noted in the zoning standard review in [Attachment D](#).

Although the parking facilities in the front display area do not need to meet the minimum dimensional requirements in the Off-Street Parking Manual, as conditional use it is subject to the associated standards regarding potential adverse impacts on surrounding property, including the right-of-way. This is discussed in [Attachment E](#), under section 21A.54.080.B.5 and B.6.

In order to meet these standards, the site must be designed to provide reasonable maneuverability for vehicles to safely enter and exit the site and mitigate potential negative impacts. One way to reduce such impacts to the right-of-way, including to pedestrians on the sidewalk, as well as automobiles and bicycles on the street, is to design the display area in a way that allows vehicles to enter and exit the lot in a forward direction. The applicant noted in their narrative that all vehicle maneuvering will be conducted onsite. Staff worked with the applicant to modify the front display area from a 12-stall lot to an 8-stall lot to help meet the conditional use standards. Internal maneuverability and forward-facing entering and exiting mitigate the potential detrimental effects to traffic flows, pedestrians, and cyclist as noted in standard B.5 and B.6 in 21A.54.080.B (see [Attachment E](#) for full analysis and conditions). Public vehicular access will not be allowed in the front display area. Staff is recommending two conditions that limit the number of vehicles displayed in the front display area and require that vehicles enter and exit in a forward manner. These are noted below:

1. A maximum of eight vehicles for sale shall be allowed on the property at any given time. All vehicles for sale shall be stored in the front display area, as indicated on the approved site plan. The front display area shall not be used for customer or employee vehicle parking.
2. Vehicles must enter from and exit to Main Street facing forward. Vehicle queueing and maneuvering shall occur entirely on site and shall not block the public sidewalk or bike lane.

Fence Regulations – 21A.40.120

Fences in Mixed Use districts are limited to a maximum height of four feet between the front lot line and the front building line of the principal structure and seven feet in side and rear yards. Barbed wire fences are not permitted in the Mixed-Use district. The applicant has installed barbed wire fences on the property without approval. That barbed wire will need to be removed. All newly installed fences on the property must meet City Code requirements, including height limits, and will need to obtain permits. A condition of approval is recommended to ensure compliance with those code requirements:

1. Permits shall be obtained for any newly installed fences or signs on the property or those improvements shall be removed by the applicant. Barbed wire fencing is not permitted in the MU-5 district and shall be removed. Permits must be submitted within 180 days of conditional use approval, and any required inspections must be properly completed prior to operation of the proposed use.

Conditional Uses - 21A.54

A full analysis of the conditional use standards is included in [Attachment E](#). A conditional use may be revoked for noncompliance with the conditions of approval or if the use creates a nuisance.

Consideration 2: Compatibility with General Plan Policies and Initiatives

Adopted City plans and policies outline a vision, developed by the community, to guide growth and development at both a Citywide and neighborhood level. Based on the objectives identified in Plan Salt Lake and the Central Community Plan, Staff has determined that the proposed car dealership is

generally consistent with general plan policies and initiatives, as specified in Conditional Use Approval Standard 3, with conditions placed on the use to mitigate any potential impacts that may conflict with adopted City planning policies, documents, and master plans.

Plan Salt Lake - 2015

Policy Statement 1: Guiding Principle: *“A balanced economy that produces quality jobs and fosters an environment for commerce, local business, and industry to thrive”*

Discussion: An automobile sales and service business may provide economic opportunities in an area where several car dealerships and other automotive-related businesses currently exist. The addition of a similar use within an established business community utilizes the City’s existing economy as a foundation, potentially resulting in economic overlap and success for the proposed business and neighboring businesses.

Policy Statement 2: Initiative: *“Support the growth of small businesses, entrepreneurship and neighborhood business nodes.”*

Discussion: The proposed car dealership is on a much smaller lot than the neighboring dealerships. This provides an entry level dealership opportunity for prospective entrepreneurs and is aligned with the City’s goal to support growth of small businesses.

Policy Statement 1: Guiding Principle: *“A transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, providing real choices and connecting people with places.”*

Discussion: The proposed use could increase vehicle cross traffic from cars entering and exiting the front lot on Main Street. Staff is recommending conditions to ensure that this does not create a hazard for pedestrians and cyclists that utilize Main Street for its multi-modal attributes.

Policy Statement 2: Initiative: *“Prioritize maintenance of existing infrastructure.”*

Discussion: The City’s goal of reducing pedestrian, bicycle, and vehicle accidents by 2040 can be supported by limiting the front parking lot of the business to no more than eight display vehicles. The risk of collisions can be further reduced by keeping vehicle movement and test-drive queuing within the property and requiring vehicles to enter and exit the property in a forward-facing direction. Customer and employee parking will be located in the rear lot and accessed through an alleyway. This layout will reduce the number of vehicles crossing the sidewalk and bike lane on Main Street.

Central Community Plan - 2005

The *Central Community Plan* recommends four fundamental goals for the future of the Central City Community. One of these goals is to support livable communities and neighborhoods by maintaining “land use patterns [that] are compatible with the characteristics of specific neighborhoods within the community.” Page 7 of the Central Community Plan notes that several car dealerships and auto-related businesses are located on Main Street between 900 and 1300 South. While the People’s Freeway neighborhood has a variety of uses, a car dealership in this section of Main Street is generally consistent with the existing commercial character of the street.

The *Central Community Plan* also identifies a goal of supporting “vital and sustainable commerce” through “business development [that] strengthens the Central Community’s employment and economic base.” The proposed car dealership supports this goal by adding a car dealership to an area of the city with several existing auto-related businesses.

STAFF RECOMMENDATION

Based on the information and findings in this staff report, Planning Staff finds that the proposal meets the standards of approval with the proposed conditions of approval intended to mitigate any potential detrimental impacts. Staff recommends approval of the proposal subject to the following conditions:

1. A maximum of eight vehicles for sale shall be allowed on the property at any given time. All vehicles for sale shall be stored in the front display area, as indicated on the approved site plan. The front display area shall not be used for customer or employee vehicle parking.
2. Vehicles must enter and exit from Main Street facing forward. Vehicle queueing and maneuvering shall occur entirely on site and shall not block the public sidewalk or bike lane.
3. Permits shall be obtained for any newly installed fences or signs on the property or those improvements shall be removed. Barbed wire fencing is not permitted in the MU-5 district and shall be removed by the applicant. Permits must be submitted within 180 days of conditional use approval, and any required inspections must be properly completed prior to operation of the proposed use.
4. All Salt Lake City Department of Public Utilities standards must be met prior to operation of the proposed use. Outdoor cleaning of vehicles shall require proper disposal of cleaning materials. No wastewater from cleaning activities may be disposed of directly into the public storm drain system without treatment. All private stormwater onsite must be treated prior to discharge to the public system. Interior pretreatment of the building’s sewer, prior to discharge to the public sewer system, is required for any wastewater fixtures that will be exposed to grease and oils.

NEXT STEPS

Approval of the Request

If the conditional use is approved, the applicant will need to comply with all requirements from other departments/divisions and obtain all necessary building permits for the project. Those adversely affected by a decision may appeal to the Planning Commission within 10 days. The appeal must specify reasons based on procedural error or noncompliance with standards.

Denial of the Request

State and City codes require that conditional use be approved if reasonable conditions can be imposed on the use to mitigate any reasonably anticipated detrimental effects of the use. A conditional use can only be denied if the Administrative Hearing Officer finds that reasonably anticipated detrimental effects cannot be mitigated with the imposition of reasonable conditions. If the conditional use request is denied, the applicant would not be able to use the property for an automobile sales and service business.

ATTACHMENT A: Vicinity Map

Vicinity Map



Salt Lake City Planning Division 9/16/2026

ATTACHMENT B: Applicant Narrative and Plans

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The proposed use is a used car dealership focused on the sale of pre-owned passenger vehicles. Operations will primarily consist of vehicle display, customer sales, financing coordination, vehicle delivery, and routine lot maintenance. The business is intended to operate in a manner consistent with surrounding commercial automotive uses and is not expected to create disruptions beyond the normal activity associated with nearby dealerships.

The anticipated hours of operation are Monday through Saturday from 9:00 a.m. to 7:00 p.m., with limited administrative activity occurring outside of these hours. The dealership will be closed on Sundays. Peak business activity is anticipated during the afternoon and early evening hours, generally between 12:00 p.m. and 6:00 p.m., when customer visits and vehicle transactions are expected to be highest. Vehicle deliveries and occasional inventory transport may occur during standard daytime business hours.

Outdoor activity associated with the use will be limited to the display and movement of vehicles on the lot, customer parking, and routine cleaning of vehicles. No outdoor repair work, dismantling, salvaging, or industrial activity is proposed. All operations will remain consistent with typical automobile dealership activity in commercially zoned automotive corridors.

The site is expected to provide adequate space for vehicle circulation, customer parking, inventory storage, and maneuvering. Vehicle queueing and movement will occur entirely on-site without obstructing adjacent streets or neighboring properties. The layout is intended to accommodate anticipated traffic volumes consistent with similar used vehicle dealerships in Salt Lake City and comparable commercial areas.

All required utility connections and service areas will be identified on the site plan and designed to avoid hazardous conditions or interference with circulation patterns. Utility providers will be notified as necessary during the development and permitting process to ensure adequate service capacity and compliance with applicable utility requirements.

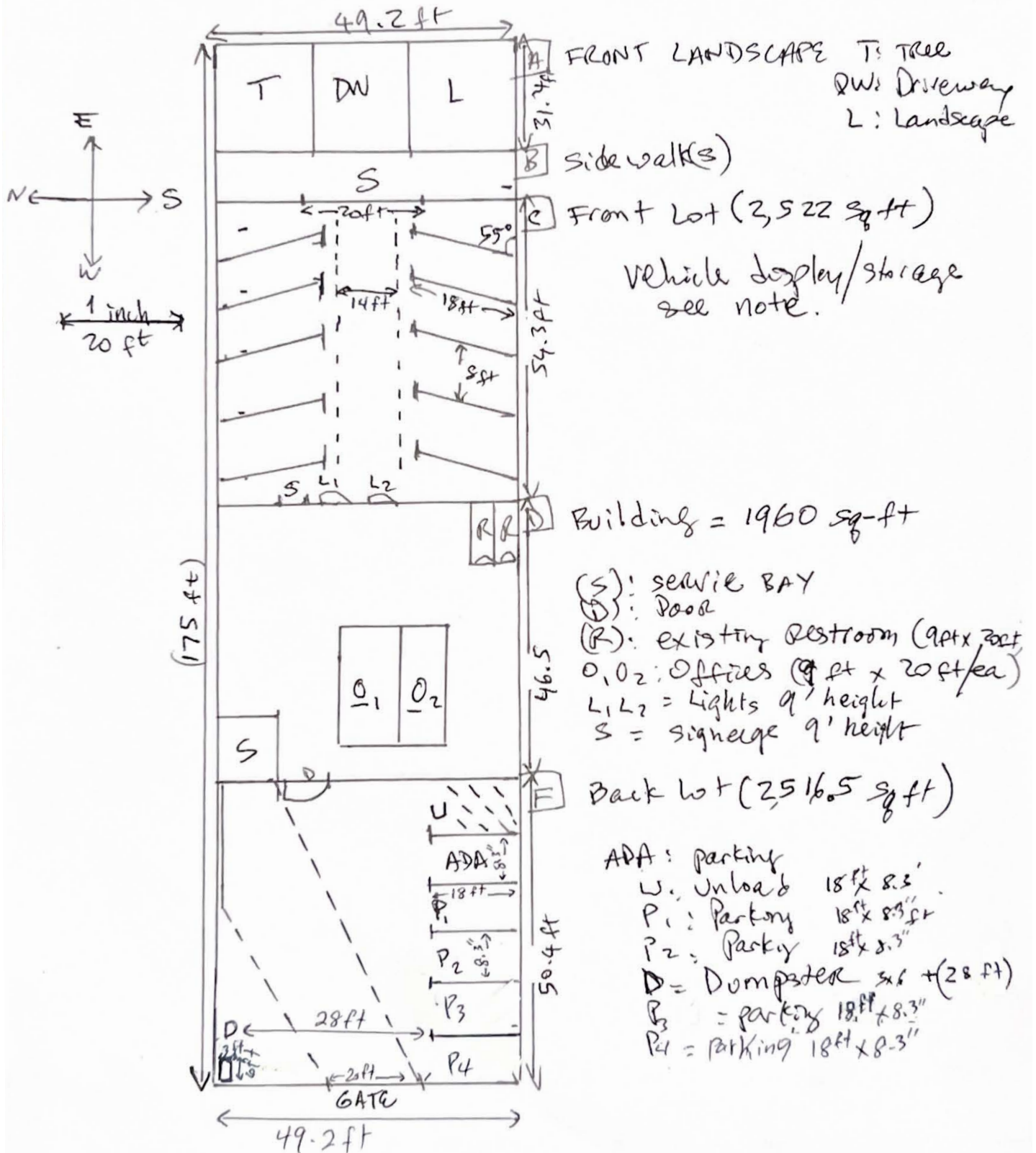
The proposed used car dealership is located within an area characterized by existing automotive and commercial uses, including surrounding car dealerships and related vehicle-oriented businesses. Adjacent and nearby properties are consistent with the proposed use in terms of traffic patterns, customer activity, vehicle display, and general operations. As a result, the proposed dealership is compatible with the existing character of the surrounding area and is not expected to negatively impact neighboring properties.

Any exterior lighting associated with the dealership will be directed downward and oriented away from adjacent properties and public streets to minimize glare and light spillover. Lighting fixtures will be designed and positioned to provide adequate visibility and security for customers and inventory while remaining consistent with commercial lighting standards for automotive uses.

The proposed use is not expected to create access conflicts with surrounding properties, sidewalks, driveways, or public streets. Existing and proposed vehicle circulation patterns will allow vehicles to enter, maneuver, and exit the site safely without interfering with neighboring businesses or public access routes. The site layout is intended to support normal dealership traffic volumes typical for similar automotive businesses in the area.

Because the surrounding properties are primarily existing car dealerships and commercial automotive uses, the proposed dealership is naturally buffered by compatible neighboring uses. Vehicle inventory, parking, and circulation areas will remain contained within the site boundaries. Any required landscaping, screening, or buffering improvements will comply with applicable city requirements and will be maintained in a manner consistent with surrounding commercial properties.

Parcel # 15-12-432-016-0000
1150 S MAIN STREET SLC, UT 84101



ATTACHMENT C: Property & Vicinity Photos



Subject property from the East (view from Main St)



Subject property to the West (view from back alley)



Adjacent property to the North (view from Main St)



Adjacent property to the South (view from Main St)

ATTACHMENT D: MU-5 Zoning Standards

Zone Purpose

MU-5 (Mixed Use 5)

Purpose Statement: The purpose of the MU-5 Mixed Use 5 District is to implement the city's general plan in areas that identify mid-rise buildings, generally five (5) stories or less in height, that contain a mix of land uses.

General Zoning Standards

The table below provides an overview of the general zoning standards that apply to the proposal. Full zoning compliance will be verified in the building permit review.

Standard	Requirement	Propose	Finding
Maximum Building Height	45 feet	No change to proposed existing building.	Complies
Front/Corner /Side/Rear Yard Setbacks	Front and corner side yard: Minimum: 10 feet. Maximum: 20 feet. Interior side yard: Minimum: 4 feet. Rear yard: Minimum: 10 feet. When the rear yard abuts an R-1, R-2, FR, SR, FB-UN1, RMF-30, MU-2, or MU-3 zone along the rear lot line, the minimum is 20 feet.	No changes proposed to existing building	Complies
Lot Size	None	No changes proposed to the existing lot	Complies
Open Space Area	10% of lot area	No changes to existing	Complies
Mid-Block Walkway	Per 21A.25.010.E, property is not subject to Mid-Block Walkway requirement	No changes proposed to existing building	Complies
Dumpster Screening	All refuse disposal and recycling dumpsters, except those located in	Trash receptacle will be located in the northwest corner of the lot. To fulfill screening	Does Not Comply, Compliance to be

(21A.40.120.E .1.g)	the M-2, LO and EI districts shall be screened on all sides by a solid wood fence, masonry wall or an equivalent opaque material to a height of not less than six (6) feet but not more than eight (8) feet.	requirement, the dumpster must be screened with an opaque material to comply with city requirements	Verified with Building Permits
Off Street Parking & Loading (21A.44.030.H)	This property is in the Urban Center Parking parking context: An automobile sales and service us is required to have 1 space per 1,000 sq. ft. of indoor sales/leasing/office area plus 1 space per service bay, when located within 1/4th to 1/2 mile of a fixed rail transit station platform Display area Parking: Per 21A.44.040.A.7, all uses with outdoor sales, display, leasing, and/or auction areas shall also provide one-half (1/2) parking space and no more than two (2) parking spaces per one thousand (1,000) sq. ft. of outdoor sales, display, leasing, and/or auction area. Parking Exception: As per 21A.44.020.A.3, changes of use in the Urban Center and Transit Context zone do not require any additional parking.	Square footage of indoor sales/leasing/office area: 1,960 Square footage of display/ outdoor sales: 2,672 Required parking: 3 spaces Proposed parking: 5 spaces Note: As the property is in the Urban Context zone, no additional parking above the existing provided parking is required for the change of use to an automobile sales and service.	Complies

Landscaping (21A.48), including Park Strip Landscaping	21A.48.050: Landscaping (including park strip landscaping) is required for: 1. New construction of a primary structure. 2. Any addition, expansion or intensification of a property that increases the floor area by 50% or more, increases the number of parking stalls required by 50% or more, or modifies any required landscaping by 50% or more.	As noted above, the parking will not increase due to being in the Urban Center context. As such, no new landscaping is required.	Complies
Signage (21A.46.110)	Flat Storefront signs in the MU-5 district may be 1 square foot per linear foot of storefront up to a maximum of 100 square feet.	Applicant has installed a flat storefront sign on the front facade without proper permitting. Applicant must meet regulations of 21A.46.110 through the permitting process.	Does Not Comply (see Condition of Approval)
21A.37 Design Standards	This chapter regulates various building exterior features. 21A.37.020 notes the following for changes of use: A. Change in Use: A change in use shall be exempt from this chapter, provided that it does not result in alterations of existing design elements regulated by the standards of this chapter.	The proposal is generally not making any changes to existing design elements regulated by the chapter. No changes are proposed to the exterior of the building itself.	Complies.
Exterior and Parking Lot Lighting (21A.37.050. H and I)	All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties. Exterior lighting shall not strobe, flash, or flicker. Poles for the parking lot/structure security	No new lighting is proposed. The existing lighting is to remain on the property.	Complies

	lighting are limited to sixteen feet (16') in height and the globe shall be shielded and the lighting directed down to minimize light encroachment onto adjacent residential properties or into upper level residential units in multistory buildings. Lightproof fencing is required adjacent to residential properties.		
Fences (21A.40.120 C, E, and G)	A building permit shall be obtained prior to construction of any fence that does not exceed six feet (6') in height and is not made of concrete or masonry or does not require structural review under the Uniform Building Code regulations. The permit is to ensure compliance with adopted regulations. A fence or wall located between the front lot line and front building line of the facade of the principal structure that contains the primary entrance shall not exceed four (4) feet in height. A fence or wall located at or behind the primary facade of the principal structure shall not exceed seven (7) feet in height. 21A.40.120.G notes barbed wire fences are not allowed in MU zones.	Applicant has installed barbed wire fencing in the front and rear of the principal structure without proper permitting. Applicant must meet regulations of 21A.40.120 through the permitting process.	Does Not Comply (see Condition of Approval)

ATTACHMENT E: Conditional Use Standards

Conditional Use Standards 21A.54.080

An application for conditional use is required by City Code 21A.54 and Utah Code 10-9a-507 to be approved if the proposal complies with the adopted standards of review and if any reasonably anticipated detrimental impact can be mitigated. Under Utah Code 10-9a-507, the standards must be objective, and mitigating any reasonably anticipated detrimental impact is required to be interpreted to mean reduce, not eliminate, the impact.

The finding for each standard is the recommendation of the Planning Division based on the facts associated with the proposal, the discussion that follows, and the input received during the engagement process. Input received after the staff report is published has not been considered in this report.

21A.54.080.A: 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:

Standard 1: The use complies with applicable provisions of this title;

Finding: Complies

Discussion:

Per the Land Use Tables in 21A.33.030, “Automobile Sales and Service” is allowed in the MU-5 District as a Conditional Use. The use complies with all applicable provisions of the zoning ordinance.

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

Finding: Complies

Discussion: Based on the analysis contained in the staff report, the proposed use has been found to be compatible with surrounding uses with the imposition of reasonable conditions. See the “Key Considerations” section of staff report for further analysis and the detrimental effects determination section below.

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

Finding: Complies With Conditions

Discussion: The use is consistent with adopted city planning policies, documents, and master plans with conditions (see “Key Considerations” section of staff report for further analysis). Staff

recommends the following condition to ensure the use remains consistent with applicable city planning policies, documents, and master plans: “Vehicles must enter and exit from Main Street facing forward. Vehicle queueing and maneuvering shall occur entirely on site and shall not block the public sidewalk or bike lane.”

Standard 4: The anticipated detrimental effects of a proposed use can be mitigated by the imposition of reasonable conditions.

Finding: Complies With Conditions

Discussion: Potential detrimental effects due to increased vehicle traffic associated with the proposed use, such as pedestrian and cyclist safety when vehicles are entering and exiting the property, prevention of vehicle stacking in the right-of-way, off-site display vehicle parking, and other visual nuisances, are addressed in the applicant’s site plan and project narrative. Staff recommends the following conditions to ensure that these potential negative effects continue to be mitigated in perpetuity:

1. A maximum of eight vehicles for sale shall be allowed on the property at any given time. All vehicles for sale shall be stored in the front display area, as indicated on the approved site plan. The front display area shall not be used for customer or employee vehicle parking.
2. Vehicles must enter from and exit to Main Street facing forward. Vehicle queueing and maneuvering shall occur entirely on site and shall not block the public sidewalk or bike lane.

21A.54.080.B: 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:

1. This title specifically authorizes the use where it is located;

Finding: No Detrimental Impact

Discussion: The proposed use is a conditional use in the applicable land use table.

2. The use is consistent with applicable policies set forth in adopted citywide, community, and small area master plans and future land use maps;

Finding: Detrimental Impact Mitigated With Conditions

Discussion: Based on the analysis contained in the staff report, the proposed use has been found to be compatible with applicable master plan policies with conditions (see “Key Considerations” section of staff report for further analysis). Staff recommends the following condition to ensure the use remains consistent with applicable city planning policies, documents, and master plans:

“Vehicles must enter from and exit to Main Street facing forward. Vehicle queueing and maneuvering shall occur entirely on site and shall not block the public sidewalk or bike lane.”

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;

Finding: No Detrimental Impact

Discussion: While a variety of uses make of the urban fabric of the “People’s Freeway Neighborhood,” page 7 of the Central Community Plan notes, “Several car dealers and auto related businesses are located on Main Street between 900 and 1300 South.” The proposed car dealership is located in the middle of this corridor.

The businesses adjacent to the proposed car dealership include a grocery store to the south and an outdoor auto retrofitter to the north. Other uses along the block face include reception centers, automotive accessory services, and retail services. While the block face includes a variety of uses, a majority are auto-related businesses. This includes the Acura dealership directly across the street on the east side of Main St. This dealership is much larger than the proposed car dealership and spans the entirety of the adjacent block face.

While the Acura dealership across the street is much larger in scale, the block face of the proposed car dealership is mostly attached, low-intensity, storefronts. The scale and intensity of the proposed car dealership is consistent with the block face, and a car dealership is a completable, in terms of use, to the development patterns of the surrounding neighborhood.

4. The mass, scale, style, design, and architectural detailing of the surrounding structures as they relate to the proposed have been considered;

Finding: No Detrimental Impact

Discussion: No new structures are proposed as part of this request. Since the building was previously consistent with the development patterns of the block face, minor changes, such as signage and paint, will not impact the scale, massing, or architectural detailing of the building.

The block face of the proposed use is predominantly made up of low-intensity, attached storefronts. The proposed car dealership is consistent with this development pattern. The proposed use fits within the surrounding context and is not expected to have detrimental effects, considering the scale, massing, and architectural detailing of the surrounding area.

5. Access points and driveways are designed to minimize grading of natural topography, direct vehicular traffic onto major streets, and not impede traffic flows;

Finding: Detrimental Impact Mitigated With Conditions

Discussion: There will be no change to the existing property. The applicant is not proposing to change the topography or existing exits. Display vehicles will access the front lot using the existing drive aisle on Main Street. Customer and employee parking will be limited to the rear lot, accessed by the alley to the west of the property.

A natural increase in vehicles on the lot will occur due to the nature of being a dealership. However, only vehicles on display will be allowed to access the front lot. Vehicle cross-traffic impeding sidewalks and the bike lane will be associated with test drives and vehicle deliveries. The previous use was retail and allowed the public to access the front lot. There will be no substantial increase in vehicular traffic on Main Street, but due to the increase of vehicles in the front lot, the applicant has noted, "Vehicle queueing and movement will occur entirely on-site without obstructing adjacent streets or neighboring properties." Staff recommends the following condition to ensure the use does not impede multimodal traffic flows: "Vehicles must enter from and exit to Main Street facing forward. Vehicle queueing and maneuvering shall occur entirely on-site and shall not block the public sidewalk or bike lane." Additional analysis is located under Consideration 1.

6. The internal circulation system is designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic;

Finding: Detrimental Impact Mitigated With Conditions

Discussion: The internal circulation system, as shown in the site plan, is designed to mitigate adverse impacts on adjacent properties from motorized, non-motorized, and pedestrian traffic with conditions (see the "Key Considerations" section of staff report for further analysis). Staff recommends the following conditions to ensure that the potential negative effects of display vehicle circulation continue to be mitigated in perpetuity:

1. A maximum of eight vehicles for sale shall be allowed on the property at any given time. All vehicles for sale shall be stored in the front display area, as indicated on the approved site plan. The front display area shall not be used for customer or employee vehicle parking.
2. Vehicles must enter from and exit to Main Street facing forward. Vehicle queueing and maneuvering shall occur entirely on site and shall not block the public sidewalk or bike lane.

7. The site is designed to enable access and circulation for pedestrian and bicycles;

Finding: No Detrimental Impact

Discussion: The existing sidewalk and bike lane along Main Street provide pedestrian and cyclist access to the building from the surrounding streets, these facilities will remain in place. Pedestrian and cyclist access will not be altered or removed.

8. Access to the site does not unreasonably impact the service level of any abutting or adjacent street;

Finding: No Detrimental Impact

Discussion: No detrimental impact to traffic is expected as a result of this conditional use approval. Transportation staff did not identify any traffic related issues during their review of the request. As a small dealership use, the use is anticipated to create a low level of traffic impact to the adjacent streets.

9. The location and design of off street parking complies with applicable standards of this code;

Finding: No Detrimental Impact

Discussion: The location and design of off street parking complies with the applicable standards listed under 21A.44.040. The subject property is located in the “Urban Center Context” and complies with all parking requirements as noted in the zoning standard review in [Attachment D](#).

10. Utility capacity is sufficient to support the use at normal service levels;

Finding: No Detrimental Impact

Discussion: Public Utilities has not identified any utility capacity issues in their review.

11. The use is appropriately screened, buffered, or separated from adjoining dissimilar uses to mitigate potential use conflicts;

Finding: Detrimental Impact Mitigated With Conditions

Discussion: The property has existing fencing with a rolling gate along the front of the property, separating the display lot from the sidewalk and public right-of-way. An existing 6-foot fence with a rolling gate separates the rear lot from the alley. The grocery store to the south is buffered by the existing front fencing and the grocery store’s limited setback. The neighboring property to the north is an auto retrofitting service and is a similar use.

The proposed dealership has a conjoined parking lot with the neighboring property to the north in the front and a conjoined parking lot with the neighboring property to the south in the rear. The applicant has installed an unapproved barbed-wire fence, without a permit, separating the two previously conjoined parking areas. Staff recommends the following condition to ensure appropriate separation that meets applicable zoning standards:

1. Permits shall be obtained for any newly installed fences or signs on the property or those improvements shall be removed. Barbed wire fencing is not permitted in the MU-5 district and shall be removed by the applicant. Permits must be submitted within 180 days of conditional use approval, and any required inspections must be properly completed prior to operation of the proposed use.

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;

Finding: Detrimental Impact Mitigated With Conditions

Discussion: Water quality could be impacted with the proposed use as specified in the applicant's project narrative. Specific activities that may introduce hazards into local waterways include outdoor cleaning of vehicles and general maintenance of vehicles. Cleaning materials, oil, and grease may impact local water quality if wastewater is not properly treated. (see [Attachment B](#)).

Public Utilities provided the following review comment regarding the proposed use:

Public Utilities will require all stormwater on the site to be treated prior to discharge to the public storm drain system to remove grease and oils from the vehicles. Additionally, Public Utilities will require interior pretreatment of the building's sewer, prior to discharge to the public sewer system, for any wastewater fixtures that will be exposed to grease and oils.

Staff recommends the following condition to ensure that the potential negative impacts to water quality continue to be mitigated in perpetuity:

1. All Salt Lake City Department of Public Utilities standards must be met prior to operation of the proposed use. Outdoor cleaning of vehicles shall require proper disposal of cleaning materials. No wastewater from cleaning activities may be disposed of directly into the public storm drain system without treatment. All private stormwater onsite will need to be treated prior to discharge to the public system. Interior pretreatment of the building's sewer, prior to discharge to the public sewer system, is required for any wastewater fixtures that will be exposed to grease and oils.

13. The hours of operation and delivery of the use are compatible with surrounding uses;

Finding: No Detrimental Impact

Discussion: The proposed hours of operation are 9:00 am – 7:00 pm Monday through Saturday, with limited administrative activity occurring outside of these hours. The applicant states peak hours are anticipated during the afternoon and early evening, generally between 12:00 p.m. and 6:00 p.m. and vehicle deliveries and occasional inventory transport may occur during standard daytime business hours.

Staff does not anticipate that the proposed use's hours of operation and delivery will significantly differ from the surrounding uses. Most neighboring uses are similar in nature and carry out business in a similar manner.

14. Signs and lighting are compatible with, and do not negatively impact surrounding uses;

Finding: Detrimental Impact Mitigated With Conditions

Discussion: While there are no proposed changes to the lighting, the flat storefront signage requires a permit and needs to meet the standards outlined in 21A.46.090.

Staff recommends the following condition to ensure signage meets zoning standards:

1. Permits shall be obtained for any newly installed fences or signs on the property or those improvements shall be removed. Barbed wire fencing is not permitted in the MU-5 district and shall be removed by the applicant. Permits must be submitted within 180 days of conditional use approval, and any required inspections must be properly completed prior to operation of the proposed use.

15. The proposed use does not undermine preservation of historic resources and structures.

Finding: No Detrimental Impact

Discussion: The proposed use does not undermine preservation of historic resources and structures. The property is not located within a historic district and is not a designated landmark site.

21A.54.080.C: Conditions Imposed (Condition Guidance)

The Planning Commission, or in the case of administrative conditional uses, the Planning Director or Planning Director's designee ("Administrative Hearing Officer"), may impose conditions necessary to address the forgoing factors (standards listed above), which may include, but are not limited to:

1. Conditions on the scope of the use; its character, location, hours and methods of operation, architecture, signage, construction, landscaping, access, loading and parking, sanitation, drainage and utilities, fencing and screening, and setbacks; and
2. Conditions needed to mitigate any natural hazards; assure public safety; address environmental impacts; and mitigate dust, fumes, smoke, odor, noise, vibrations; chemicals, toxins, pathogens, gases, heat, light, and radiation.

Finding: Staff is recommending conditions.

Discussion: This standard allows the Administrative Hearing Officer to impose conditions as necessary to address the impacts analyzed in the preceding sections. Staff is recommending the

following conditions to ensure the use meets the associated standards and mitigate any detrimental impacts associated with the proposed use:

1. A maximum of eight vehicles for sale shall be allowed on the property at any given time. All vehicles for sale shall be stored in the front display area, as indicated on the approved site plan. The front display area shall not be used for customer or employee vehicle parking.
2. Vehicles must enter and exit from Main Street facing forward. Vehicle queueing and maneuvering shall occur entirely on site and shall not block the public sidewalk or bike lane.
3. Permits shall be obtained for any newly installed fences or signs on the property or those improvements shall be removed. Barbed wire fencing is not permitted in the MU-5 district and shall be removed by the applicant. Permits must be submitted within 180 days of conditional use approval, and any required inspections must be properly completed prior to operation of the proposed use.
4. All Salt Lake City Department of Public Utilities standards must be met prior to operation of the proposed use. Outdoor cleaning of vehicles shall require proper disposal of cleaning materials. No wastewater from cleaning activities may be disposed of directly into the public storm drain system without treatment. All private stormwater onsite will need to be treated prior to discharge to the public system. Interior pretreatment of the building's sewer, prior to discharge to the public sewer system, is required for any wastewater fixtures that will be exposed to grease and oils.

21A.54.080.D: Denial of Conditional Use

D. Denial Of Conditional Use: A proposed conditional use shall be denied if:

1. The proposed use is unlawful; or
2. The reasonably anticipated detrimental effects of the proposed conditional use cannot be substantially mitigated as proposed in the conditional use application or by the imposition of reasonable conditions to achieve compliance with applicable standards set forth in this section.

Finding: The use is lawful (allowed by the code) and anticipated detrimental effects may be mitigated through conditions.

Discussion: As noted in the standards analysis in sections A and B, the use is allowed by the zone through this process (is a lawful use) and reasonably anticipated detrimental impacts can be mitigated through the imposition of the recommended conditions of approval.

ATTACHMENT F: Public Process & Comments

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project since the applications were submitted:

- June 11, 2026 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- June 15, 2026 – The Ballpark Community Council and the Central Business District were sent the 45-day required notice for recognized community organizations.
- June 16, 2026 – The project was posted to the Online Open House webpage.

Notice of the public hearing for the proposal included:

- September 14, 2026
 - Public hearing notice sign posted on the property
- September 9, 2026
 - Public hearing notice mailed
 - Public notice posted on City and State websites and Planning Division list-serve

Public Input:

Staff received no comments or phone calls from the general public regarding this proposal.

ATTACHMENT G: Department Review Comments

This proposal was reviewed by the following departments. Any requirement identified by a City Department is required to be complied with, except where noted.

Fire Code (Seth Hutchinson at seth.hutchinson@slc.gov)

No comments for fire; however, the conditional use application is subject to the applicant and business meeting all applicable requirements of any currently adopted construction and life safety codes, applicable standards and ordinances for the proposed occupancy classification, and successfully passing any and all required inspections from various city departments.

Transportation (Jena Carver, P.E. at jena.carver@slc.gov)

Planning Staff Note:

Transportation provided several reviews of the plans to ensure compliance with the City's parking standards and guidelines. The applicant provided the updated site plan based on those reviews and Transportation Staff confirmed compliance with the parking standards.

Urban Forestry (Rick Nelson at rick.nelson@slc.gov)

Urban Forestry will require one large species tree to be planted in the public ROW parkstrip along Main Street adjacent to 1150 S Main Street. Otherwise, we have no concern with this proposal.

Planning Staff Note:

The applicant has provided an updated site plan fulfilling this requirement.

Public Utilities (Kristeen Beitel at kristeen.beitel@slc.gov)

Public Utilities has no issues with the proposed conditional use. Please note that at the time of permitting, Public Utilities will require all stormwater on the site to be treated prior to discharge to the public storm drain system to remove grease and oils from the vehicles. Additionally, Public Utilities will require interior pretreatment of the building's sewer, prior to discharge to the public sewer system, for any wastewater fixtures that will be exposed to grease and oils. This will be determined during building permit review. All SLCDPU standards must be met.

Planning Staff Note:

A condition has been added to ensure compliance with Public Utilities standards.

Sustainability (Kyle Fuchshuber at kyle.fuchshuber@slc.gov)

The location of the dumpster is compliant to code and there is adequate space to add a recycling container, should they generate enough materials to require it.

Building Code (Todd Christopher at todd.christopher@slc.gov)

No comments.