



Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: David Stuenzi, Principal Planner
David.Stuenzi@slc.gov, 801-535-6135
Date: October 28, 2026
Re: PLNPCM2026-00591 & PLNPCM2026-00681, QuikTrip Gas Station

Conditional Use and Design Review

PROPERTY ADDRESS: 424 S Redwood Road

PARCEL ID: 15-03-327-003-0000

MASTER PLAN: [Westside Master Plan](#)

ZONING DISTRICT: [MU-5 \(Mixed Use 5 District\)](#) & [M-1 \(Light Manufacturing District\)](#)

REQUEST:

Joanna Graham, an engineer with Kimley-Horn, requests Conditional Use and Design Review approval for a QuikTrip Gas Station at 424 S Redwood Road. The site is on a split-zoned parcel in the MU-5 and M-1 Zoning Districts and is currently a used car dealership. This property is located within City Council District 2, represented by Alejandro Puy. The applications include the following requests:

Conditional Use:

1. The MU-5 Land Use Table, [21A.33.030](#), requires conditional use approval for a gas station use.

Design Review Modifications:

1. Reduced ground-floor glass on the north, west, and east facades of the building.
2. Reduced building entrance requirements for the north side of the building.

These modifications are intended to provide privacy and security for back-of-house, employee-only operational areas.

RECOMMENDATION:

Based on the information in this staff report, Planning Staff recommends that the Planning Commission approve the proposal, subject to the following conditions:

1. The applicant shall submit for a lot line adjustment prior to the issuance of a building permit.
2. The applicant shall record a cross-access easement for access across the property line to the south, and an easement will be required for access at the entrance to 400 S.

3. During the building permit process, the applicant will need to include a pedestrian walkway connecting the sidewalks on 400 S and Redwood Road to the building entrance in the proposed plans.

ATTACHMENTS:

- A. [ATTACHMENT A: Vicinity Map](#)
- B. [ATTACHMENT B: Plan Set](#)
- C. [ATTACHMENT C: Property & Vicinity Photos](#)
- D. [ATTACHMENT D: MU-5 Zoning Standards](#)
- E. [ATTACHMENT E: Design Standards for the MU-5 Zone](#)
- F. [ATTACHMENT F: Conditional Use Standards](#)
- G. [ATTACHMENT G: Gas Station Standards](#)
- H. [ATTACHMENT H: Design Review Standards](#)
- I. [ATTACHMENT J: Public Process & Comments](#)
- J. [ATTACHMENT K: Department Review Comments](#)

PROJECT DESCRIPTION

The applicant, representing QuikTrip, is requesting approval to build a gas station and retail convenience store at 424 S Redwood Road, the southwest corner at the intersection of 400 S and Redwood Road. The convenience store is a 6,445 sq. ft. building with an associated fuel canopy and ten gas pumps.

The property is located within the MU-5 zoning district, which allows gas stations as a conditional use. The MU-5 zoning district also has [design standards](#) that regulate building design. In addition to conditional use approval, the applicant is seeking to modify certain design standards through the design review process



Rendering of development, viewed from the corner of 400 S & Redwood Rd

Quick Facts

Height: 19'-3" (1 story)

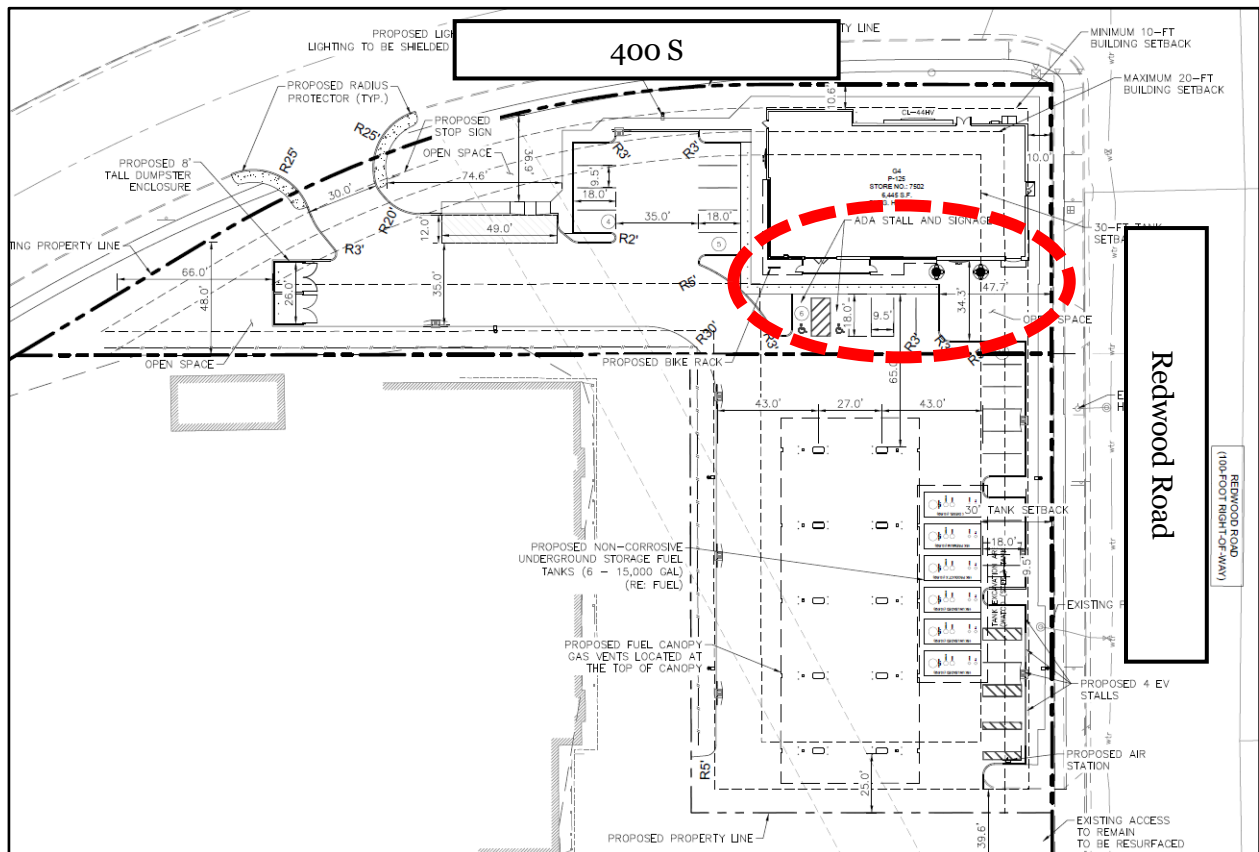
Exterior Materials: Glass, masonry, metal fascia/canopies

Parking: 30 parking stalls + 5 bike rack spaces

Review Process & Standards: Design Review, Conditional Use, MU-5 Zoning and Design Standards, Gas Station Standards, and General Zoning Standards.



Rendering of development, viewed from Redwood Rd



Submitted site plan by applicant. The red dotted circle represents the front of the proposed building

Because of maximum setback regulations in the MU-5 zone, the building is in the northwestern portion of the parcel, abutting the intersection of 400 S and Redwood Road, while the gas pumps are directly south of the building, facing Redwood. The applicant's primary entrance is on the south façade, facing inward toward the fuel pumps. (See image above). Because the primary entrance faces the interior of the site, the north-facing façade along 400 S is occupied by back-of-house operations and cannot accommodate a customer entrance. Due to the configuration and use of the structure, a public entrance will not be provided on the north elevation and building design cannot meet the glass transparency requirements on the north, west, and east sides of the building.

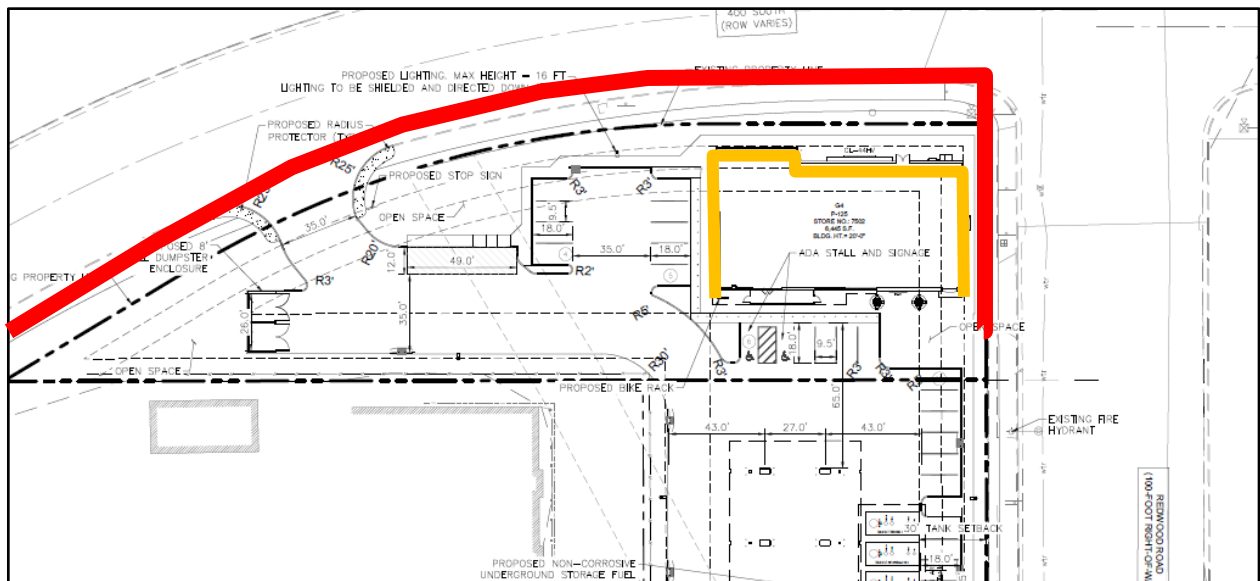
Conditional Use

Although the parcel is split-zoned between M-1 and MU-5, the proposed building falls within the MU-5 portion of the lot; therefore, the MU-5 zone's list of permitted and conditional uses applies ([Table 21A.33.030](#)). Gas stations are conditionally allowed in the MU-5 zone, provided they meet the conditional use standards in [21A.54](#). Additionally, gas stations are subject to additional regulations in [21A.36.120](#). An analysis of how this proposal meets the conditional use standards can be found in [Attachment F](#), and how it meets the gas station standards in [Attachment G](#).

The applicant's narrative includes the following information about the proposed business:

- Business hours of operation are 24/7.
- Peak business hours are expected during the morning (6 am – 9 am), midday (11 am- 1 pm), and evening commute times (4 pm – 7 pm).
- Outdoor space with tables will be available for dining.

Design Review



Site plan: Red lines represent street frontages, and yellow lines represent parts of the building that are considered street-facing

Through Design Review, the applicant is requesting relief from the following provisions, which are required in the [MU-5 Design Standards](#) and apply to street-facing facades:

1. Building Entrances ([21A.37.050.D](#)) – The MU-5 zoning district requires one building entrance per 40 ft of street-facing building façade that is usable by customers. One entrance would be required on the west and east sides of the building, and two are required on the north side. The applicant is requesting an exemption from this requirement on the north side of the building.
2. Ground Floor Glass ([21A.37.050.C.1](#)) – Requires a minimum of 60% glass, as calculated between three feet and eight feet from the finished floor. The ground floor glass shall also allow unhampered and unobstructed visibility into the building for a depth of at least five

feet. The applicant requests an exemption from these regulations on the north, west, and east sides of the building.

The applicant submitted a design review request to modify these two regulations because these facades are adjacent to back-of-house areas, including a kitchen, coolers, storage, utility spaces, and other employee-only operational areas, as shown in the floor plan in [Consideration 2](#). For public safety and employee concerns, the applicant has created an employee-only entrance on the north side of the building and cannot meet transparency minimums for the North, West, and eastern sides of the building. A full analysis of the design review standards can be found in [Attachment H](#), and an analysis of why this request is appropriate is found in [Consideration 2](#).

Neighborhood Context



A “roofing and asphalt paving” business, directly west and south of the project location



A gas station business east of the proposed QuikTrip, across Redwood Road

According to the Westside Master Plan, the west side of Redwood Road has historically allowed manufacturing uses, so these buildings are largely still present in the surrounding area, as shown in the images above. Today, most lots on the west side of the road are split-zoned, with the first 100 feet zoned for commercial uses and then transitioning to manufacturing uses. This applies to the proposed lot, as shown on the [Vicinity Map](#). The parcels directly surrounding the project location are still used for manufacturing, which continues north and south along Redwood Road. The proposed QuikTrip would be the first commercial use along the west side of the road on this block.

East of Redwood Road, directly across the street, are more commercial uses, including an existing Maverick Gas Station at 425 S Redwood Road, and a 7-Eleven convenience store (without gas pumps) at 487 S Redwood Road. The proposed QuikTrip is similar to the uses along the East side of Redwood Road and aligns with the current commercial zoning designations.

APPROVAL PROCESS AND COMMISSION AUTHORITY

Design Review

Per section [21A.59.030](#) of the Zoning Ordinance, the Planning Commission shall approve a Design Review if it finds that the proposal complies with the purpose of the zoning district and applicable overlay district(s), the purpose of the individual design standards that are applicable to the project, and the project is compliant with the design review objectives. The Commission may also add conditions or modifications.

Conditional Use

Per [21A.54.020](#), the Planning Commission may, in accordance with the procedures and standards set out in this chapter and other regulations applicable to the district in which the property is located, approve uses listed as conditional uses in the tables of permitted and conditional uses of this title for each category of zoning district or districts.

Per section [21A.54.010.A](#) of the zoning ordinance, Conditional uses are allowed unless appropriate conditions cannot be applied which, in the judgment of the planning commission, would mitigate adverse impacts that may arise by introducing a conditional use on the particular site.

KEY CONSIDERATIONS

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

1. Compatibility with Master Plan Policies and Initiatives
2. Design Modifications & Autocentric Nature of 400 S & Redwood Road

Consideration 1: How the Proposal Helps Implement City Goals & Policies Identified in Adopted Plans

[Plan Salt Lake \(2015\)](#)

Guiding Principle #4: “A transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, providing real choices and connecting people with places.”

Initiatives for guiding principle #4:

- *Prioritize connecting residents to neighborhood, community, regional, and recreation nodes by improved routes for walking, biking, and transit.*

- *Reduce automobile dependency and single-occupancy vehicle trips.*
- *Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.*

A new gas station would not reduce automobile dependency; however, the provided plans include major pedestrian improvements to the sidewalk that is on the south side of 400 S. Currently, the sidewalk is unmaintained and has no shade elements to protect from weather. The applicant's proposal includes a new sidewalk and significant landscaping, which would make this intersection more pedestrian-friendly.

Guiding Principle #5: “Air Quality that is healthy and clean.”

Initiatives for guiding principle #5:

- *Reduce greenhouse gas emissions.*
- *Increase mode-share for public transit, cycling, walking, and carpooling.*
- *Minimize the impact of car emissions.*
- *Support and promote renewable energy sources.*

One of Plan Salt Lake's main goals is to reduce residents' overall dependence on personal automobiles, a major contributor to poor air quality from vehicle emissions. A new gas station would conflict with the goals of guiding principle 5 in Plan Salt Lake, as it would further promote automobile dependency and increase greenhouse gas emissions. Despite this, most residents still rely on personal vehicles and need gas stations to provide fuel. Because new gas stations are limited or not allowed in most areas of the city, this is an appropriate location due to its proximity to existing gas stations and the light manufacturing district.

Guiding Principle #12: “A balanced economy that produces quality jobs and fosters an innovative environment for commerce, entrepreneurial local business, and industry to thrive.”

Initiatives for guiding principle #5:

- *Maintain and grow Salt Lake City as the economic center of the region.*
- *Improve existing and develop new relationships with economic development partners.*
- *Support the growth of the industrial areas of the City.*

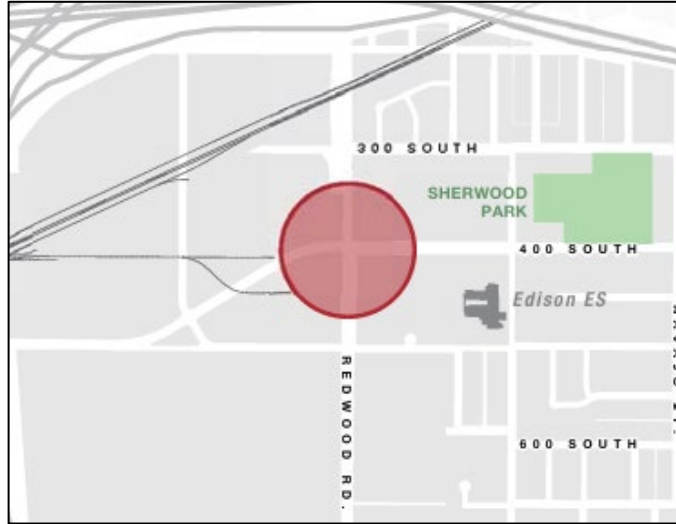
The proposed QuikTrip is in an area that has historically been mixed commercial and industrial. The site currently operates as an auto repair business and is located directly across from an existing Maverick Gas Station. Market competition, through the introduction of a new gas station/convenience store in the region, can give locals options for prices and services.

Westside Master Plan (2014)

The Westside Master Plan identifies the corner of 400 S and Redwood Road as a “Regional Node.” Regional nodes are described as locations that are “major magnets for large commercial uses, professional offices, and multi-family developments.” The plan intends these nodes to be accessible without an automobile and to be major attractions for employment and community activities.

The plan also emphasizes that 400 S on Redwood Road is a gateway into the Westside community and that this intersection is a priority for infrastructure and landscaping improvements. The plan calls for water-wise landscaping, public artwork, and signage welcoming travelers to the community.

The plan also has a specific vision for Redwood Road and acknowledges that the west side of Redwood was historically zoned for manufacturing uses. The plan notes that commercial use, including gas stations, serves Westside residents, and that residents want more diverse retail and service options.



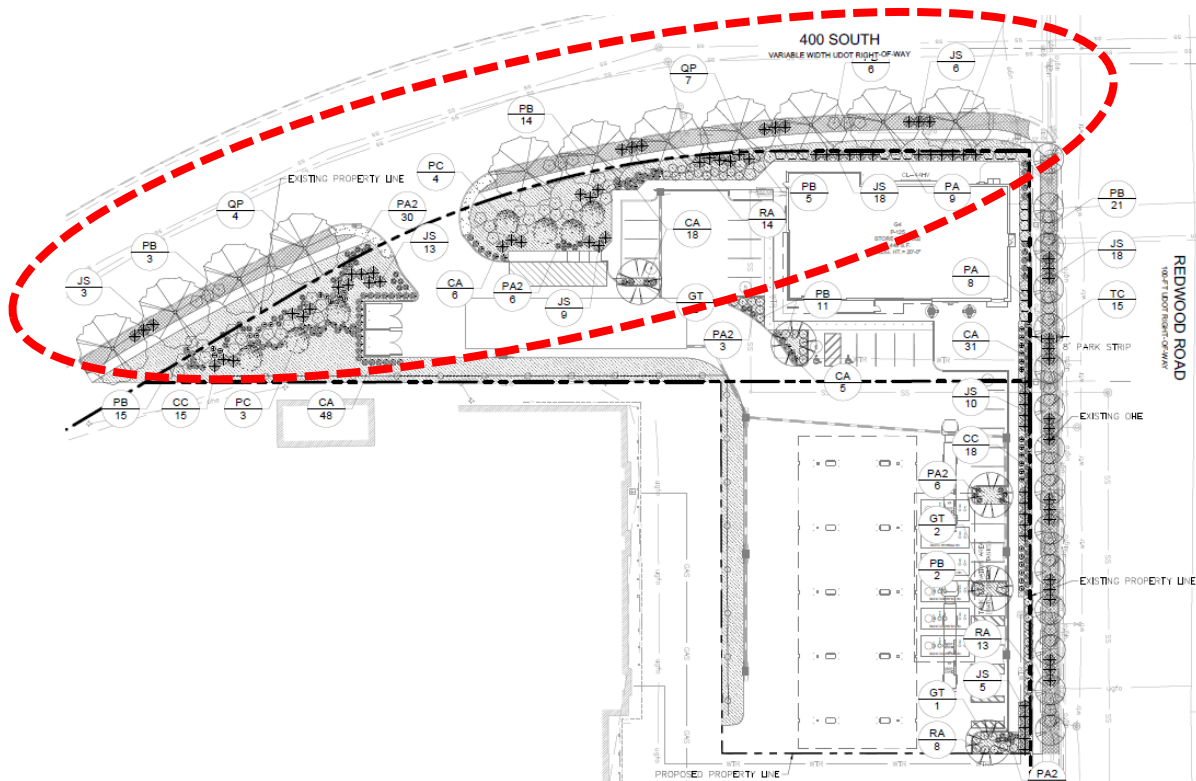
The red circle represents a “regional node” in the Westside Master Plan



Existing Sidewalk on 400 S

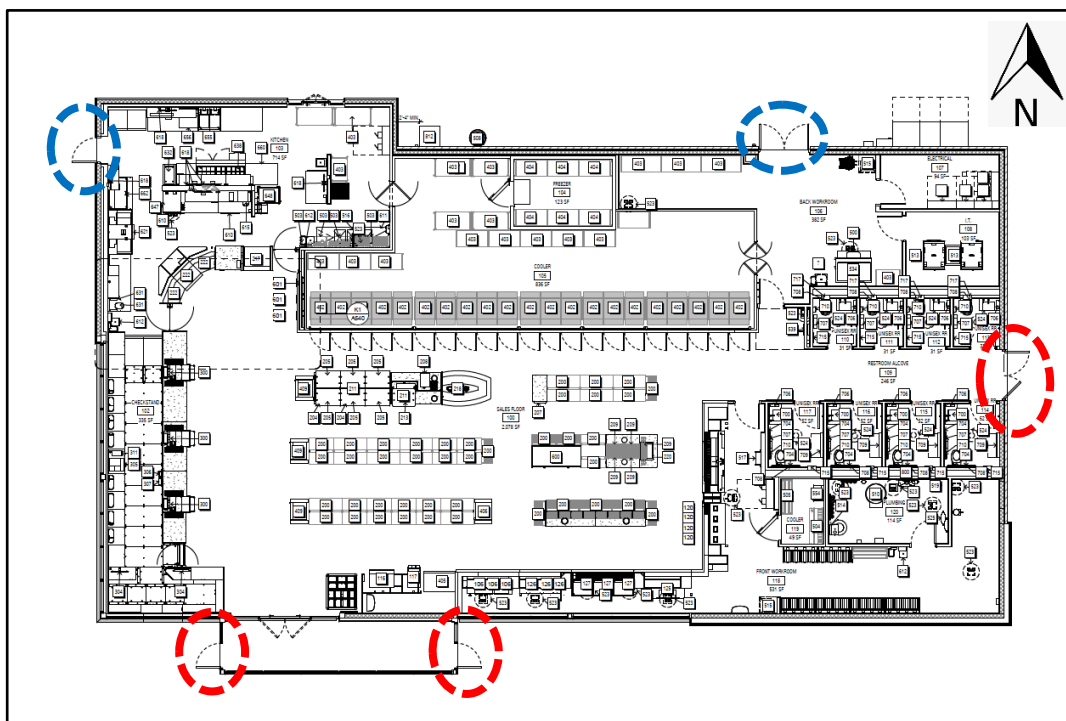
Discussion: The applicant proposes landscaping and sidewalk improvements along 400 S and Redwood Road, which supports the goal of making this corner more walkable and visually appealing. The Westside Master Plan intends for this intersection to function as a walkable node with commercial uses. The existing sidewalk on 400 S, as shown in the image to the right, is currently unshaded and unpaved. The applicant’s proposal (shown below) would improve the walkway, allowing this intersection to function more effectively as a walkable community node.

Although the plan calls for more diverse retail and service options, it does state that gas stations serve Westside residents, and this zone (MU-5) conditionally allows them.



Rendering of site plan, the red circle represents the proposed sidewalk improvements and landscaping on 400 S

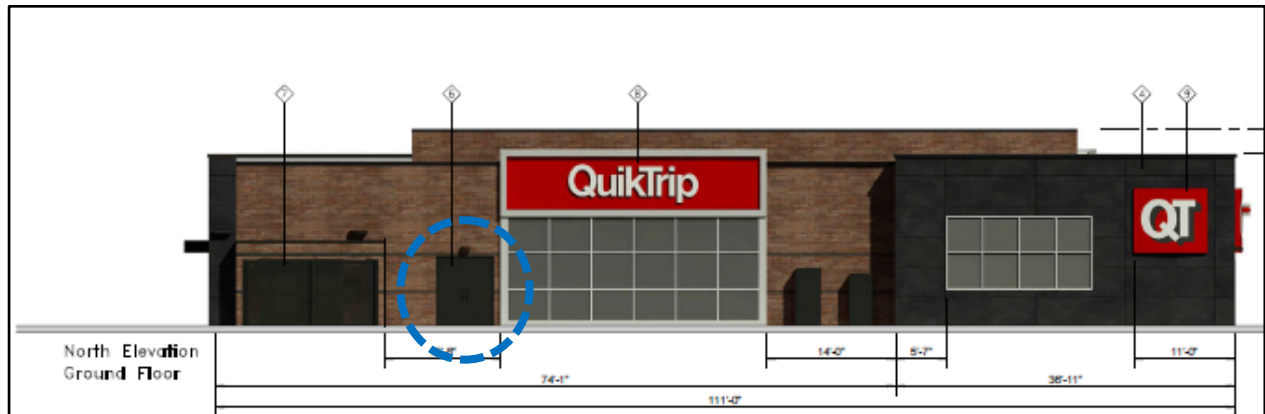
Consideration 2: Design Modifications & Autocentric Nature of 400 S & Redwood Road



Internal building plan: customer entrances in red, employee entrances in blue

Building Entrances

Although the applicant provides entrances on all four sides of the building, not all the entrances are available for customer use. The design standards require that all entrances provide customers with direct access to the use. The applicant requests reducing the number of customer entrances on the north side of the building to zero. The entrance on the north façade, which fronts 400 S, is an employee-only entrance and is shown in the image below:



North elevation facing 400 S. Proposed employee entrance circled in blue.

To address the lack of a customer entrance on the north side, which faces 400 S, the applicant has provided a large architectural storefront feature with spandrel glazing, similar in appearance to the main customer vestibule on the south façade (pictured below).



South Façade

Ground Floor Glass

The applicant has requested a modification to the design standards to reduce the amount of transparent glass on the street-facing facades, due to the following factors (state what is going on). The applicant requests relief from this provision on the north, west, and east facades, which will provide 37%, 51%, and 36% glass, respectively. The images below show the proposed elevations for the street-facing facades.



East Façade facing Redwood Road, façade features non-transparent glazing and a canopy



North elevation facing 400 S, façade features non-transparent glazing and signage



West Elevation, facing 400 S.

Although these facades will not meet the glass requirements, the applicant has added significant spandrel (non-transparent) glazing on the northern and eastern facades where feasible to offset the reduced transparent glass without compromising employee safety and privacy. The applicant has also added signage, canopies, and company branding to create visual interest for pedestrians and passing vehicles.

400 S & Redwood Road

The Salt Lake City Transportation Master Plan identifies both 400 S & Redwood Road as “arterial” streets, with posted speed limits of 40 mph and 45 mph, respectively. This intersection is historically and currently autocentric, serving as a crossroads between the city's manufacturing zone and its transition into commercial mixed use. The pictures attached in the [Property & Vicinity Photos](#) section of this report visualize this, showing a predominance of industrial and automobile-related uses in the area, such as gas stations, car repair shops, warehouses, and more. Because of this business's location, modifications requesting less transparent glass on the facades are not only appropriate but likely better, as transparency into employee-only mechanical and storage rooms would create a less enjoyable pedestrian experience. Pedestrian activity on 400 S is very limited, and removing a pedestrian entrance on this side of the building will likely be insignificant. Because these facades face large roads with limited pedestrian activity and the property is located within an automobile-oriented intersection, the modifications are appropriate.

STAFF RECOMMENDATION

Based on the findings and analysis in this staff report, the Standards for Design Review as found in [21A.59.050](#) and the standards for Conditional Uses found in [21A.54.080](#), Planning Staff recommends that the Planning Commission approve the Design Review and Conditional Use request with the conditions outlined in the beginning of this report.

NEXT STEPS

Approval of the Applications

If the Planning Commission approves the design review and conditional use, the applicant must comply with any conditions of approval, including those required by City departments and the Planning Commission, and proceed with a lot line adjustment application. The applicant will not obtain building permits to move forward with the project unless a lot line adjustment is approved and all conditions are met. Unless specified in the zoning ordinance as a minor modification, any modifications to the development plan within the design review application must be reviewed and approved by the Planning Commission.

Denial of Conditional Use

State and City code require that a 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 Planning Commission finds that reasonably anticipated detrimental effects cannot be mitigated with the imposition of reasonable conditions.

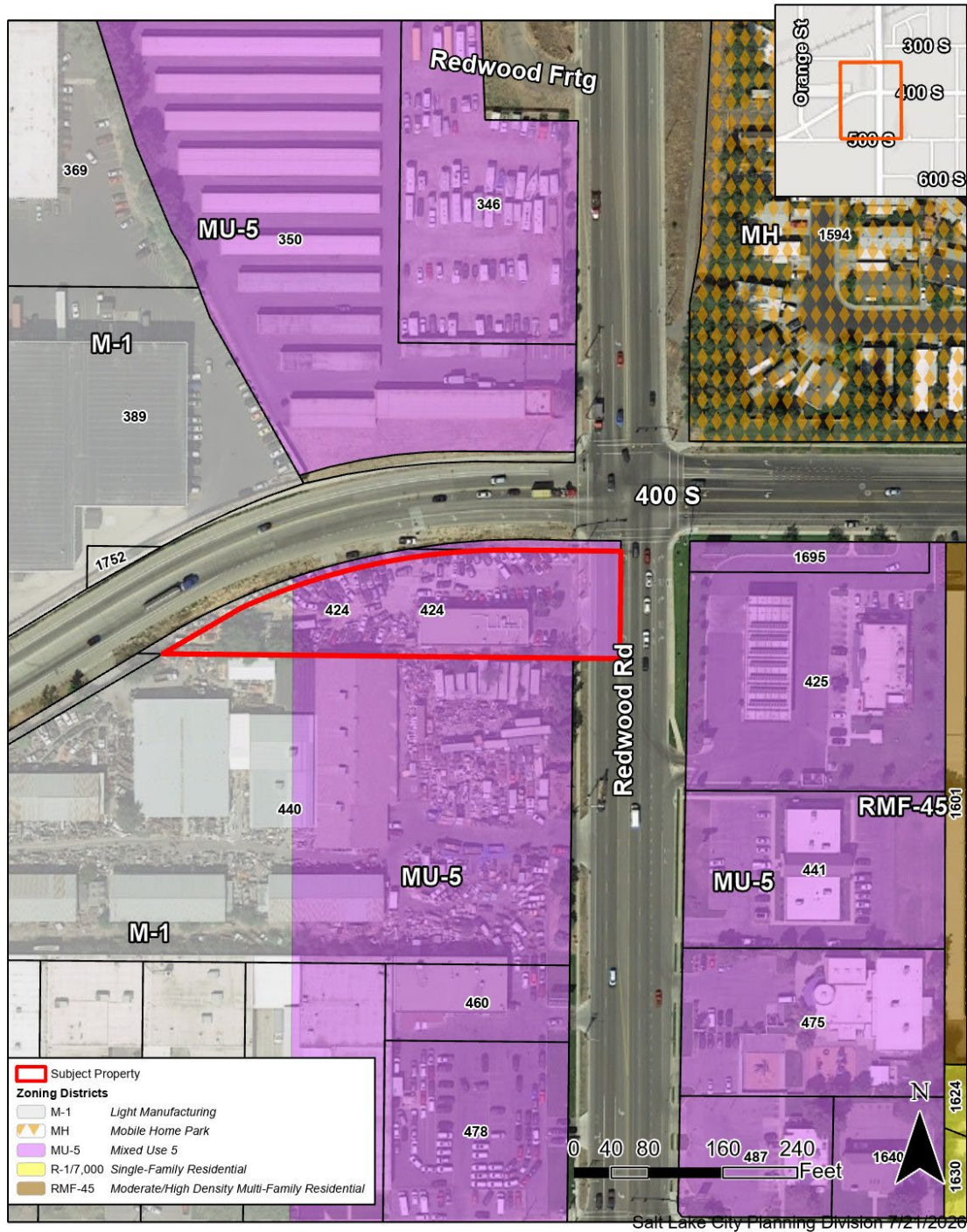
If denied, the applicant would not be permitted to construct a gas station. An alternative permitted use would be permitted on the property subject to compliance with the design standards and requirements of the MU-5 Zoning District.

Denial of Design Review

If the design review is denied and the conditional use is approved, the applicant could still develop the site, but the development would need to be redesigned to meet all the design standards as required in the MU-5 zone.

ATTACHMENT A: Vicinity Map

Vicinity Map



ATTACHMENT B: Narrative & Plan Set

This Page is Intentionally Left Blank

MEMORANDUM

To: Salt Lake City Planning Division

From: Joanna Graham, PE
Kimley-Horn and Associates, Inc.

Date: August 20, 2026

Subject: Variance Memorandum – Building entrances

Design Review Memorandum

The proposed building will comply with all feasible requirements of the Salt Lake City Code Section 21A.37.060.B.4. As shown on the attached floor plan, portions of the street-facing façade are adjacent to back-of-house areas, including the kitchen, coolers, storage, utility spaces, and other employee-only operational areas. The building has been designed to provide customer access through clearly identifiable public entrances located where customers naturally enter and exit the site. Along portions of the street-facing façade, the interior program consists of kitchen, storage, refrigeration, utility, and other operational support areas that are essential to the functioning of the business but are not intended for public use or view. Introducing additional entrances in these locations would create operational and security concerns without enhancing pedestrian access or activity.

The project incorporates glazing where appropriate and practical while balancing operational and safety requirements. Along with limited portions of the façade, transparency into occupied customer areas is not possible because the adjoining spaces contain food preparation, storage, refrigeration, and building service functions. Providing direct visibility into these areas would not meaningfully enhance the pedestrian experience and would instead expose operational functions that are not intended to contribute to streetscape activity. To maintain visual interest, these façade segments incorporate architectural detailing, material changes, and decorative window treatments that reinforce the pedestrian-oriented character of the building. While windows are provided where practical, a faux window has been provided along the back of house that does not allow visibility to extend five feet or more within the building. Visibility extending five feet (5') or more into the building would expose the kitchen, coolers, storage areas, and other service

functions, which does not contribute to the pedestrian-oriented intent of the transparency standard.

As demonstrated on the attached floor plan, the building layout is driven by operational requirements and limits the ability to provide additional entrances and transparent storefront conditions along these façade segments. The project nevertheless incorporates quality architectural materials, façade articulation, landscaping, and a clearly identifiable customer entrance to support the overall intent of the City's design standards.

Per the Salt Lake City code section 21A.59.030, an applicant may submit for Design Review for modifications to the applicable zoning standards. This application requests modifications to the building entrances and ground floor glass requirements that are beyond the threshold that the Planning Director can review. We are requesting these modifications from the Planning Commission. The project meets the following standards for Design Review:

-
- Any new development shall comply with the intent of the purpose statement of the zoning district. The purpose of the MU-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. The proposed use supports the intent of the Regional Node designation within the West Side Master Plan by serving as a regional commercial destination along the Redwood Road corridor. The use provides fuel, food, and convenience retail services that support surrounding employment, commercial, and residential development. As a regional-serving amenity located on a major arterial corridor, the project contributes to the node's function as a destination for residents, employees, and visitors throughout the area.
 - Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot. The proposed building is oriented at the street corner with the parking area located behind the building. The architectural elevations have included features to make the street facing elevations more aesthetic per the code requirements. The entrances can be easily accessed from the sidewalks along the rights-of-way.
 - Building facades shall facilitate pedestrian interest and interaction. The ground floor is an active use that meets the required elements of the zoning ordinance including articulation, building materials, lighting, and screening, etc. Outdoor dining patios and open spaces have been provided as well as a part of this development.

- Building masses shall be divided into heights and proportions that minimize the perceived mass of the structure and relate to human scale. The size and scale of the proposed building is consistent with the adjacent uses at this intersection. The proposed building is a one-story building. The scale and solid (wall) to void (window or doors) ratio of the proposed building is consistent with the neighborhood.
 - The final subsection is only applicable to buildings requesting additional street facing building façade length, which is not applicable to our project.
-

The requested modifications are limited and narrowly focused on specific façade segments associated with back-of-house operational areas. The modifications do not alter the project's compliance with building placement, height, setbacks, landscaping, open space, fuel facility requirements, or other applicable design standards. More importantly, the project continues to fulfill fundamental objectives of the MU-5 district and the City's urban design standards through pedestrian-oriented site layout, active customer-serving uses, high-quality architecture, extensive streetscape improvements, and enhanced landscaping.

Strict application of the entrance and transparency standards to these limited operational areas would not meaningfully advance the purpose of the ordinance and could compromise necessary operational, safety, and security functions. The proposed alternative design approval achieves the intent of the standards while allowing the site to function efficiently and safely.

For these reasons, we respectfully request Planning Commission approval of the modifications. The requested relief is modest in scope, furthers the broader goals of the City's zoning ordinance, and will facilitate development of a high-quality project that provides valuable services, employment opportunities, and long-term economic investment within Salt Lake City.

MEMORANDUM

To: Salt Lake City Planning Division

From: Joanna Graham, PE
Kimley-Horn and Associates, Inc.

Date: July 10, 2026

Subject: Conditional Use Application Narrative – QuikTrip Gas Station

Narrative of Proposed Operations

The proposed development consists of a QuikTrip gas station and convenience store designed to serve both local residents and the traveling public. The site will include a convenience retail building, fuel dispensing canopy, associated parking, internal vehicle circulation, and landscaping in compliance with Salt Lake City standards.

General Operations

- **Hours of Operation:**
The facility is anticipated to operate 24 hours per day, 7 days per week, consistent with typical QuikTrip operations.
- **Peak Hours of Operation:**
Peak activity is expected during the following times:
 - Morning commute: approximately 6:00 AM to 9:00 AM
 - Midday: approximately 11:00 AM to 1:00 PM
 - Evening commute: approximately 4:00 PM to 7:00 PM
- **Outdoor Activity:**
Outdoor activity is limited to:
 - Fuel dispensing at pump islands
 - Outdoor tables for dining
 - Customer circulation and parking
 - Routine deliveries (fuel trucks and store stocking)No outdoor gathering areas or amplified activities are proposed.

- **Vehicle Circulation, Queueing, and Storage:**

The site has been designed to provide adequate space for safe and efficient vehicle movement.

- Multiple fuel pump positions reduce queueing at individual islands
- Drive aisles are sized to accommodate both passenger vehicles and fuel delivery trucks

- **Waste Storage and Handling:**

Waste generated by the convenience store and site operations will be:

- Stored in a designated, enclosed dumpster area screened from public view
- Managed in compliance with local health and sanitation requirements
- Collected and removed regularly by a licensed waste management provider

- **Water Consumption:**

Water use is anticipated to be consistent with a convenience retail use and will include:

- Restroom facilities
- Food preparation and cleaning
- Landscape irrigation (designed for efficiency and code compliance)

All water use will comply with applicable utility standards and conservation requirements.

- **Air Emissions:**

Emissions are not anticipated for the proposed use. Fuel systems will comply with all applicable state and federal regulations.

- **Existing Trees:**

The site is an existing salvage yard with limited trees onsite. The existing trees along Redwood Road are anticipated to be removed and new trees will be provided as a part of the landscape plan, per city code.

- **Grading and Soil Conditions:**

Site grading will be required to accommodate building pads, accessibility, drainage, and circulation improvements. Grading improvements are anticipated to be minor, given the existing site is relatively flat.

- **Potential Environmental Impacts (Dust, Odor, Noise, etc.):**

The use is not anticipated to produce more dust, odor, or noise than a typical commercial use may produce.

- **Utilities and Infrastructure:**

All utility connections, including water, storm drain, gas, and electrical, are located adjacent to the property. The nearest sewer line is located in 500 South and it is anticipated that this development will provide a sewer extension through Redwood Road to connect to the sewer line. This extension will be available for future users along Redwood Road.

- Utility providers will be notified and coordinated with during design and permitting
- Infrastructure will be installed and maintained in accordance with applicable standards
- No hazardous utility conflicts are anticipated

Analysis of Impacts on Adjacent Uses

Adjacent Land Uses

The project site is surrounded by similar uses as noted below:

- **North:** 400 South and Self-Storage across 400 South
- **East:** Redwood Road and Gas Station (Same Use) across Redwood Road
- **South:** Rental Car facility
- **West:** Roofing and Asphalt Paving Facility

These surrounding uses are consistent with the proposed commercial nature of the QuikTrip development.

Lighting

Exterior lighting will be designed to enhance safety while minimizing impacts to adjacent properties and will meet the Salt Lake City lighting requirements.

Access and Circulation Conflicts

The site has been designed to minimize potential access conflicts. Driveways are located to provide safe ingress and egress. Access locations have been coordinated with Salt Lake City and UDOT. Pedestrian connections will be clearly defined and separated from vehicle travel paths where feasible.

No significant conflicts are anticipated with adjacent uses, public streets, or nearby infrastructure.

Separation, Screening, and Buffering

The proposed development incorporates buffering and screening to reduce impacts on adjacent properties:

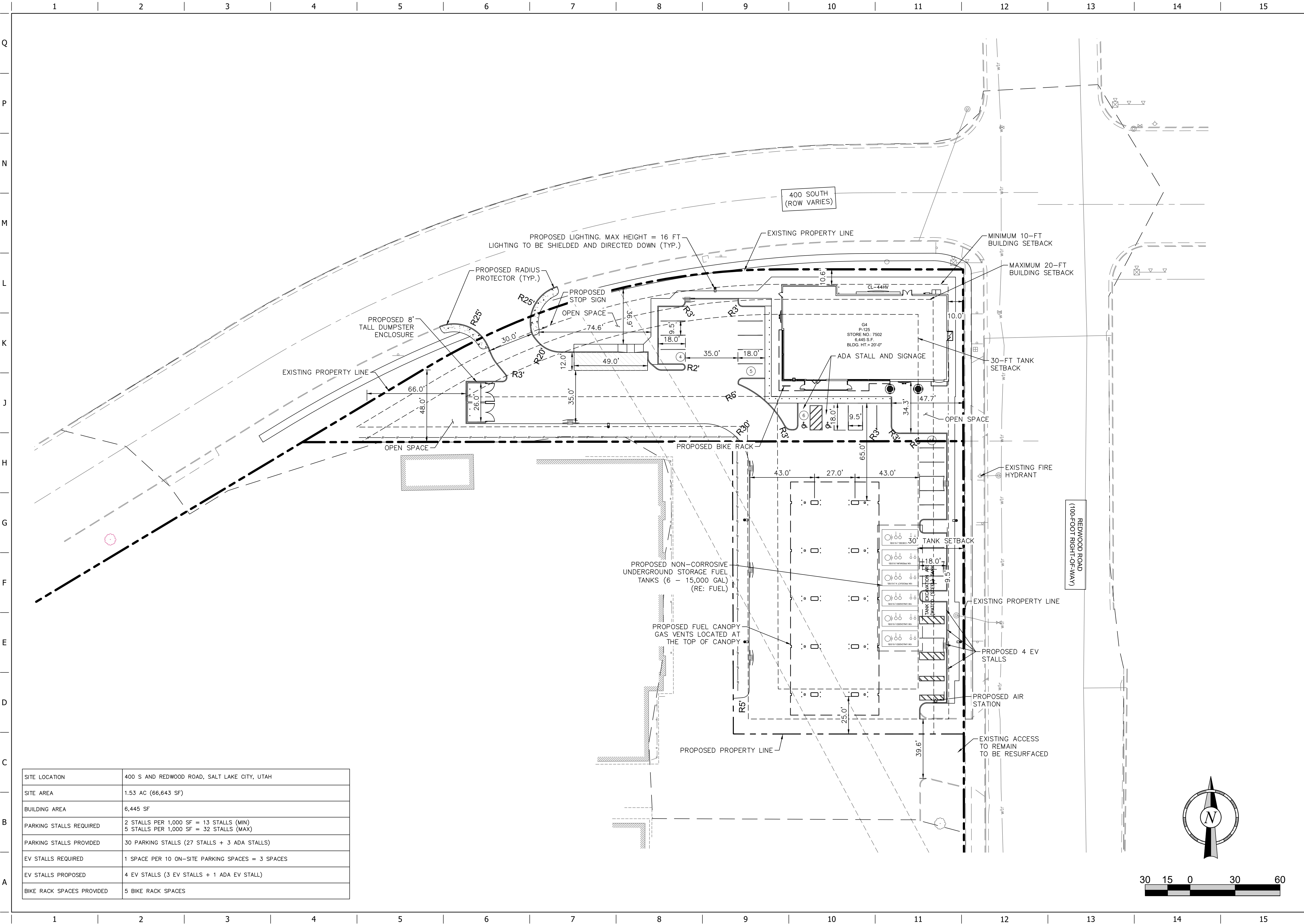
- Landscape buffers along property boundaries
- Screening of trash enclosures and service areas
- Compliance with City landscape ordinances

These elements collectively ensure compatibility with adjacent uses and help integrate the development into the surrounding area.

Conclusion

The proposed QuikTrip gas station is designed and operated in a manner that is compatible with surrounding uses, minimizes potential impacts, and meets the intent of Salt Lake City's conditional use criteria. The project incorporates thoughtful site planning, operational controls, and design features to ensure public health, safety, and welfare are protected.

QuikTrip is looking forward to being a staple in this community. Approval of the Conditional Use Application is respectfully requested.



PRELIMINARY

FOR REVIEW ONLY
NOT FOR CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

PROJECT NO.: 193276005

Kimley»Horn

111 EAST BROADWAY, SUITE 600
SALT LAKE CITY, UT 84111
(385) 429-8103

QuikTrip No. 7502

424 S REDWOOD ROAD
SALT LAKE CITY, UT



© COPYRIGHT QUIKTRIP CORPORATION 2011
ANY UNAUTHORIZED USE, REPRODUCTION,
PUBLICATION, DISTRIBUTION, OR SALE IN
WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

PROTOTYPE: P-126 (06/15/2026)

DIVISION:

VERSION: 001

DESIGNED BY: MC

DRAWN BY: MC

REVIEWED BY: JG

REV DATE DESCRIPTION

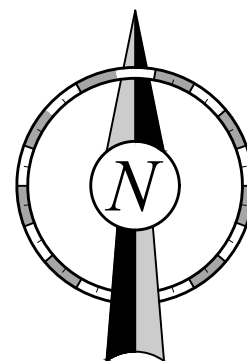
ORIGINAL ISSUE DATE: 10/14/2026

SHEET TITLE:

SITE PLAN

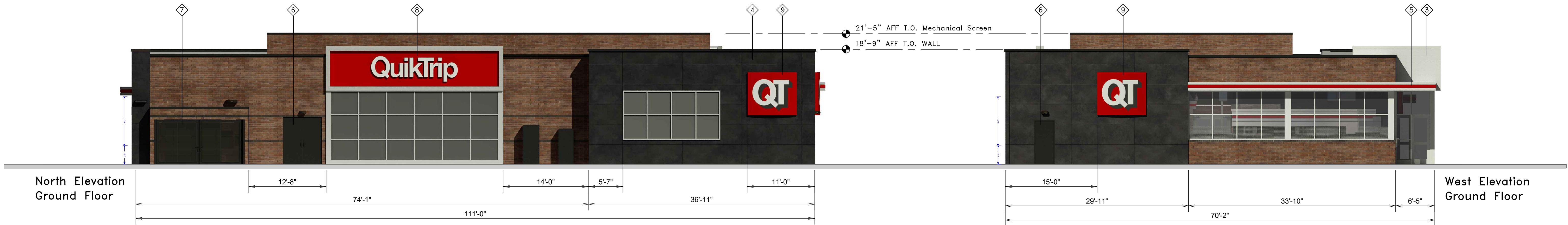
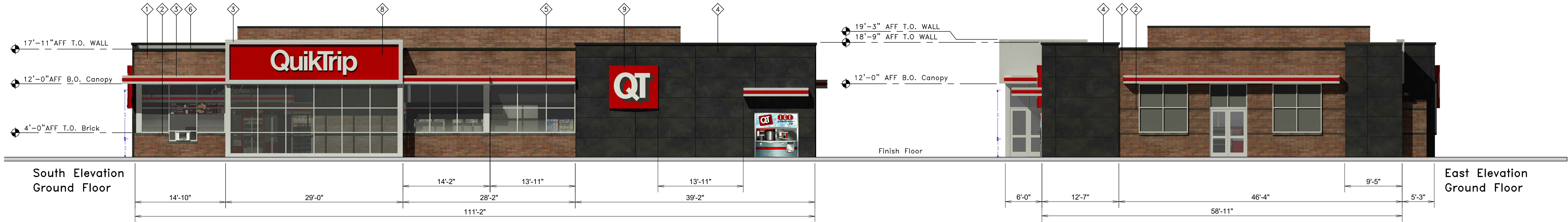
SHEET NUMBER:

1



30 15 0 30 60

GLAZING / MASONRY / ENTRANCES					
	TOTAL	GLAZING	MASONRY	FASCIA/ CANOPIES/METAL	ENTRANCES
SOUTH FACADE:	2051 SF	873 SF Total 522 SF 59.79%	1029 SF 50%	111 SF 6%	2
EAST FACADES:	1041 SF	547 SF Total 195 SF 36%	791 SF 76%	47 SF 4%	0
WEST FACADES:	1167 SF	547 SF Total 278 SF 51%	762 SF 65%	78 SF 7%	0
NORTH FACADE:	1999 SF	873 SF Total 326 SF 37%	1305 SF 65%	45 SF 2%	1





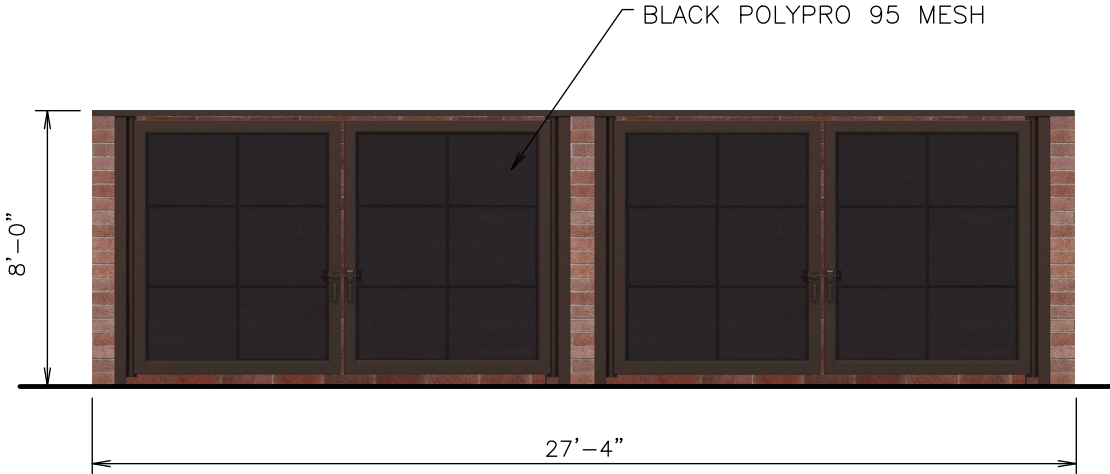
QuikTrip.
4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 3475
Tulsa, OK 74101-3475
(918) 615-7700

Store # 7502	Custom G4 Building Elevations	Address: 424 S Redwood Rd	City, State: Salt Lake City, UT
Serial # 89-7502-G4	Scale: 1/8"=1'-0"	Issue Date: 09.08.26	Drawn By: JK
		Rev/Notes:	
COPYRIGHT © 2011 QUIKTRIP CORPORATION DESIGN PATENTS QUIKTRIP PLANS ARE THE EXCLUSIVE PROPERTY OF QUIKTRIP CORPORATION, TULSA, OKLAHOMA. THESE PLANS ARE PROTECTED IN THEIR ENTIRETY BY DOMESTIC AND INTERNATIONAL COPYRIGHT AND PATENT STATUTES. ANY UNAUTHORIZED USE, REPRODUCTION, PUBLICATION, DISTRIBUTION OR SALE IN WHOLE OR IN PART, IS STRICTLY FORBIDDEN.			

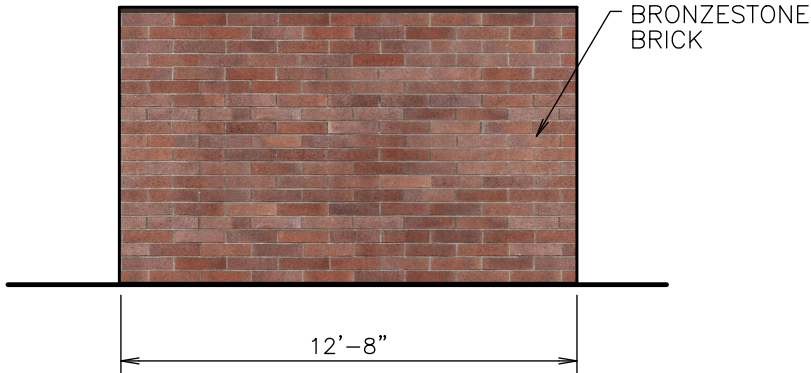
#	FINISH	MANUFACTURER	SPECIFICATION
1	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
2	MIDNIGHT	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
3	BRUSHED ALUMINUM	REYNOLDBOND	FASCIA
4	OSSIDO NERO	CROSSVILLE	STONE PANELS
5	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
6	TRICORN BLACK	SHERWIN-WILLIAMS	METAL PAINT
7	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
8	CL-60	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
9	IOB-56	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
10	CL-44	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE

1 2 3 4 5 6

N
M
L
K
J
H
G
F
E
D
C
B
A



FRONT ELEVATION



SIDE ELEVATION

QuikTrip.
4705 S. 129th E. Ave. - Tulsa, OK 74134-7008
P.O. Box 3475 - Tulsa, OK 74103-3475
918.622.1700



Trash Enclosure
Double Polypro 95 Mesh Doors

NOTES	
DRAWN BY	
ISSUE DATE	05.26.22

SQUARE FOOTAGE	
TYPEFACE	
INSIDE CAN	
ENTIRE SIGN	

SPECIFICATIONS:

SCALE:

1/4" = 1'-0"

SERIAL NUMBER:

STORE NUMBER:

1 2 3 4 5 6

ATTACHMENT C: Property & Vicinity Photos

This Page is Intentionally Left Blank.



Subject Property



Southern Portion of the Subject Property's Parcel



Rear of Subject Property, from 400 S



Right of Way of Subject Property on 400 S



Abutting property to the south – Construction Storage



Abutting property to the southwest – Construction Storage



Adjacent property to the north - Self Storage Facility



Adjacent property to the east – Maverik Gas Station

ATTACHMENT D: MU-5 Zoning Standards

21A.25.010.A: Mixed Use District General Provisions: The intent of this chapter is to create a scale of form based, mixed use districts that can be used in different areas of the city based on the land use policies identified in the general plan. The regulations are intended to provide places for small and large businesses, increase the supply of a variety of housing types in the city, and promote the public health by increasing the opportunity for people to access daily needs by walking or biking. The regulations focus on the form of development, the manner in which buildings are oriented toward public spaces, the scale of development, and the interaction of uses within the city.

21A.25.040 Mixed-Use 5 District 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.

MU-5 Storefront Standards (Table 21A.25.040.C.3)			
Standard	Requirement	Proposed	Finding
Maximum Building Height	55'	19'-3"	Complies
Front/Corner Yard Setback	Ground Floor Occupied by Non-Residential Uses: - No Minimum, except 5 ft on North Temple and 10 ft on 400 S. - Maximum of 10 ft, except 15 ft on North Temple and 20 ft on 400 S.	The front and corner setbacks are 10' and 10.6' from the property lines.	Complies
Interior Side Yard Setback	- No minimum - When the interior side 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 10 feet.	The interior side yard does not abut any of the mentioned zones.	Complies
Rear Yard	- Minimum of 10 ft - 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.	Rear yard setback is approximately 52' from the rear property line.	Complies
Open Space Area	As required in Subsection 21A.25.010 .D	The site plan shows 22,592 sf of open space area, including an area with minimum dimensions of 15' x 15' and dining tables as a "usable element."	Complies
Midblock Walkway	All new buildings shall provide a midblock walkway if a midblock walkway on the subject property has been	There are no midblock walkways identified in the General Plan.	N/A

	identified in an adopted city plan, subject to the requirements of Subsection 21A.25.010 .E “Midblock Walkways.”		
Off Street Parking & Loading (21A.44.030.H)	-Minimum of 2 parking spaces per 1,000 sq ft (min of 32) -Maximum of 5 spaces per 1,000 sq. ft. (Max is 32)	-23 regular spaces -3 ADA Spaces -4 EV spaces (32 total spaces)	Complies
Landscaping & Buffering (21A.48)	-Interior parking lot landscaping required	-Landscaping plan provided	Complies

ATTACHMENT E: Design Standards for the MU-5 Zone

Purpose Statement: The design standards identified in this chapter are intended to utilize planning and architecture principles to shape and promote a walkable environment in specific zoning districts, foster place making as a community and economic development tool, protect property values, assist in maintaining the established character of the City, and implementing the City's master plans.

B. Mixed Use Districts: The standards in this section apply to each building type as defined in Section 21A.62.060.

Standards for Storefront Building Types in MU-5

Standard	Proposed	Finding
(A.1) Ground Floor Use 75% of the ground floor length must be dedicated to an active use	100% of the ground floor will qualify as active use in the form of a convenience store.	Complies
(B.3) Ground Floor Building Materials: 70% of the ground floor, excluding windows and doors, must be clad in durable building materials	Per the submitted elevations, 70% of the ground floor's façade wall area is clad in durable building materials. These regulations apply to the east, west, and north facades. The north and west facades are nearly 65% masonry, with the remainder as glazing and/or metal canopy elements.	Complies
(B.4) Building Materials, Upper Floors 70% of the upper floor materials shall be clad in durable building materials.	There are no upper floors.	Not Applicable
(C.1) Ground Floor Glass: 60% of the ground floor shall be glass, as calculated between 3' and 8' of the first floor.	The east, north, and west sides of the building are all considered "street-facing" and are required to meet the minimum ground floor glass requirements. According to the applicant's building elevations, here are the percentages of glass, as	Complies with Design Review Approval

	measured between 3' and 8' of the first floor: North side: 37% West side: 51% East side: 36% None of the three sides meet the minimum ground-floor glass requirements. The applicant is requesting modifications to the design standards through design review. The request is further discussed in Consideration 2.	
(C.2) Upper Floor Glass Minimum of 15% for each upper floor	There is no upper floor.	Not Applicable
(C.3) Reflective Glass: 0% of the ground floor or upper floor glass is permitted to be reflective.	No reflective glass is proposed.	Complies
(D) Building Entrances: 1. At least one operable building entrance on the ground floor is required for every 40 feet of the street-facing façade a. All building entrances shall include ADA-compliant walkways b. Entrances shall be open and accessible to customers during hours that the business is open.	The North, West, and East facades are all considered street-facing. The east and west elevations meet these requirements. However, the North End (the rear façade) would need at least two building entrances usable by customers.	Complies with Design Review Approval Applicant is requesting relief from this provision through Design Review. Staff finds that while visitor convenience may be slightly impacted by the lack of public entrances on the north facade of the retail building, fewer entrances are appropriate for business operations and security. 400 S is a busy corridor with limited pedestrian foot traffic.
(E) Blank Wall: The maximum length of any blank wall uninterrupted by doors, art, or architectural detailing at the ground floor level	No portion of the elevations shows any blank, uninterrupted wall more than 15 feet.	Complies

along any street facing facade can not exceed 15 ft.		
(F) Street Facing Façade: 200' maximum length of a single structure facing the street.	The building is 111' long and does not exceed 200 ft in length.	Complies
(H) Exterior Lighting: All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties. Exterior lighting shall not strobe, flash, or flicker.	All exterior lights are shielded, directed downward, and will not strobe, flash, or flicker. The lighting plan is labeled on the site plan.	Complies
(I) Parking Lot Lighting: Poles for the parking lot/structure security 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.	Lighting is labeled on site plan. All lighting will be no taller than 16' in height and will be shielded and directed downward.	Complies
(J) Screening of Mechanical Equipment: All mechanical equipment for a building shall be screened from public view and sited to minimize their visibility and impact.	Mechanical equipment is located on the roof of the building and is screened.	Complies
(K) Screening of Service Areas: Service areas, loading facilities, refuse containers, utility meters, and similar areas shall be screened from public view or located along a side or rear yard. All screening enclosures visible from the street shall be incorporated into the building architecture or site design. All	A dumpster is provided, which is enclosed by 8-foot-tall brick walls.	Complies

screening enclosures shall be a minimum of one foot higher than the object being screened, and in the case of fences and/or masonry walls the height shall not exceed eight feet (8'). Dumpsters shall be located a minimum of twenty five feet (25') from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building or structure.		
(M) Public Improvements: The following are required to be installed: 1. Sidewalks 2. Curb, Gutter, and Park Strips. 3. Street Lighting 4. Public Improvements identified in the general plan.	The city owns the frontages on 400 S; however, the applicant is providing sidewalk, curb, gutter, park strip, and street lighting improvements along both 400 S and Redwood Road.	Complies

ATTACHMENT F: Conditional Use Standards

Conditional Use Standards

An application for a 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, “Gas Stations” are allowed in the MU-5 District as a conditional use if the use complies with the gas station standards, drive-through standards, and is located on an arterial street. The use is compatible with all these provisions and other related provisions in the zoning ordinance, as analyzed in this report.

Condition(s): None

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 in the staff report, the proposed use is compatible with surrounding uses, as further explained in the [Neighborhood Context Section](#) of this report.

Condition(s): None

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

Finding: Complies

Discussion: As discussed in [Consideration 1](#), the use is consistent with applicable adopted city planning policies, documents, and master plans.

Condition(s): None

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

Finding: Complies

Discussion: The anticipated detrimental effects of the proposed use are discussed in the next section of this report. The conditions outlined can mitigate all detrimental effects.

Condition(s): None

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: Gas stations are conditionally allowed in the MU-5 zoning district.

Condition(s): None

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: No Detrimental Impact

Discussion: Gas Stations are a conditionally allowed use within the zone, and a gas station at this location is consistent with the applicable adopted citywide and community plans, as further analyzed in [Consideration 1](#) of this report.

Condition(s): None

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: The use is well suited for the character of the site. Another gas station is directly across the street to the east of this site. The proposed gas station is similar in scale to those nearby.
Condition(s): None
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: The proposal is similar in mass, style, design, and architectural detailing to surrounding buildings. The building is appropriate for this area.
Condition(s): None
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: No Detrimental Impact
Discussion: The Transportation Division reviewed the access points and driveways and has no concerns. Easements will need to be recorded during the lot line adjustment process on both the 400 S and Redwood Road entrances.
Condition(s): None
6. The internal circulation system is designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic;
Finding: No Detrimental Impact
Discussion: The internal circulation system is large and largely disconnected from adjacent properties; there are expected to be no adverse traffic impacts on adjacent properties.
Condition(s): None
7. The site is designed to enable access and circulation for pedestrians and bicycles;
Finding: No Detrimental Impact

Discussion: The applicant is improving the sidewalks along Redwood Road and 400 S, which will connect to the store. Additionally, the applicant is providing a bike rack in front of the store as well.
Condition(s): The applicant must add a pedestrian connection on 400 S and Redwood Road, connecting the sidewalk to the storefront.
8. Access to the site does not unreasonably impact the service level of any abutting or adjacent street;
Finding: No Detrimental Impact
Discussion: There are no concerns about the site affecting the service levels at both 400 S and Redwood Road.
Condition(s): None
9. The location and design of off street parking complies with applicable standards of this code;
Finding: No Detrimental Impact
Discussion: The development is required to provide a minimum of 15 parking spaces, including 3 EV spaces and 1 ADA space. The proposal includes 32 total spaces (2 spaces are ADA and 4 are EV).
Condition(s): None
10. Utility capacity is sufficient to support the use at normal service levels;
Finding: No Detrimental Impact
Discussion: The Salt Lake City Public Utilities Department reviewed the conditional use petition and determined that the applicant will need to connect to a sewer main that runs perpendicular to 400 S and install a new gravity-draining sewer main. This is because the sewer mains that run along Redwood Road are high pressure and cannot be connected to. The applicant will need to address this at the time of building permits.
Condition(s): None
11. The use is appropriately screened, buffered, or separated from adjoining dissimilar uses to mitigate potential use conflicts;
Finding: No Detrimental Impact

Discussion: The property is abutted by a car dealership to the south, which is not a dissimilar use and does not require extensive buffering. The applicant has provided extensive landscaping on the north and west sides of the property, which abut the right-of-way.
Condition(s): None
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: No Detrimental Impact
Discussion: The Sustainability Division has reviewed the proposal and has no concerns, as stated in Section K of this report.
Condition(s): None
13. The hours of operation and delivery of the use are compatible with surrounding uses;
Finding: No Detrimental Impact
Discussion: The proposed QuikTrip will be open 24 hours a day, 7 days a week, which is typical for a gas station. A Maverik gas station directly across the street operates at the same hours.
Condition(s): None
14. Signs and lighting are compatible with, and do not negatively impact surrounding uses;
Finding: No Detrimental Impact
Discussion: All signage is appropriate and must comply with the MU-5 zoning code during the building permit process. All lighting is shielded downward and will not impact surrounding uses.
Condition(s): None
15. The proposed use does not undermine preservation of historic resources and structures.
Finding: No Detrimental Impact

Discussion: The proposal is not located in a local or national historic district and is not a landmark site.

Condition(s): None

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 not recommending any conditions.

Discussion: This standard allows the Planning Commission to impose conditions as necessary to address the impacts analyzed in the preceding sections. Planning Staff has analyzed the proposal against the associated standards and does not believe there are any detrimental impacts that warrant conditions.

Condition(s): None

ATTACHMENT G: Gas Station Standards

21A.36.120: Regulations for Gas Stations: Gas Stations and Accessory Uses that have fuel tanks on-site, such as Truck Stops, Fuel Distributors, and Storage uses, as defined in [Chapter 21A.62](#) of this title, shall be allowed in zoning districts provided in [Chapter 21A.33](#) "Land Use Tables", and are subject to the provisions of this section. Utility facilities, public safety uses, hospitals, and other similar uses that maintain fuel tanks for the purpose of storing fuel in order to provide emergency power are exempt from the provisions of this Section.

A. General Standards: All fuel dispensers and fuel storage tanks (above or underground) shall comply with the requirements of this section and all other applicable regulations, including the applicable reference standards and any other applicable regulations of the State of Utah and Federal regulators. In case of conflicting provisions in any of the above-listed rules, the strictest restrictions shall apply.

- 1. Distance from water bodies:** All underground and above-ground fuel storage tanks and gas vents shall be a minimum of 350 feet from any existing water bodies (pond, river, stream, canal, etc.), water resources, public parks or open space -that are one acre and greater in size.
- 2. Distance from property lines:** All underground and above-ground fuel storage tanks and gas vents shall be a minimum of 30 feet from any property line.
- 3. Associated pump islands** shall be a minimum of 25 feet from any property line and adjacent buildings.
- 4. Fuel vents:** When a canopy is provided, gas vents shall be located at the top of the gas pump canopy.
- 5. New underground fuel storage tanks:** All new and replacement fuel storage tanks put underground shall be constructed of non-corrodible material or designed to prevent the release or threatened release of any stored fuel to ensure greater durability and lifespan.
- 6. Leak or surface-runoff contamination:** If contamination occurs, the property owner shall be accountable for any cleanup and remediation of the subject property, any City property, and any downstream water or soil contamination.
- 7. Nonconforming status:** Fuel tanks and pumps that are unused or out of service for one year or more shall be considered willfully abandoned and will not be eligible for nonconforming status. The use shall not be restored unless it is restored to comply with the standards of this section and all other applicable sections in this title.

Finding: Complies

Discussion:

1. No bodies of water within 300 feet of the proposed site.
2. The fuel tanks are 30 feet from the property line.
3. Pump islands are more than 25 feet from any property line and adjacent buildings.
4. The fuel vents on the canopy are located on top.
5. Underground fuel tanks will be constructed of non-corrodible material and designed to prevent release or threatened release of any stored fuel.
6. If contamination occurs, the property owner shall be responsible.
7. This use does not have nonconforming status, and this standard is not applicable.

Condition(s): None

B. Additional Standards for Gas Stations:

1. **Minimum Lot size: 30,000 square feet.** A gas station may be located on a lot with another principal use when the lot complies with the minimum lot size. For the purposes of this regulation, a lot shall include a site that consists of multiple lots or parcels within a single development when the parking lot and circulation elements are shared across the boundaries of the lots or parcels. **Distance from water bodies:** All underground and above-ground fuel storage tanks and gas vents shall be a minimum of 350 feet from any existing water bodies (pond, river, stream, canal, etc.), water resources, public parks or open space -that are one acre and greater in size.
2. **Minimum Lot Frontage: 150 feet along all public streets.** For sites described in [21A.36.120.C.1](#), the lot frontage shall be measured for all lots or parcels involved. Associated pump islands shall be a minimum of 25 feet from any property line and adjacent buildings.
3. **Stacking Lane Standards:** These standards ensure adequate on-site maneuvering and circulation areas, ensure that stacking vehicles do not impede traffic on abutting streets, and that stacking lanes will not have nuisance impacts on abutting residential lots.
 - a. Stacking lanes shall be arranged to avoid conflicts with site access points, access to parking or loading spaces, and internal circulation routes to the maximum extent practicable.
 - b. A minimum of 36 feet of stacking lane is required between a curb cut and the nearest gasoline pump.
4. **Fuel Pump Standards:**
 - a. Fuel pumps shall be located on the site in a manner that does not interfere with easy access into or egress from the site at established driveway entrances.
 - b. Fuel Pumps shall be located and oriented so all cars in line for motor fuel can be accommodated on-site and not block the sidewalk, the street, or any other portion of the public right of way.
5. **Electric Vehicle Parking:** Gas stations shall provide at least one (1) parking space dedicated to electric vehicles for every ten (10) required

on-site parking spaces. Electric vehicle parking spaces shall count toward the minimum required number of parking spaces. The electric vehicle parking space shall be:

- a. Located in the same lot as the principal use.**
- b. Signed clearly and conspicuously, such as special pavement marking or signage, indicating exclusive availability to electric vehicles; and**
- c. Outfitted with a standard electric vehicle charging station.**

Finding: Complies

Discussion:

1. The proposed lot has a minimum lot size of 66,643 SF. This lot size must remain above 30,000 SF when the lot lines are adjusted.
2. There is more than 150 feet of frontage on the streets.
3. The stacking lanes are arranged to avoid conflicts, and there are 43 feet on both sides of the pumps for stacking.
4. The fuel pumps do not interfere with easy access into or egress from the site at established driveway entrances, and the fuel pumps are located and oriented so all cars in line for fuel can be accommodated on-site and not block the sidewalk.
5. The applicant provides 30 parking stalls, 4 of which are EV stalls.

Condition(s):

1. The applicant will need to submit a lot line adjustment that complies with Standards 1 and 2.

C. Additional Standards for Fuel Dispensing Facilities:

- 1. Above-ground fuel storage tanks shall:**
 - a. Provide a 25-foot clear radius from combustible materials, storage areas, parking/backing areas, and all buildings on the same lot.**
 - b. Have a maximum height of 20 feet from the finished grade.**
- 2. An obscuring sight fence of six feet in height shall be required surrounding the fuel storage tanks and associated vehicle fueling areas. All required fencing shall be pre-woven chain-link with slats, wood, brick, tilt-up concrete, masonry block, stone, metal, composite/recycled materials, or other manufactured materials or combination of materials commonly used for fencing. In addition, the fenced area must be paved with a nonpermeable surface.**

Finding: Not Applicable

Discussion:

There are no above-ground fuel storage tanks; these standards are not applicable.

Condition(s): None**D. Upgrades to Nonconforming Gas Stations and Fuel Dispensing Facilities:**

1. **Replacing and Updating Tanks and Associated Equipment:** An existing gas station may replace existing tanks and associated equipment in substantially the same location without having to comply with the provisions of this section. Provide a 25-foot clear radius from combustible materials, storage areas, parking/backing areas, and all buildings on the same lot.
2. **Reconstruction:** Existing gas stations that are noncomplying as to lot area, lot frontage, or tank setbacks may be demolished and reconstructed, provided the reconstructed use complies with the other applicable regulations of this section and the tank location is substantially the same.
3. The zoning administrator may modify the location of the fuel tanks and associated equipment if federal or state requirements or other legal requirements prevent locating the replacement tanks in a substantially similar location.
4. The zoning administrator may approve an alternate location for fuel tanks and associated equipment if the applicant can demonstrate that a more efficient and safe location is more appropriate.

Finding: Not Applicable**Discussion:**

This proposed gas station is new and is not an upgrade to an existing nonconforming gas station, therefore, these standards are not applicable.

Condition(s): None

ATTACHMENT H: Design Review Standards

21A.59.050: Standards for Design Review: In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review with the following exceptions:

- Subsection 21A. 59.050.E is only applicable for modifications to a street facing façade length regulation;
- Subsection 21A. 59.050.G is only applicable for additional building height; and
- A standard in Section 21A.59.050 may be considered met when the proposal complies with a corresponding design standard in Chapter 21A. 37 and both standards align in purpose and intent.

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.

B. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted general plan policies and design guidelines governing the specific area of the proposed development.

Finding: Complies

Discussion:

MU-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.

The proposal generally meets the intent of the MU-5 zone, the urban design element, and the adopted plans. The Mixed-Use Zoning District allows a variety of land uses, including gas stations as a conditional use.

Condition(s): None

- B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot by including:**
- 1. Primary entrances that face the public sidewalk (secondary entrances can face a parking lot);**
 - 2. Building(s) located close to the public sidewalk, following the desired development patterns of the immediate vicinity; and**
 - 3. Parking located within, behind, or to the side of buildings.**

Finding: Complies

Discussion:

1. The development does not comply with the requirement that primary entrances face the public sidewalk on the north side of the building. The design review request seeks to modify the design standards to omit primary entrances on the north façade due to design restrictions. Due to the lack of pedestrian activity on 400 S, staff finds it appropriate to request this modification. More discussion can be found in [Consideration 2](#).
2. The building is oriented close to the corner of the lot, at the intersection of Redwood Road and 400 S.
3. The parking is located on the side of the building, directly south.

Condition(s): None

C. Building facades shall facilitate pedestrian interest and interaction by including:

1. **Active ground floor uses at or close to the public sidewalk;**
2. **Maximum transparency of street facing facades. Ground floor glass shall not have reflective treatments, be covered by interior walls or opaque signage, or use other similar features that prevent passers-by from seeing inside of the building for non-residential uses;**
3. **Traditional storefront elements such as sign bands, clerestory glazing, articulation, and architectural detail at window transitions on the ground floor. If the ground floor contains residential uses, each primary building entrance and individual unit entrance shall include a defined entry feature;**
4. **Buildings located on corner lots shall incorporate architectural features that emphasize the building's corner, including a prominent building entrance that is publicly accessible, transparent, and unobstructed; and**
5. **Outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces, if provided, should be situated so that they have a direct visual connection to the street or midblock walkway.**

Finding: Complies With Conditions

Discussion:

1. According to the design standard definitions ([21A.37.050](#)), an active use is any ground floor use space that is “occupied by any allowed use in the zone.” The proposed gas station/convenience store is considered an “active use” because it is a conditionally allowed commercial use in the zone and occupies the entire ground floor of the building. The building is expected to have a high level of customer traffic and activity, and it is located close to the sidewalk at the corner of the lot, which will support pedestrian interest and interaction.
2. The northern, western, and eastern sides do not meet the maximum transparency requirements and are requested to be modified. Because this is a gas station, the building entrance faces inward toward the parking lot and gas pumps, placing the back-of-house on

the street side. The windows will not be transparent because the back-of-house features will not appeal to pedestrians and will create privacy issues for employees. 3. The commercial building contains many different articulations on the storefront. The north and west elevations have large sign panels, and all sides have red-and-white horizontal banding at canopy heights. Although the applicant does not meet the see-through glass requirements, they have added non-transparent glass elements on the north and east sides of the buildings to offer more articulation. 4. There is no corner entrance due to this section of the building being adjacent to the back-of-house internal operations. 5. Open space area has outdoor seating and fronts Redwood Road.
Condition(s): None
D. Building masses shall be divided into heights and proportions that minimize the perceived mass of the structure and relate to human scale by demonstrating compliance with the following standards: 1. Relate building scale and massing to the size and scale of the surrounding buildings, and context of the site, such as alignments with existing foundation lines, established cornice heights, building massing, stepbacks and vertical emphasis; 2. For buildings with more than three stories, compose the design of the building with a distinct base to create a sense of human scale orientation. For buildings taller than 50 feet, the height of the base shall be at least 20 feet. For buildings taller than 100 feet, the minimum base height should be three stories or be consistent with the existing street wall; 3. Include secondary architectural elements such as balconies, porches, vertical bays, belt courses, fenestration or window reveals, and 4. Reflect the scale and solid (wall) to void (window/door openings) ratio of the established character of the neighborhood or that which is desired in the general plan. Windows shall have a consistent spacing pattern and alignment.
Finding: Complies
Discussion: 1. The proposed height (19'-3") aligns with the size and scale of surrounding buildings. The cornice heights, building massing, setbacks, and vertical emphasis are appropriate for this site. 2. N/A; this building is less than 3 stories tall. 3. The proposed building features secondary architectural elements by incorporating fenestration through storefront glazing on the South and North elevations, along with window openings on the East and West elevations. A horizontal belt course is also present along the top of the windows on the south and west elevations. 4. The windows have a consistent spacing pattern, and the solid-to-void ratio is consistent with what is found within the neighborhood.

Condition(s): None

E. This subsection is only applicable to buildings requesting additional street facing building façade length. Street facing building facades shall contribute to the character of the neighborhood, reinforce the established street wall, promote ground- level activation, create a sense of enclosure, and be designed to minimize negative impacts on the streetscape. The street facing building façade may only be increased up to 25% of the allowed maximum in Section 21A.37.060, subject to the following standards:

- 1. Reductions to the ground floor use requirement of the underlying zoning district, as specified in Section 21A.37.060, are not permitted. For zoning districts without a designated ground floor use requirement, a minimum of 75% of the ground floor shall contain qualifying active uses as defined in Section 21A.37.050.A.**
- 2. Building facades that exceed the maximum street facing façade length shall be designed to reduce the perceived length of the façade and provide visual interest, by including elements such as:**
 - a. Significant changes in wall plane measuring at least 2 feet;**
 - b. Massing changes; or**
 - c. Distinguished roof lines.**
- 3. Exceptions:**
 - a. The following land use are exempt from the maximum increase of 25% of building façade and the reduction in ground floor use provision above: utility buildings and structures (other than the offices for utility providers), stadiums/ arenas, libraries, convention centers, places of worship, government offices, public and private schools, universities, movie theaters, live performance theaters, and other similar general assembly land uses as determined by the zoning administrator.**
 - b. Developments that comply with the affordability level in Table 21A.52.050.G Affordable Housing Incentives may exceed building length by up to 75% of the allowed maximum in Section 21A.37.060. Such developments shall be subject to Subsections 21A.52.050.E and F.**

Finding: Not Applicable

Discussion:

The applicant is not requesting additional street-facing building façade length.

Condition(s): None

F. If provided, publicly accessible outdoor spaces shall include at least three of the seven following elements:

- 1. At least one sitting space for each 250 square feet shall be included in the plaza. Seating shall be a minimum of 16 inches in height and 30 inches in width. Ledge benches shall have a minimum depth of 30 inches;**

2. Seasonal shade in the form of permanent shade structures, pergolas, or overhanging building elements such as canopies that enhance comfort and usability of the space; 3. Trees in proportion to the space at a minimum of one tree per 800 square feet. At the time of planting, deciduous trees shall have a minimum trunk size of 1.5 inches in caliper, while evergreen trees shall have a minimum size of 5 feet in height; 4. Water features or public art; 5. Outdoor dining areas; 6. Children's amenity space in the form of playgrounds, splash pads, or other similar features; or 7. Other amenities not listed above that provide a public benefit.
Finding: Not Applicable
Discussion: This development provides no publicly accessible outdoor space.
Condition(s): None
G. This subsection is only applicable to buildings requesting additional building height, as authorized in the underlying zoning district. Building height shall be modified to relate to human scale and minimize negative impacts by demonstrating compliance with the following standards: 1. Design tall buildings to minimize wind impacts on primary building entrances, parks and open space, and public and private outdoor amenity areas. Design elements may include a wind break above the first level of the building, recessed entryways or vestibules, or canopies; 2. Design and orient buildings to prevent snow, ice, or water from falling directly onto a public sidewalk, public space, neighboring property, or directly onto the walkway leading to the building entrance; 3. Roof-top mechanical equipment shall be screen from public view; and 4. Buildings abutting a landmark site shall feature at least one horizontal element on the street facing façade (base, belt course, frieze, cornice) that aligns with a corresponding element of the historic building. The alignment shall foster visual continuity and respect the historic context.
Finding: Not Applicable
Discussion: The applicant is not requesting additional building height.
Condition(s): None
H. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway. Parking lots and structures shall be setback a minimum of 25 feet

from required midblock pedestrian access locations or as required in the underlying zoning district if the underlying zoning requires a larger setback.
Finding: Complies With Conditions
Discussion: The parking is adequate for on-site circulation. Walking paths surround the building and parking spaces; however, no designated connections exist from the sidewalk. The site has no midblock pedestrian access locations.
Condition(s): The applicant must create a delineated pedestrian walkway connecting the sidewalk to the building entrance.
I. Screening of Service Areas: Service areas, loading facilities, refuse containers, utility meters, and similar areas shall be fully screened from public view or located along a side yard. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served.
Finding: Complies
Discussion: All building utilities are located on the roof and screened by a parapet wall. The applicant is proposing a trash enclosure on the site, which is screened by an 8' tall brick wall.
Condition(s): None
J. Site and building lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals. 1. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto abutting properties and uplighting directly to the sky. 2. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.
Finding: Complies
Discussion: 1. All the site's lighting will be a maximum height of 16 ft and shielded and directed downward to minimize encroachment onto adjacent properties. 2. Any proposed lighting on the building will be reviewed at the building permit phase and will need to be appropriate.
Condition(s): None
K. Streetscape improvements shall be provided as follows:

1. Impervious surfaces shall be utilized to differentiate privately-owned public spaces from public spaces. All paving for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:
 - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable.
 - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
 - c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
 - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
 - e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
 - f. Asphalt shall be limited to vehicle drive aisles.

Finding: Complies

Discussion:

Hardscape materials will be distinguished from private and public spaces and will be durable and easy to maintain.

Condition(s): None

ATTACHMENT J: 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:

- August 24, 2026 – The Poplar Grove Community Council was sent the 45-day required notice for recognized community organizations. The council did not provide comments.
- August 25, 2026 – The project was posted to the Online Open House webpage.
- August 31, 2026 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- September 2, 2026 – A notice of application sign was posted on both street-facing frontages of the property.

Notice of the public hearing for the proposal included:

- October 15, 2026
 - Public hearing notice mailed
 - Public notice posted on City and State websites and Planning Division listserv
- October 16, 2026
 - Public hearing notice sign posted on the property

Public Input:

Staff received one comment expressing concern that a gas station could make 400 S more hazardous for cyclists and pedestrians, and that mitigation efforts should be put in place.

ATTACHMENT K: Department Review Comments

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

Engineering:

No concerns with the proposal.

Building Code (Lule Shipley, Luke.Shipley@slc.gov)

No building code concerns at this time.

Urban Forestry (Rick Nelson, Rick.Nelson@slc.gov):

Urban Forestry has no concerns with this proposal. Urban Forestry expects the city's street tree code to be fulfilled in the public ROW park strips along 400 S and Redwood Road.

Waste and Recycling (Frank Young, Frank.Young@slc.gov):

No concerns with proposal.

Transportation (Jena Carver, Jena.Carver@slc.gov):

- An easement or other permission from the property owner of the parcels fronting 400 South is required onto 400 S. UDOT approval is required for changes to the existing access on Redwood Road. A copy of an approved conditional access permit from UDOT will be required for building permit approval.
- Drive approach on 400 South is limited to a maximum width of 30'.
- A cross access easement is required for access across property to the south to Redwood Road.

Police (Andrew Cluff, Andrew.Cluff@slc.gov):

I like the conceptual plans. Downward shielded lighting should prevent over-saturation in the area but it is going to create some dark spaces in the property. Specifically along the west side of the property and I am most worried about the open space behind the dumpsters on the northwest corner near the lot entrance.

We have issues with homeless in the area across the street at the maverick and I worry they will have to deal with the same issues. Especially in unlit areas. The landscaping plan could increase what is placed in that location specifically. Maybe the Russian sage as most will be deterred by the bees that are attracted by the plant.

Other than that not many more concerns. Just a recommendation for the open picnic space on the front of the building to have signage indicating use for patrons only, no loitering, something along those lines to avoid homeless taking over the area with limited ability to enforce if necessary.

Public Utilities (Kristeen Beitel, Kristeen.Beitel@slc.gov):

Public Utilities has no concerns with the requested modifications to building entrances and ground floor glass requirements.

There is a public water main in Redwood Road that appears to be on private property. It is assumed that that this property line issue will be resolved until a separate application. Please provide a response indicating the intent with this property line. If the property line is not resolved, then an easement will be required to SLCDPU for the water main.

Proposed site plan includes additional property south of the subject parcel. This will need addressed in a lot consolidation prior to permitting.

Additional comments have been provided to assist in the future development of the property. The following comments are provided for information only and do not provide official project review or approval.

- Public Utility permit, connection, survey, and inspection fees will apply.
- All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.
- All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18" minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12" vertical separation from any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12" vertical separation from any non-sewer utilities.
- Public street light requirements are determined during building permit review.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Applicant must provide fire flow, culinary water, and sewer demand calculations to SLCDPU for review. The public sewer and water system will be modeled with these demands. If the demand is not adequately delivered or if one or more reaches of the sewer system reach capacity as a result of the development, a water/sewer main upsizing will be required at the property owner's expense. Required improvements on the public water and sewer system will be determined by the Development Review Engineer and may be downstream of the project.
- The property is provided water by a 12" water main in Redwood Road. There are two existing water services to the lot. The furthest north service is inactive and will need killed at the water main per SLCDPU standards. The southern water service is ¾" and active. This service can remain for culinary or irrigation, but if a larger size is needed, then this will need abandoned and a new service tapped to the water main and installed to the site. There are additional water services to the parcel south of the subject parcel. Per the submitted site plan, it appears that additional property will also be include with this application. These existing water services will need addressed to meet the following requirements: One culinary water meter is permitted per parcel and fire services, as required, will be permitted for this property. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted and is recommended. Each service must have a separate tap to the main.
- As noted in the applicant materials, there is no public sewer in Redwood Road or 400 South available for connection for this property. As also detailed, the sewer main extension in Redwood Road from 500 South will be required to serve the property. This will require an agreement with the property owner and a surety in place.

- A minimum of one sewer lateral is required per building. The laterals must be 4" or 6" and meet minimum slope requirements (2% for 4" laterals, 1% for 6" laterals). Any unused sewer laterals must be capped and plugged at the main.
- A minimum of one exterior cleanout is required on the sewer lateral within 5 feet of the building. Additional cleanouts are required at each bend and at least one every 50 feet for 4" laterals and every 100 feet for 6" laterals.
- All food and beverage processing, preparation, and service requires grease removal prior to discharge to the public sewer system. Treatment must be provided such that the discharge limit of 500 mg/L of FOG (fats, oils, and grease) is achieved. Please provide a treatment device and plan for treatment and sampling that meets this discharge limit and all applicable standards set forth in the Utah plumbing code and SLCDPU Standards. Treatment device shall be located as to be readily accessible for cleaning and inspection. The treatment device must be sized by a licensed design professional. For an exterior, below grade device, a 4 foot diameter sampling manhole, per APWA 411, must be located downstream of the interceptor and upstream of any other connections. For alternative treatment methods, a sampling point must be provided immediately downstream of the device and upstream of any other connections. Please include the treatment device, sampling location, and all associated piping on the plans. Please also verify that plumbing plans show two separate waste streams - one for grease and one for sewer.
- Covered parking area drains, including drains under any outdoor canopies, are required to be treated to remove solids and oils prior to discharge to the sanitary sewer. These drains cannot be discharged to the storm drain. Use a sand/oil separator or similar device. A 4ft diameter sampling manhole must be located downstream of the device and upstream of any other connections.
- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.
- Stormwater treatment is required prior to discharge to the public storm drain. Utilize stormwater Best Management Practices (BMP's) to remove solids and oils. Green Infrastructure should be used whenever possible. Green Infrastructure and LID treatment of stormwater is a design requirement and required by the Salt Lake City UPDES permit for Municipal Separate Storm Sewer System (MS4). The applicant will need to provide options for stormwater treatment and retention for the 80th percentile storm. If additional property is not available, there are other options such as green roof or other BMP's. Lack of room or cost is generally not an exception for this requirement. If green infrastructure is not used, then applicant must provide documentation of what green infrastructure measures were considered and why these were not deemed feasible. Please verify that plans include appropriate treatment measures. Please visit the following websites for guidance with Low Impact Development: <https://deq.utah.gov/water-quality/low-impact-development?form=MY01SV&OCID=MY01SV> and <https://documents.deq.utah.gov/water-quality/stormwater/updes/DWQ-2019-000161.pdf?form=MY01SV&OCID=MY01SV>.
- Stormwater detention is required for this project. The allowable release rate is 0.2 cfs per acre. Detention must be sized using the 100-year 3-hour design storm using the farmer Fletcher rainfall distribution. Provide a complete Technical Drainage Study including all calculations, figures, model output, certification, summary, and discussion.

- Projects larger than one acre require that a Stormwater Pollution Prevention Plan (SWPPP) and Technical Drainage Study are submitted for review.



(EXTERNAL) 424 S Redwood Road QuikTrip

From Austin Whitehead <[REDACTED]>
Date Tue 8/25/2026 12:59 PM
To Stuenzi, David <david.stuenzi@slc.gov>

You don't often get email from maustinwhitehead@gmail.com. [Learn why this is important](#)

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

I am writing to provide comment on the proposed gas station conditional use permit. While a gas station is permitted in MU-5 as a conditional use, its impacts must be mitigated. A gas station will increase vehicular traffic entering and exiting this lot and create more hazards for bikes and pedestrians along 400 South and Redwood Road. With the recent completion of the Orange Street transit center 0.25 mile down the road, and the nearby schools, housing, and employment centers, the infrastructure for pedestrians and bikes in this area is already inadequate. The bike lane along 400 South disappears along this property line, forcing bikes to mix with traffic through a dangerous intersection. A sidewalk is nonexistent along this property line on 400 south, but desire paths show a demand for walking. A gas station would exacerbate these dangerous conditions, but impacts could be mitigated if QuikTrip were to contribute to pedestrian and bike infrastructure adjacent to the development.

Thanks for taking the time to review my comment.

--

Austin Whitehead
[REDACTED]