



GEM Sugar House: Conditional Use Narrative

2026.03.26

Project Description

GEM Sugar House is a new 16-story mixed-use multifamily development. The project is submitted under the MU-11 zoning district and assumes additional height permitted through the Affordable Housing Incentive.

The ground level will include a new commercial space for Zions Bank, which will be permitted under a separate tenant improvement (TI) permit. The bank will maintain drive-through access, as shown on the plans. Additional ground-floor program includes a small retail space at the southeast corner, a bike and gear amenity room, a residential lobby, loading and back-of-house functions, and parking.

Levels 2 through 4 consist of structured parking, with Level 4 stepping back along Parley's Trail at the south property line. Level 5 includes residential amenity spaces, a pool, spa, and pool deck, leasing offices, and residential units at the northwest corner.

Levels 6 through 15 are residential, comprising a mix of long-term and short-term rental units. Level 16 includes additional residential units, an amenity club room, and a TI-ready space intended for a future restaurant.

The project is anticipated to include approximately 195 residential units, consisting of a mix of studio units (30%), one-bedroom units (40%), two-bedroom units (25%), and three-bedroom units (5%). The average unit size across all unit types is approximately 800 square feet. This diverse unit mix supports the MU-11 zoning district's intent to provide a range of housing options that accommodate varied household sizes, lifestyles, and affordability levels while reinforcing a compact, walkable, mixed-use urban environment.

Please refer to the graphic drawings set for additional information.

Conditional Use Narrative

1. What are the anticipated hours of operation?

Anticipated hours for the bank drive through are 9:00am - 5:00pm Monday through Thursday and 9:00am - 6:00pm Fridays.

2. What are the anticipated peak hours for the proposed use? Peak hours refer to the hours of the day with the highest number of customers, employees, deliveries, or activities.

Daily peak hours include 9:00am to 10:30am, 11:30am - 1:30pm, and 3:30pm to 5:00pm, Monday Through Thursday and until 6:00pm on Fridays.

Tuesdays after National Holidays, which are celebrated on Mondays, experience high traffic throughout the day.



3. Is there any anticipated outdoor activity associated with the use?

The ground level of the project is designed to connect with and activate the surrounding neighborhood by creating a pedestrian plaza at the southeast corner of the project that is an extension of the sidewalk and Parley's Trail. Outdoor activity is limited to café seating and general public seating typical of quality urban design.

4. Is there enough space on the site to provide adequate movement, queueing, and storing of vehicles? The space should be based on the anticipated trip generation of similar uses in a similar environment either in Salt Lake City or in similar cities.

Yes, the ground floor of the project is largely organized around the drive-thru function for the bank tenant and is designed to provide a well-lit, pedestrian friendly porta cochere type environment. Access is proposed via a right-in/right-out curb cut when traveling south on Highland Drive. Residential parking is on levels two through four and is accessed by a speed ramp ramping up to the south along the west side of the property. Bank/retail parking is located on the west side of the porta cochere. The south portion of the porta cochere is dedicated to the drive through function providing two drive through lanes, each with space for three cue spots. No aspect of the drive through is required for access to the retail parking, and pedestrian circulation within the porta cochere is routed outside of the drive through area. The drive through lanes are one-way traveling east and exit on to Highland Drive.

A Traffic Impact Study has been submitted to the City and is currently under review.

5. How will the waste generated by the use be stored and handled on site? How will it be removed from the site?

The trash room is located south of the main stair and elevator core in the center of the project. Trash from level five through level 16 is served by a trash chute terminating in the central trash room into wheeled dumpsters. Bank/retail trash is also collected in dumpsters in the central trash room. For collection, dumpsters will be rolled from the trash room directly into the loading area, at which point dumpsters can be emptied directly from the loading area or wheeled south through the porta cochere to Sugarmont Drive for collection. In either case, collection schedule will be coordinated with all other bank and residential operations.

6. What is the anticipated amount of water consumption of the proposed use?

3,425.85 kGal annually

7. What is the anticipated level of emissions generated by the proposed use?

2,279,488 lbs of CO2 annually

8. Are there trees with a trunk circumference greater than 6 inches on the property that will be removed?

No.

9. What is the anticipated amount of grading required for the proposed development? Does it include the moving or removing of any pollutant or contaminant in the soil from the site?

Grading to the site will be limited to what is required to tie in proposed finish floor elevations and curb cuts to existing grading in the ROW while still meeting accessibility requirements throughout



the site. To our knowledge, no pollutants or contaminants requiring removal are present on the site.

10. Will the proposed use produce any dust, odor, smoke, noise, vibrations, or use any chemicals, toxins, heat, or radiation? If so, how will the impact be addressed? Has the applicant been in contact with the regulatory agency that regulates the specific impact?

The project anticipates a ground floor café tenant and a full-service rooftop restaurant. A grease interceptor for those uses will be provided in the core and shell project and will be located in the southwest corner of porta cochere. It is anticipated that the level 16 restaurant tenant will provide a grease exhaust system as part of their TI, the ground level café space will be limited to food prep that does not require a hood.

11. Are the locations of all utility needs identified on the site plan and located to avoid creating a hazardous situation? Have utility providers been made aware of the proposed use and is there any information about utility needs?

Utility needs are identified on the site plan and are located to avoid creating a hazardous situation, with transformers proposed at the northeast corner of the site along Wilmington Ave. Gas meters are proposed in a secure alcove along the southern property line accessed from Sugarmont Drive. Our team has walked the site with RMP and are in conversations confirming transformer requirements and access.

Analysis of how the proposal might affect adjacent uses

1. What are the land uses adjacent to the property (abutting and across-the-street properties)?

The abutting property to the west is a multifamily residential project. North of our site across Wilmington Ave is a mixed-use multifamily residential project. The property across Sugarmont Ave south of our site appears to be unused at this time. East of our site across Highland Drive is a multi-tenant commercial development with a mix of retail, office and F&B uses.

2. Are exterior lights located and shielded to direct light away from adjacent uses and downwards (not directed to the sky)?

Yes, exterior lighting is designed to provide a well-lit ground level pedestrian experience, as well as architectural lighting directed on/toward the proposed project.

3. Are there access conflicts caused by the location or proximity of walkways, sidewalks, driveways, public streets or public spaces? Are there access conflicts caused by any proposed or existing structure on the property or adjacent to the property?

As mentioned above, the ground level of the project is designed to promote safe pedestrian and vehicular connection to the surrounding neighborhood context. Residential parking access is independent of bank parking and drive through functions. In addition to providing clearly marked pedestrian routes, signage and bollards, the porta cochere space is designed to provide a safe environment for pedestrians and vehicles to coexist.

4. How will the proposed use be separated from adjacent land uses? What screening or buffering features will be provided to reduce any impact identified in these questions?

The proposed bank use and associated drive through functions in a fashion very similar to the current existing drive through and impacts to adjacent sites are not anticipated.