SANDY CITY COMMUNITY DEVELOPMENT

JAMES SORENSEN
COMMUNITY DEVELOPMENT
DIRECTOR

MONICA ZOLTANSKI
MAYOR

SHANE E. PACE
CHIEF ADMINISTRATIVE
OFFICER

Staff Report Memorandum

November 20, 2025

To:	Planning Commission	
From:	Community Development Department	SPR07012025-006992
Subject:	IONNA EV Charging Station – Preliminary Modified Site Plan Review 151 W. 10600 S. [Community # 9, Commercial Area]	Auto Mall Commercial (AM-C) 0.43 Acre Site, 1,230 Sq. Ft. Building, 12 EV Charging Points

Public Meeting Notice: This item has been noticed to property owners within 500 feet of the subject area, on public websites, and at public locations.

Request

The applicant, Andres Villacres of IONNA Company, is requesting preliminary modified site plan review of the proposed conversion of a vacant gas station site into an electric vehicle (EV) charging station, for a property located at 151 W. 10600 S. The conversion of the old gas station site involves retaining the existing pump island canopy and adding two new canopies, remodeling of the existing 1,230 square foot building into a customer waiting area, the placement of 12 EV vehicle charging points, adding necessary utility infrastructure, and landscaping. Please see the attached application materials (Exhibit A through Exhibit G).

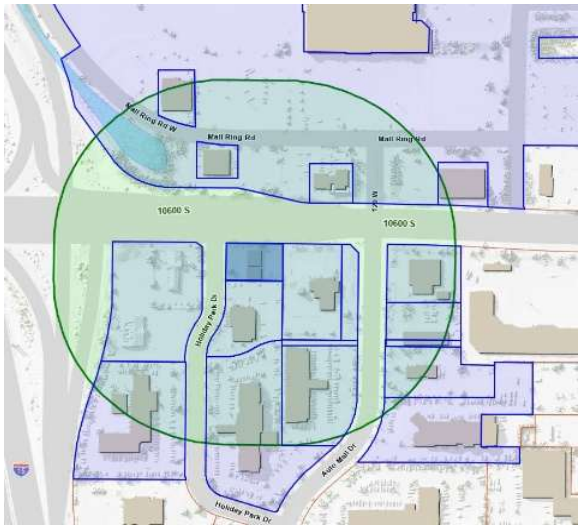
Background

The former automotive fueling station was built in 1985, prior to the Auto Mall development, but has been closed for many years. All zoning to the east, west and south of this site is Auto Mall-Commercial, with supporting commercial uses to the auto mall dealership area further south. To the north, across 10600 S. Street, is the Shops at South Town mall, zoned Central Business District (CBD) with commercial uses.

Property Case History	
Case Number	**Case Summary**
SPR 85-09	Rainbow Oil gas station, approved May 23, 1985, in Regional Commercial (CR) zoning district.
SPR 90-21	Auto Mall Common Area Plan for street layout and landscaping requirements, approved March 23, 1090.

Public Notice and Outreach

Mailed notices for the planning commission meeting have been sent to the property owners located within 500 feet of the subject property. No neighborhood meeting is required as no zone change or conditional use approval is required, and there is not any residential zoning in the area. Public notices were posted in public places and the required public web sites were notified of the project.



Analysis

Conservation of existing buildings and site infrastructure is important where possible and supports infrastructure sustainability. This site is suitable for the conversions to the electric vehicle charging needs of EV owners, especially when located along the interstate freeway system. This site has great access to I-15 via the 10600 South interchange. An automobile service station use is a permitted land use in the Auto Mall-Commercial (AM-C) zoning district. This proposed EV charging use would fall under that land use definition

Site modifications. Existing street access approaches and access to connecting parking lot driveways provides great access to this site and the conversion will not require replacement or new construction of public street infrastructure sidewalks or curb and gutter. The on-site landscaping areas will be modified and expanded to accommodate the new EV quick charging dispenser points. Four charging bays will be located under the existing former pump island canopy and two new canopies will be located on the west and east sides of the existing building. Four charging bays will be added under each new canopy structure, for a total of 12 charging points on site. Storm water will be detained on-site in underground systems. A new electric power transformer will be located on the southwest side of the building, and the existing dumpster enclosure will be retained on the southeast side of the building. This site will be unattended as a self-serve facility but electronically monitored for safety.

Off Street Vehicle Customer Parking. There will be 12 customer parking spaces on site, all under the existing and proposed canopies. No other customer or employee parking stalls will be provided, as the only customers using the site will be there for EV re-charging. No employees will be present and deliveries to support the vending machines will be coordinated to avoid peak user times.

Hours of Operation. This facility will be open 24-7. This location can allow this due to no residential zoning in proximity to the location.

Building Architecture and Design Requirements. The building is existing and will be repaired and painted to freshen the old structure. Windows and doors will be changed and relocated, and the roof-top mechanical systems will be screened behind the extended parapet walls. The former pump island canopy will be retained but painted to support the company's branding and two new canopies will be added, which are exactly what the company's branding requires. It is important that the electric vehicles are covered by a roof during the re-charging process, to not build up solar heat inside the vehicles during the recharging period.

Staff Concerns

Planning staff does not have any concerns with this commercial site conversion project. Modifications where required have been addressed and existing site infrastructure, landscaping and buildings have been retained where appropriate, considering this is a re-purposing of an unkept existing commercial site.

Recommendation

Staff recommends that the Planning Commission approve a modified site plan review for the IONNA EV Charging Station, as described in the staff report for the property located at 151 West 10600 S., based on the following findings and subject to the following conditions:

Findings:

1. This project will provide a sustainable re-use of an existing commercial site.

2. The proposed EV Charging Station use is needed to help develop the EV charging infrastructure necessary to accommodate longer distance travel in EV's, especially along the interstate highway system.

Conditions:

1. That the proposed building design, materials and colors is approved as presented in the application materials.

2. That the developer proceeds through the final site plan review process with staff prior to the start of any construction.

3. The final site plan shall comply with all Development Code requirements and those modifications required or allowed by the Planning Commission.

4. That the development complies with all Building & Safety, Fire and Life Safety Codes applicable to this type of use.

5. All utility boxes (i.e. transformers, switchgear, telephone, cable TV, etc.) shall be shown on the site plan and shall be placed underground or moved behind the front setback of the buildings and screened from view. Each box shall be shown in its exact location and shall be noted with its exact height, width and length. Building utility meters shall be mounted to the side or rear elevation or screened.

6. That the developer be responsible for the placement of a temporary 6-foot-high chain link fence around the perimeter of the project during the construction phase of the project for security. Said fences shall also be required to include fabric to prohibit blowing dust problems, if it becomes necessary or if it is required by the Community Development Department during Site Plan Review.

7. That the applicant complies with all department requirements as noted in all preliminary review comments or communications prior to submittal for final site plan review with staff.

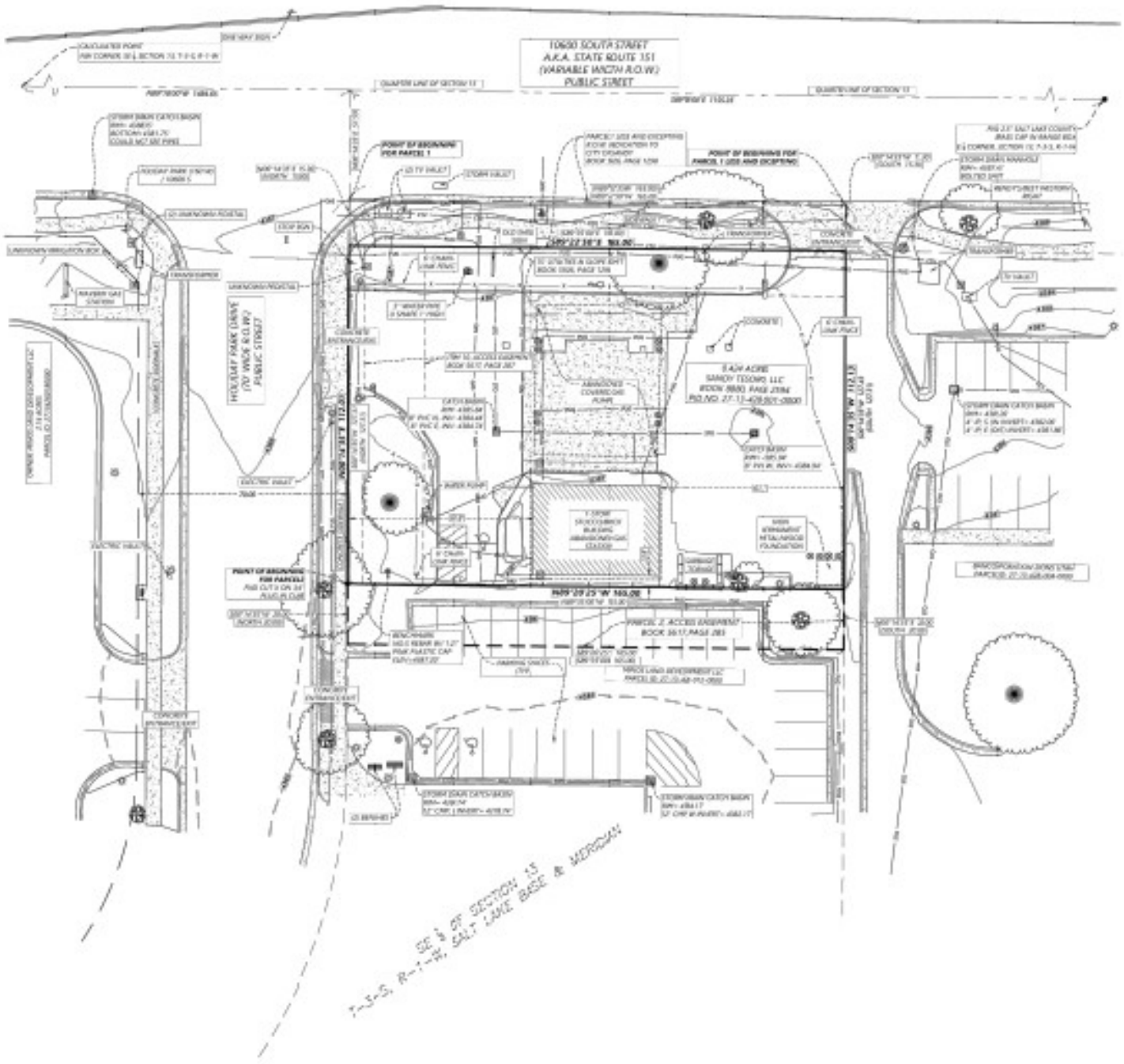
8. That all site and building signage be reviewed and approved by separate application, review and approval by Planning Staff.

Planner:

Douglas L. Wheelwright, Development Services Manager

File Name: S:\USERS\PLN\STAFFRPT\2025\IONNA EV CHARGING STATION CONVERSION\.DOCX

Exhibit "A" Existing Site Survey



"

Exhibit "B" Proposed Site Plan

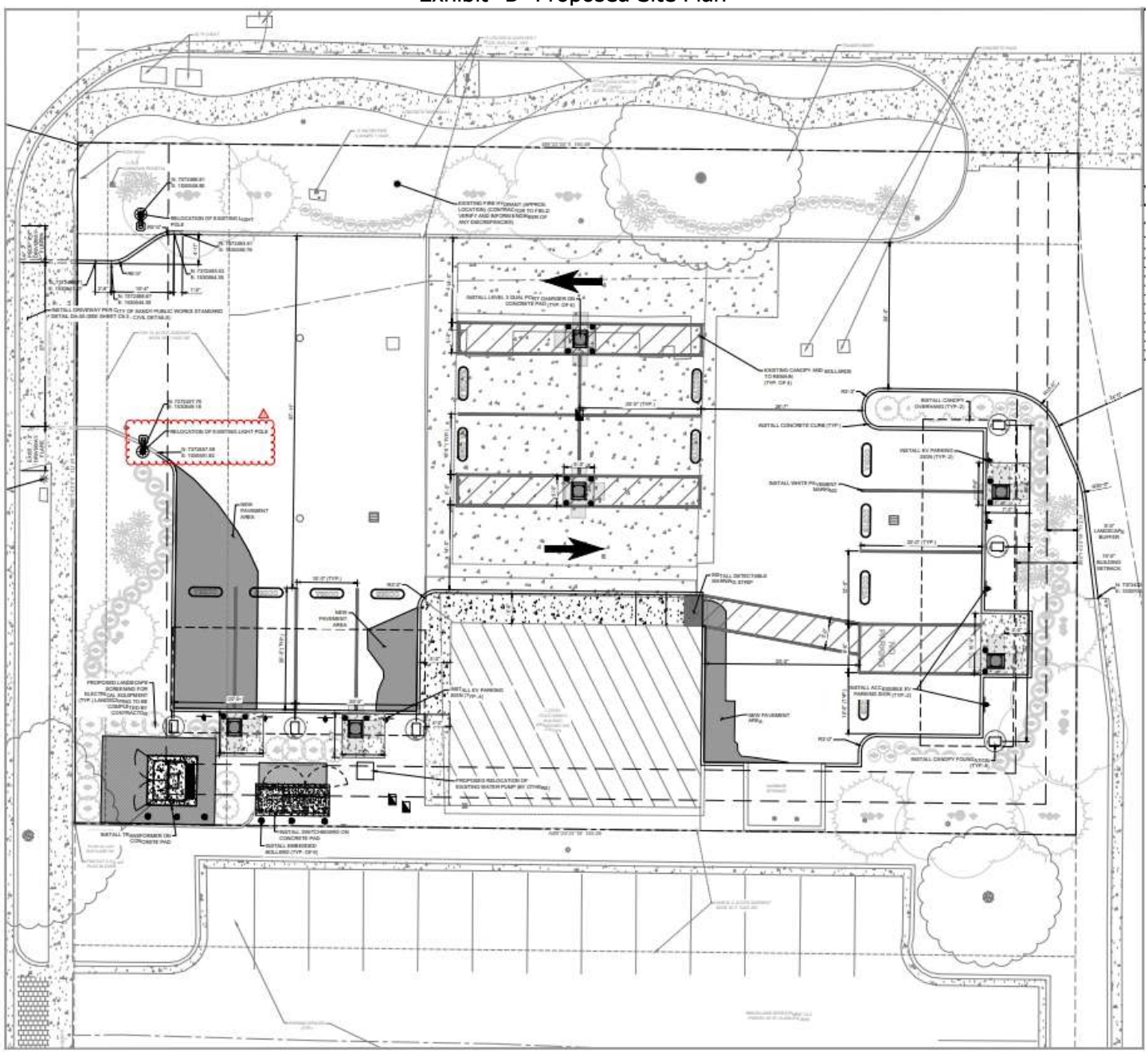


Exhibit "C" Proposed Landscape Plan

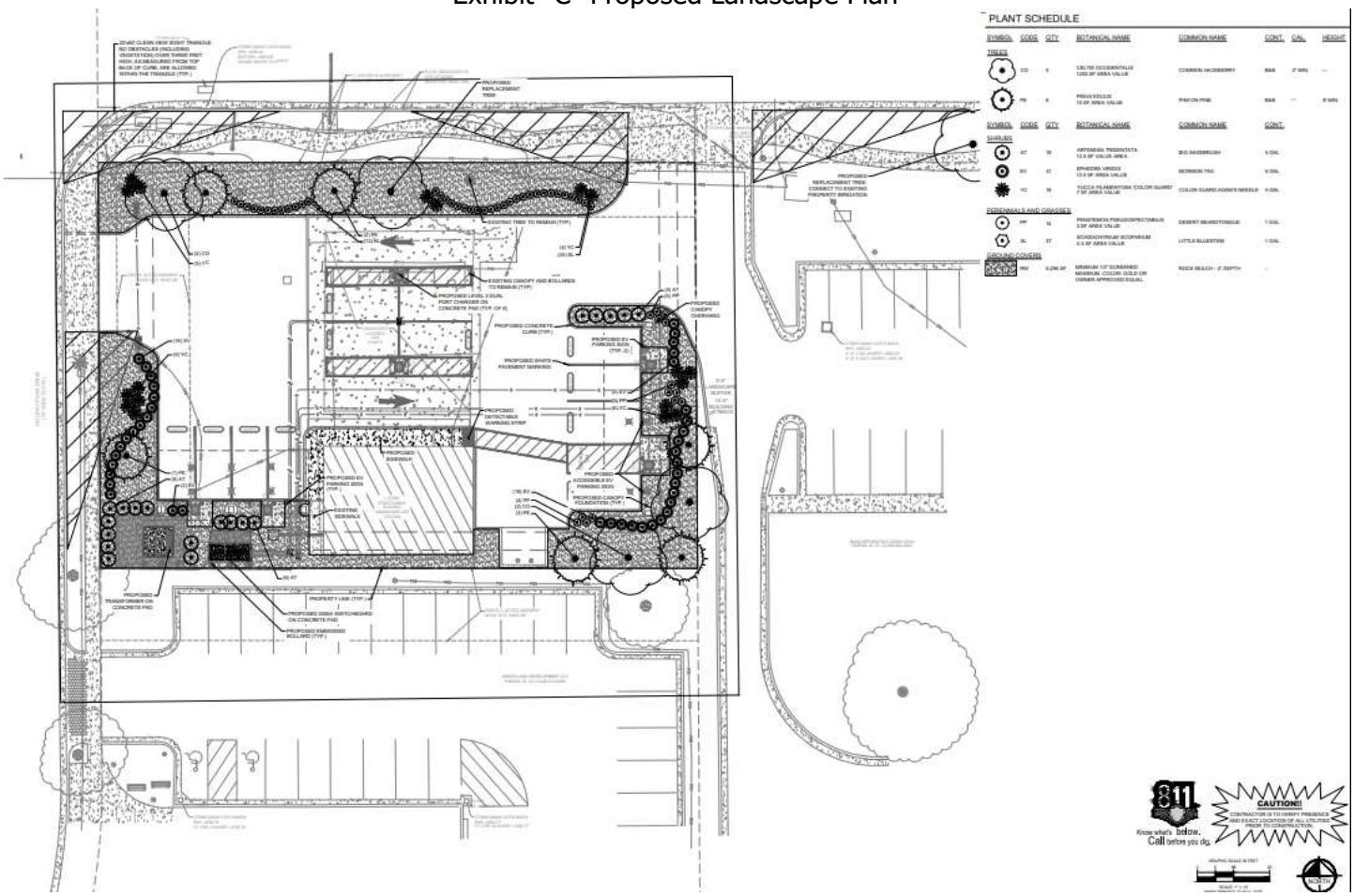


Exhibit "D" Building Elevations

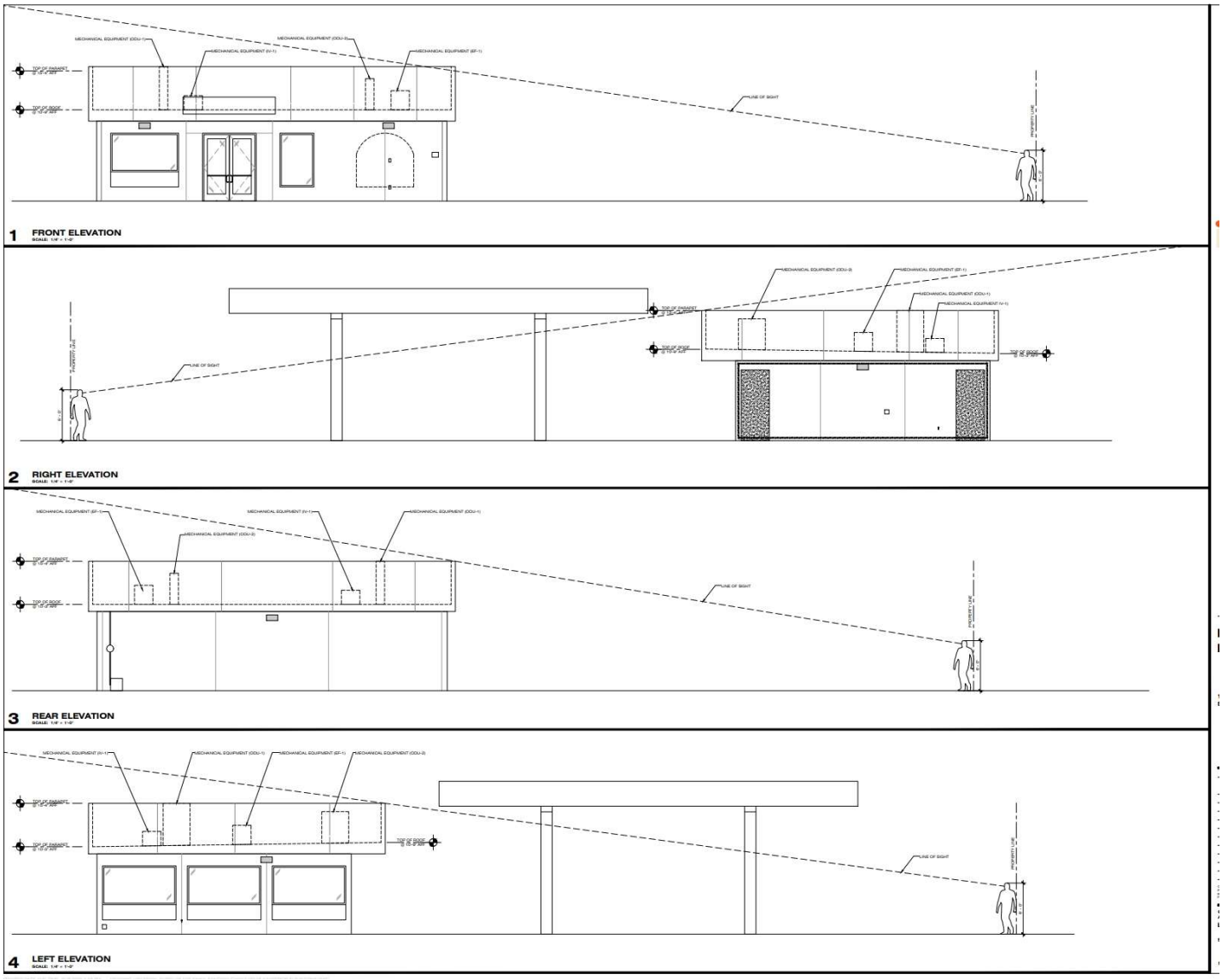


Exhibit "E" New Canopy Design

Exhibit "F" Charging Point Dispenser

hyc400

Product data sheet 1/3

100 kW to 400 kW
DC-charging system
for EVs

Up to 97.5 %
efficiency under full load

Up to 2x 600 A
simultaneous output

50 kW
dynamic load management granularity

150 - 1000 V
output range

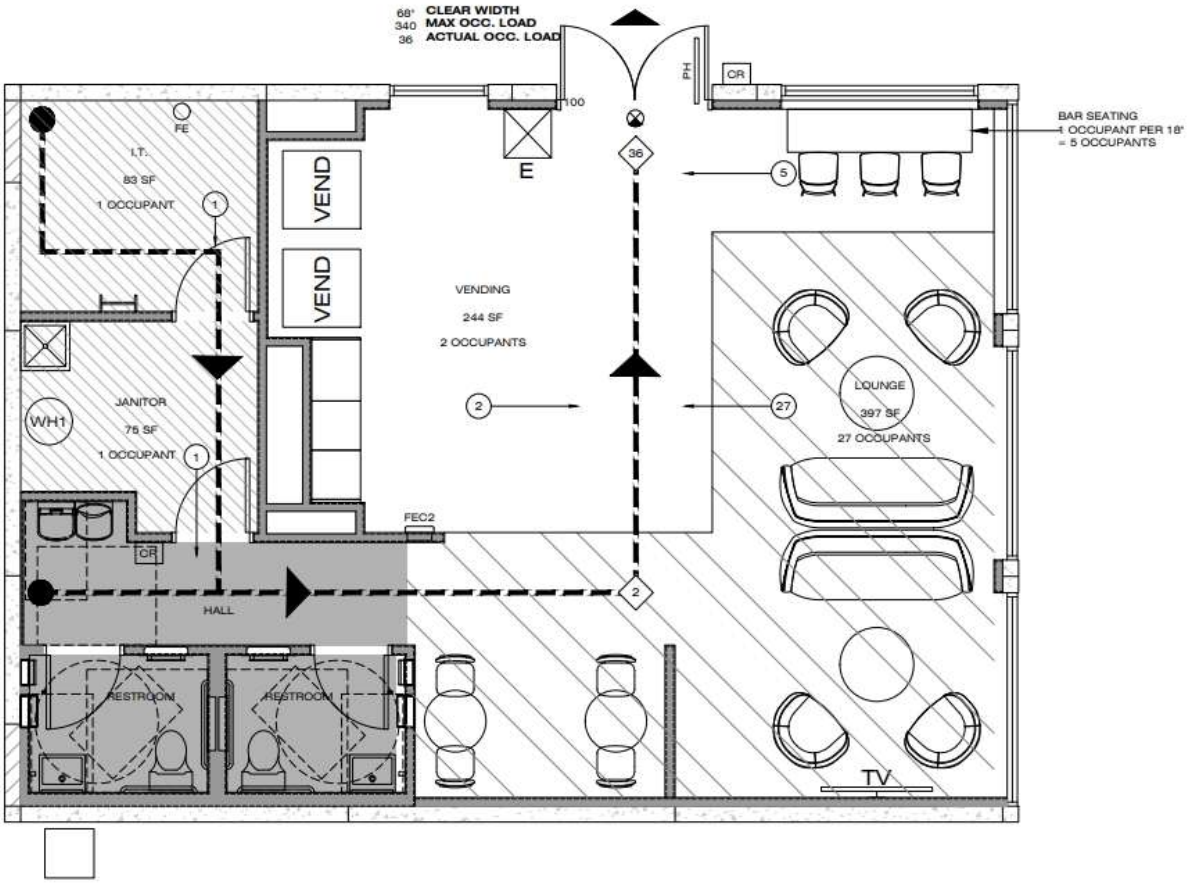
Bidirectional
future capability

All-in-one design for an ultra-compact footprint

Up to 4 simultaneous charge outputs

Power-Stack scalable architecture

Exhibit "G" Customer Waiting Area Floor Plan



LIFE SAFETY PLAN