

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, JUNE 8, 2026

6:30 PM

Consent Agenda:

1. Approval of minutes from the May 11, 2026 DRB
Panel A meeting



**Development Review Board Panel A
Regular Meeting Minutes
May 11, 2026**

Wilsonville City Hall & Remote Video Conferencing
<https://www.ci.wilsonville.or.us/meetings/pc>

CALL TO ORDER - ROLL CALL

Chair Galloway called the meeting to order at 6:30 pm.

Present: Alice Galloway, Jordan Herron, Janis Sanford

Excused: Megan Chuinard, Mitch Cooper

Staff Present: Kimberly Rybold, Amanda Guile-Hinman, Hannah Tuia, Alie Cloo, Amy Maag, Miranda Bateschell, Chris Myers, and Shelley White

CHAIR'S REMARKS

The Conduct of Hearing and Statement of Public Notice were read into the record.

CITIZEN INPUT

There was none.

CONSENT AGENDA

1. Approval of minutes of the February 9, 2026 DRB Panel A meeting

Jordan Herron moved to approve the February 9, 2026 DRB Panel A meeting minutes as presented. Janis Sanford seconded the motion, which passed 3 to 0. (Ayes: Herron, Sanford, Galloway)

PUBLIC HEARING

2. **Resolution No. 443. iONNA Electric Vehicle Charging Station.** The applicant is requesting approval of a Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review, and Class 3 Sign Permit for an electric vehicle (EV) charging station with 16 EV charging stalls and an amenities building housing restrooms and vending machines.

Case Files:

- DB25-0004 iONNA Electric Vehicle Charging Station
- Stage 1 Preliminary Plan (STG125-0002)
- Stage 2 Final Plan (STG225-0003)
- Site Design Review (SDR25-0004)
- Class 3 Sign Permit (SIGN25-0009)

The following exhibit was entered into the record:

- Exhibit B6: One, printed page dated May 11, 2026 showing two emails confirming the change in the subject site's ownership to Seth Cutler, iONNA, LLC.

Chair Galloway called the public hearing to order at 6:38 p.m. and read the conduct of hearing format into the record. All Board members declared for the record that they had visited the site. No board member, however, declared a conflict of interest, bias, or conclusion from a site visit. No board member participation was challenged by any member of the audience.

Associate Planner Tuia announced that the criteria applicable to the application were stated starting on page 2 of the Staff report, which was entered into the record. Copies of the report were made available to the side of the room and on the City's website.

Associate Planner Tuia presented the Staff report via PowerPoint, briefly noting the site's location and reviewing the requested applications as follows:

- Proper noticing procedures were followed for the application with notice mailed to all property owners within 250 ft of the subject property. Notice was also published in the newspaper, on the City's website, and placed on the subject site. One public comment was received. (Exhibit D1)
- The four requests before the Board were objective in nature, as they involved verification of compliance with Code standards. None were discretionary in nature.
- Planned Development Stage 1. The subject site was currently vacant, did not have an existing master plan or any previous approvals, and was zoned Planned Development Industrial (PDI).
 - The Stage 1 Preliminary Plan proposed a new EV charging station and an amenity building with an overall development and layout consistent with the PDI Zone. The PDI Zone allows for limited, service commercial use, which the subject use fell under.
 - Service commercial under 5,000 sq ft was permitted in PDI. The charging area, charging units, and the amenity combined totaled approximately 3,650 sq ft, falling under the threshold. As such, the development proposal was an eligible use in the PDI Zone.
- Planned Development Stage 2. In the Stage 2 Final Plan, the Applicant proposed installing 16 EV charging stalls, which are partially covered by two canopies. Additionally, the 260 sq ft amenities building would house restrooms and vending machines, with the vending machines in a recessed portion of the building. Picnic tables and a pet relief area would be located outside.
 - Proposed site improvements met or exceeded City standards for parking, circulation areas, pedestrian connections, landscaping, utilities, and other site features.
- Site Design Review. The Applicant used appropriate professional services to design structures on site using quality materials. The new amenity building was attractively designed utilizing Hardie plank siding.
 - The recessed area with the vending machines would be located under the snack dispenser sign. Restrooms would be located behind separate doors. (Slide 7)

- The Applicant’s proposed landscaping was professionally designed by a landscape architect and exceeded the area requirements, incorporating a variety of plant materials and demonstrating appropriate attention to landscaping.
- Class 3 Sign Permit. The Applicant proposed two building signs, one “iONNA” sign and one sign above the snack dispenser. Additionally, two, smaller “iONNA” signs were proposed on each of the canopies. All proposed signs were compliant with Code requirements, including size, placement, materials, etc.
- Ownership update. After publication of the Staff report, Staff was informed that the site’s ownership had changed to iONNA, LLC. New Exhibit B6 confirmed the change in ownership, updating the Staff report. The amendments were read into the record as follows (Slides 9 & 10, Exhibit A2):

(Note: deleted language struck through, additional language in bold, italic text)

- On the Staff report cover page to state, “~~David Wales, Barber Street Wildcat, LLC~~ **Seth Cutler iONNA, LLC.**”
- On Page 14, update the Initiating Application Finding to state, “The application has a signature of David Wales, an authorized signer for the property owner **at the time of application**, Barber Street Wildcat, LLC. **Exhibit B6 provides confirmation that the current property owner is iONNA, LLC.**”
- On Page 15, amend Finding A6 to state, “The property affected by the revised Stage 1 Preliminary Plan ~~is was~~ under the sole ownership of Barber Street Wildcat, LLC. **at the time of application** and the application has been signed by David Wales, authorized to sign on behalf of Barber Street Wildcat, LLC. **Exhibit B6 provides confirmation that the current property owner is iONNA, LLC.**”
- On Page 17, amend Finding B2 to state, “The subject parcels were under the ownership of the Barber Street Wildcat, LLC. at the time of application, for whom an authorized signer, David Wales signed the application. **Exhibit B6 provides confirmation that the current property owner is iONNA, LLC.**”

Janis Sanford asked if the original application needed to be updated due to the change in ownership.

Ms. Tuia replied that because the application was correct when submitted, it did not need to be updated. Exhibit B6 confirmed that the current property owner was aware of the application on the property, and they intended to proceed.

Chair Galloway called for the Applicant’s presentation.

Andres Villacres, Site Development Manager, iONNA, LLC, stated the Applicant was very excited about the project and planned to expand quickly throughout the United States and eventually North America.

- Wilsonville was a key location, as the subject site was located right off I-5. iONNA, LLC was aggressively building a Level 3 DC fast-charging network, which included the subject site in Wilsonville.

- A Level 3 charger could charge a vehicle from 0 to 80 percent in approximately 30 minutes with a full charge in an hour. iONNA provides a high-quality charging experience, especially for flagship-level sites like the subject site with restrooms, vending machines, and canopy covers that enable users to relax in a comfortable, safe, well-lit environment while their cars were charging.
- He thanked Ms. Tuia for her assistance and offered to answer any questions from Board members.

Chair Galloway stated she was thrilled with the project as she owned an electric car and the facility would be convenient. She asked what types of chargers would be available and for what types of vehicles, and about the hours of operation.

Mr. Villacres replied that the United States had two nationwide standards, CCS and MACS, or the Tesla charger. Of the nine chargers, six would be dual-port CCS chargers in twelve bays, and three would be dual-port MACS chargers for Teslas in six bays. The sites ran fairly independently and would be open 24 hours a day, 7 days a week (24/7).

Chair Galloway asked where the pet relief area would be in relation to the charging bays and restrooms.

Mr. Andres explained that the pet relief area would be located in the northwest corner of the property, west of the northern row of chargers.

Jordan Herron stated the facility was thoughtfully designed and he liked the project.

Chair Galloway called for public testimony regarding the application.

Staff noted an attendee on Zoom, who had submitted testimony via email, was inadvertently removed from the meeting and they were seeing if he could call in to give his testimony.

Jordan Herron moved to take a five-minute recess. The motion was seconded by Janis Sanford and passed 3 to 0. (Ayes: Herron, Sanford, Galloway)

Chair Galloway reconvened the meeting at 7:01 pm.

Mike Sharpe, Wilsonville, Oregon asked if there would be attendants at the station, and how often the bathrooms and pet areas would be cleaned.

Mr. Villacres replied the site would be unmanned, but would have 24/7 security cameras, reviewed by humans, and numbers onsite to call in case of emergency. For cleaning, iONNA partnered with local and national janitorial firms. Initially, cleanings would be done daily and then adjusted to perhaps, every other day. The maintenance team would keep the pet relief areas tidy as well.

Eric Schaffner, Portland, encouraged the Board to approve the resolution. He had followed iONNA closely since the business began and its projects of building high-quality EV charging sites nationwide. He had visited three of iONNA's active locations near Salem, and in Vancouver, Washington, and Colorado, and all were uniformly clean, safe, attractive, and reliably functional. He believed the proposed location, which he had also visited, was an excellent choice that would be appreciated by both local EV owners and those transiting through the area.

Chair Galloway confirmed there was no other public testimony and called for the Applicant's rebuttal.

Mr. Villacres thanked the members of the public for their support, noting that iONNA appreciated public feedback, even if opposed, as that was how iONNA improved itself.

Janis Sanford asked about the timeline for completion.

Mr. Villacres replied that after approval, receiving the building permit would take approximately 60 to 90 days, and constructing the facility would take about 8 to 12 weeks. As long as the permitting went smoothly, the Applicant expected the project to open by the end of the year.

Chair Galloway asked if the Applicant had a marketing plan to inform people about the new charging facility.

Mr. Villacres stated he would have to consult with the iONNA marketing team for a definitive answer, but he understood that as the site neared completion, the marketing team would reach out to the City to see about a ribbon-cutting or other events since this was one of iONNA's flagship-tier sites.

Chair Galloway confirmed there were no additional questions or discussion and closed the public hearing at 7:08 pm.

Janis Sanford moved to adopt the Staff report with the addition of Exhibit B6, and the amendments as read into the record by Staff. Jordan Herron seconded the motion, which passed 3 to 0. (Ayes: Herron, Sanford, Galloway)

Jordan Herron moved to adopt Resolution No. 443, including the amended and adopted Staff report. Janis Sanford seconded the motion, which passed 3 to 0. (Ayes: Herron, Sanford, Galloway)

Chair Galloway read the rules of appeal into the record.

BOARD MEMBER COMMUNICATIONS

3. Results of the February 23, 2026 DRB Panel B meeting
4. Results of the April 27, 2026 DRB Panel B meeting
5. Recent City Council Action Minutes

STAFF COMMUNICATIONS

6. Frog Pond East and South Training

Senior Planner Rybold and **Planning Director Bateschell** noted the training was being provided in anticipation of upcoming Frog Pond applications, including a public hearing scheduled for May 28, 2026. DRB Panel B was also provided the training last month as both DRB panels would be convened for the May meeting. Staff presented the Frog Pond East and South Training via PowerPoint, describing the background and key differences between the Frog Pond East and South Master Plan and its implementing Development Code and what the Boards had seen with Frog Pond West.

Staff responded to Board questions by clarifying accessible housing requirements, urban form standards, expected development patterns based on parcel size and ownership, cottage cluster concepts, planned Stafford Road and Frog Pond East commercial area improvements, anticipated park ownership and maintenance responsibilities, and the potential for future waiver training.

ADJOURNMENT

The meeting was adjourned at 7:54 p.m.