

DEVELOPMENT REVIEW BOARD MEETING
MONDAY, JULY 27, 2026
6:30 PM

Consent Agenda:

1. Approval of minutes of the June 22, 2026 DRB Panel B meeting



Development Review Board Panel B

Regular Meeting Minutes

June 22, 2026

Wilsonville City Hall & Remote Video Conferencing

<https://www.ci.wilsonville.or.us/meetings/DRB-B>

CALL TO ORDER - ROLL CALL

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

CHAIR'S REMARKS

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

ROLL CALL

Present: Dana Crocker, John Andrews, Kamran Mesbah, and George Dunn

Excused: Rachelle Barrett

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

CITIZEN INPUT

There was none.

CONSENT AGENDA

1. Approval of minutes of the April 27, 2026 DRB Panel B meeting

Kamran Mesbah moved to approve the April 27, 2026 DRB Panel B meeting minutes as presented. George Dunn seconded the motion, which passed 4 to 0. (Ayes: Andrews, Mesbah, Dunn, Crocker. Nays: None.)

PUBLIC HEARING

2. **Res. No. 446 Sysco Expansion.** The applicant is requesting approval of rezoning of approximately 33.00 acres, a Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review, Class 3 Sign Permit, Type C Tree Removal Plan, Standard SRIR Review, Lot Line Adjustment and Standard SROZ Map Verification for 380,000 square feet of warehouse expansion for Sysco Portland, Inc.

Case Files:

DB25-0010 Sysco Zone Map Amendment & Facility Expansion Master Plan

- Zone Map Amendment (ZONE25-0002)*
- Stage 1 Preliminary Plan (STG125-0004)

- Stage 2 Final Plan (STG225-0007)
- Site Design Review (SDR25-0009)
- Class 3 Sign Permit (SIGN25-0012)
- Type C Tree Removal Plan (TPLN25-0006)
- SRIR Review (SRIR25-0002)
- Lot Line Adjustment (ARC226-0002)
- Verification of Boundary (Standard) (SR0Z26-0001)

***The DRB Action on the Zone Map Amendment is a recommendation to the City Council.**

Chair Crocker called the public hearing to order at 6:37 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.

Senior Planner Myers 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.

Senior Planner Myers presented the Staff report for the Sysco Facility Expansion and Master Plan via PowerPoint, briefly noting the site's location and background and reviewing the requested applications with these key comments:

- Proper noticing was followed for this application with public hearing notice mailed to property owners within 250 ft of the subject property, onsite postings, and notice published in the newspaper and on the City's website.
- Project Overview. The Applicant, Sysco Portland, Inc., was planning an expansion of nearly 33 acres due west of its existing facility at 26250 SW Parkway Center Drive, bringing in approximately 372,000 more square feet of structure into the city.
 - The project would occur in two phases and included expanding and building out SW Parkway Avenue to ensure safe freight, pedestrian, auto, cycling and transit travel.
- Existing Conditions. The Applicant owned two properties in addition to 26250 SW Parkway Center Drive, a small strip parcel that housed what was commonly referred to as the Sysco Ditch and the subject undeveloped property of approximately 32.69 acres located due west of the existing facility. (Slide 7)
 - The Bonneville Power Administration (BPA) power lines and Weidemann Road right-of-way was located just south of the southern property line, on which the Applicant would be building out a trail.
- Zone Map Amendment. The DRB's recommendation to City Council was being requested for the Zone Map Amendment and a public hearing was scheduled at City Council for July 20, 2026. (Slide 8)
 - The Applicant proposed to rezone Lot 1100 from Future Development Agricultural Holding (FDAH) to PDI Regionally Significant Industrial Area (RSIA), consistent with

Metro's Title IV Industrial and Other Employment Areas, as part of Metro's Urban Growth Management Functional Plan.

- The purpose of Title IV was to protect Regionally Significant Industrial and Employment Lands from encroachment by incompatible uses and to preserve those areas for long-term economic development and freight activity.
- The subject property was within Metro's Regionally Significant Industrial Area, and the proposed rezoning from FDAH to PDI RSIA would bring the zoning designation into compliance with Metro's Title IV as well as Wilsonville's Comprehensive Plan.
- The Stage 1 Preliminary Plan consisted of the initial 84,000 square foot expansion to the existing Sysco facility. Other components of Phase 1 included circulation improvements, stormwater facilities, particularly along the southern edge of the property, relocation of the existing Sysco Ditch, tree removal and mitigation activities, and utility improvements and landscaping. (Slide 9)
- The Stage 2 Final Plan included a continuation of Building 1, an expansion on an expansion and a separate structure. Together, those two structural improvements were approximately 288,000 square feet of new structure on the property for a total of 372,000 square feet when including the initial 84,000 square feet in Phase 1. (Slide 10)
 - Phase 2 included future building footprints, parking and loading areas, truck circulation, internal access points, landscaping, and utilities. Reviewing the Stage 2 Final Plan at this time allowed the City to evaluate the ultimate buildout of the site, ensure that infrastructure and circulation were planned comprehensively, and that conditions that would govern future developments were established.
- Site Design Review. The proposed design would allow Sysco to maintain its existing operations while accommodating future buildouts and future development on its property. (Slide 11-14)
 - As part of the project, Sysco was required to build out half-street improvements for its frontage on SW Parkway Avenue, including an internal pedestrian connection consisting of sidewalks and pathways, the Weidemann Road Trail to the south, and a transit stop improvement on SW Parkway Avenue. The location of the bus stop would be coordinated with SMART.
 - Extensive landscaping throughout the site would include street trees, parking lot landscaping, landscape buffers, tree preservation, including most of the oak grove in the corner of the property, and wetland and mitigation plantings were proposed.
 - The western facade of Building 2 was fairly close to SW Parkway Avenue and very visible from I-5, so Staff had worked with the Applicant to soften the massing of the building as it was approximately 31 feet tall and nearly 400 feet long. Design elements to achieve that included Sysco-blue horizontal paint striping, the addition of a sign, gray-painted elements that resembled doors, and four 15-foot trellis structures that would support climbing vines to further soften and break up the façade.
 - Trees were also required to be planted at no more than 50 feet apart for the full facade. As a package, these elements were intended to soften the appearance of the building, especially for a site so prominent to I-5 and SW Parkway Avenue. The Site Design as

proposed balanced the operational needs of a regional distribution facility with reasonable architectural elements.

- Required half-street improvements included a buffered bike lane, a parking strip, curb and gutter, and turn lanes to add to safety. In addition, SW Parkway Avenue would be widened to better accommodate the addition of freight traffic.
- Class 3 Sign Permit. Two monument signs, both 8 ft x5 ft, were proposed, one at the north entrance across the street from the Target and Costco ingress and egress and one on the western side of the property on SW Parkway Avenue. Both signs met City Code. (Slide 15)
 - DRB would be approving the signs conceptually, as the details of the sign permits would be reviewed through a later process and permit approval following that. On-building signs were also proposed and met existing Code.
- Type C Tree Removal Plan. Of the 86 trees currently on site, the Applicant proposed removal of 73 trees and the retention of 13. A significant amount of mitigation and replanting was proposed, as the Applicant would detail in their presentation. (Slide 16-17)
 - Many of the trees proposed for removal were located along the Sysco Ditch on the eastern side of the property. To facilitate the proposed configuration of circulation, parking, building structure, and relocation of the stormwater ditch to the upper and western side, those trees would need to be removed.
 - Although a few trees were being removed from near and inside the grove, the grove itself was primarily preserved. An extensive planting plan was proposed, particularly through the parking lots to the north and along the southern portion of the site.
 - Currently, the landscaping shielded some of the visual impact of the large industrial buildings, and that would continue.
- The Lot Line Adjustment would reconfigure existing property lines to accommodate the phased expansion. One of the proposed building expansions extended over the north-south property line where the Sysco Ditch was located, and the Lot Line Adjustment resolved that issue and ensured that buildings were located entirely on legal lots. (Slide 18)
 - The Lot Line Adjustment did not increase the intensity of the development or create additional development rights. It was primarily an administrative action necessary to support the master plan and modify the parcel configuration to align with the building footprints and ensure that setbacks were met.
- The Significant Resource Overlay Zone (SROZ) verification identified the existing natural resources on the site, including Wetlands A, B, and C, and the existing drainage channel commonly referred to as the Sysco Ditch. (Slide 19)
 - The request verified the location and extent of the site's significant resources and, because portions of those resources were affected by the proposed development, the project also requires a Significant Resource Impact Report (SRIR). The purpose of the SROZ verification was to confirm the location, extent of the resources established, and to establish the framework for evaluating those impacts and required mitigation.
- SRIR Review. As proposed, the project resulted in impacts to approximately 0.63 acres of Significant Resource Area, which included a portion of the existing drainage channel. To address those impacts, the Applicant proposed approximately 0.95 acres of mitigation, together with approximately 3.94 acres of riparian buffer area. (Slide 20)

- New wetland and channel improvements, native planting, habitat enhancement and water quality benefits were proposed, as well as, in theory, long-term ecological function. While those impacts occurred on site, the mitigation and buffer enhancement was intended to provide greater ecological function than the existing disturbed drainage channel. Kerry Rappold, the City's Natural Resources Manager, had reviewed this extensively and felt comfortable with the process and the mitigation proposal.
- Staff recommended DRB approval of the Zone Map Amendment to City Council and approval of eight requested applications, subject to the conditions of approval contained in the Staff report, as Staff had found that the subject proposal satisfied the applicable approval criteria.
- He noted one public comment was received in support of the project.

Senior Planner Rybold entered the following exhibits into the record, which were emailed to the Commission earlier in the day:

- **Exhibit A3:** Planning Division Memorandum to DRB, dated June 22, 2026, which outlined recommended modifications to the Staff report by the Applicant as noted in Exhibits B4 and B5.
- **Exhibit B4:** Sysco Land Use Memo, dated June 18, 2026
- **Exhibit B5:** Trash Hauler Site Plan, submitted June 18, 2026

Kamran Mesbah asked how many new employment positions the expansion was expected to generate.

Senior Planner Myers responded that he did not know and deferred to the Applicant, noting that he did not want to misrepresent any numbers.

Mr. Mesbah stated that the walking path to the south of the campus, and the continuity of that path with the rest of the sidewalks near Costco, was unclear on the site plan, noting that the thick boundary line on the site plan made it difficult to follow. The site plan showed indications of trails in the green space area, and he asked whether the trail on the south boundary of the new expansion continued east and whether it would also go north toward Costco or if there would only be a sidewalk with a bike path on the new expanded pavement.

Senior Planner Myers responded that the Applicant would build out the trail on the Weidemann Road right-of-way due south of the subject property for the extent of their property, which did not extend all the way over to Canyon Creek Road.

Mr. Mesbah stated on the Canyon Creek Road end of the property, the trail seemed to be mowed, rather than trampled like a makeshift trail.

Development Engineering Manager Maag clarified that at the time Canyon Creek Road was built, it was anticipated that Weidemann Road would be a full street; however, when the Transportation System Plan (TSP) was adopted and updated a couple years ago, it was changed

to a multi-use path which would continue in lieu of full access. There was a short section with a different property owner that would be the City's responsibility to complete construction.

Senior Planner Myers added that the Applicant would build out the trail just for their length of the southern property line. There was no requirement for the Applicant to build out any trails on the north side of the property; only the street improvements were required.

Mr. Mesbah asked if the walking path to the south of the property was paved or concrete and if it was a bike path or just a pedestrian pathway.

Development Engineering Manager Maag responded that the path is a concrete sidewalk but operated more like a pathway at this time and did not meet the City's typical frontage improvements. The City was trying to determine whether it could partner with the developer to fill any gap and complete the improvements all the way from ParkWorks, where there was a sidewalk, through to the Sysco property, so that pedestrians and bicyclists had a more pleasant experience. Otherwise, improvements were done when development happened. Currently there was development between ParkWorks, where there was a sidewalk, and a company called ESS, and then the Weidemann Road right-of-way and then the Sysco property.

Mr. Mesbah clarified the path he was referring to was in ParkWorks to the south. It was unclear whether it was a sidewalk because it meandered and looked like a pedestrian trail.

Development Engineering Manager Maag confirmed it was a concrete sidewalk that operated more like a pathway at present. It did not meet the City's typical frontage improvements.

Mr. Mesbah understood that pathway would connect to the newly improved SW Parkway Avenue sidewalk portion to complete the connection.

Development Engineering Manager Maag responded that there might be a gap, even though the City would not want that gap and would look at how to partner to fill it in. The subject Applicant, however, could not be required to do offsite improvements.

Mr. Mesbah stated that when he visited the site, there was no gap. What Ms. Maag had called a sidewalk ended at the south boundary of the property.

Development Engineering Manager Maag assured Staff would look at tying it in to ensure pedestrian access.

Mr. Mesbah understood that with the new improved street layout, the path would become a sidewalk, and the bike path would be similar in nature to the bike path on the south end of the property along SW Parkway Avenue.

Senior Planner Myers confirmed that bike paths were part of street improvements, but the City could not require Sysco to build offsite, only on its frontage, which resulted in the gap addressed by Ms. Maag. However, the City was trying to partner up and figure out how to address that gap.

Mr. Mesbah explained he was trying to figure out the continuity and connectivity.

Senior Planner Myers added that where connections were close, they would be tied together. The City would not leave a small offset of 5 to 10 ft. As designs came through, the engineering team would catch those issues and ensure they were addressed.

George Dunn understood that two or three Oregon White Oaks were to be removed as they were infected with Mediterranean oak borer (MOB). He asked if there was a list of trees that would be planted, noting that the only reference he could find in the documentation was to native evergreen and ornamental trees. He asked if the City had considered replacing or planting additional Oregon White Oaks instead of evergreens or ornamentals, given the huge decline in oak savannahs within the Willamette Valley and the crucial role they played in local ecology. A substantial portion of the wetland would be removed, and a newly-created wetland area established, and planting additional Oregon White Oaks could aid in increasing habitat, as referenced in Section 4.176 of the applicable criteria.

Senior Planner Myers replied there was no tree-planting list at this time, although the Applicant would be required to plant to the City's tree list. He believed the City preferred a one-for-one replacement of white oaks, but he needed to confirm that.

Mr. Dunn noted that during his site visit, he observed a fledgling kestrel and her two parents hunting on the property, demonstrating it is an active hunting ground. He also saw some western bluebirds near the Oregon white oaks, noting that oak trees act as a central part of the western bluebird's life cycle, and two endangered killdeer, one of which was performing a broken-wing display suggesting a nest was nearby as killdeer lay their eggs in the grass and on the ground. He expressed concern about the loss of habitat in that area, the wildlife species that live there, and the importance of doing what could be done to preserve it. He noted that Section NR 9 noted on Page 19 of Exhibit A1 addressed the submission of a Monitoring and Maintenance Plan to ensure that plants replanted in the newly created wetland area in the northern part of the site were monitored for five years, yet all the research he found regarding ecology and the ability of newly established wetlands to settle suggested that the process took 10 to 20 years, so he was concerned that the monitoring period could be too short and that once monitoring ended, the habitat could decline and the wetland could be lost.

Senior Planner Rybold noted that Sheet 18 of Exhibit B2 contained a preliminary landscape plan that included information about proposed plantings on the site, including a tree list.

Natural Resources Manager Rappold stated that City Code required plants to be monitored five years, which was also very consistent with what was required when other impacts were made to jurisdictional wetlands, which the subject wetlands were. As such, the City would require a permit from the Department of State Lands or the Army Corps of Engineers, which also had a five-year monitoring period. The City Code protected Locally Significant wetlands. There was a lot of good information supporting the conclusion that if a site could get through the establishment period of the first two years, five years was a pretty robust period of time. Although things could change tremendously over a 10 or 20 year period, five years would ensure that what had been required of a site such as the subject wetland would be established.

Senior Planner Rybold confirmed that Sheet 18 of Exhibit B2, the large plan set, highlighted the trees and the wetland mitigation plantings that would be required as part of the relocation of the Sysco Ditch.

Chair Crocker asked about site access, the amount of large truck traffic that would be coming in and out of the site, and whether the existing access off SW Parkway Avenue would continue to be used.

Senior Planner Myers replied that the old driveway to the former house on the property would no longer function in that way.

Chair Crocker clarified her the question regarded the flow of traffic in and out of the site. Currently, most of the traffic flowed from SW Burns Way, and she asked whether all of the traffic from Sysco would be redirected onto SW Parkway Avenue, with the new entrance and exit near I-5, and if there would be just one entry point.

Senior Planner Myers deferred to the Applicant but believed the current access would still be functional for portions of the facility with most trucks accessing off SW Parkway Avenue once constructed as that was part of Phase 2. He confirmed that trucks traveling south on SW Parkway Avenue would turn left into the property and a left turn lane would be provided.

Development Engineering Manager Maag clarified that the southernmost connection would not be in place for Phase 1 but would be added with Phase 2 when the second building was constructed. The traffic analysis anticipated that most of the truck traffic, especially coming from I-5, would use the Elligsen and not the Wilsonville Road interchange.

Chair Crocker confirmed there were no further questions from the Board and called for the Applicant's presentation.

Maureen Jackson, Project Planner, Sysco, thanked Senior Planner Myers for his presentation, Staff report, and assistance with the project, noting that Project Engineer Bill and Architect Tara from Standridge were also present to help answer any technical questions. She presented the Applicant's presentation via PowerPoint with these key comments:

- Project overview. The proposed expansion of the Sysco campus required approval of nine applications. The 32-acre property was located just west of the existing Sysco development and south of Target and Costco, with easy access to I-5 at Exit 286.
- Zone Map Amendment. The property was currently designated FDAH, and the Applicant was requesting the Board recommend approval of a Zone Map Amendment to City Council to change the zoning designation from FDAH to PDI RSIA. (Slide 4)
 - The requested zone change was consistent with the City's Comprehensive Plan, which identified the property as industrial and supported Metro's RSIA policies. The Comprehensive Plan also noted the property was located in Area of Special Concern, Area A, and that special designation supported the proposed industrial development.
- Existing Site Conditions. The site was located just west of the existing Sysco development and currently vacant except for a grove of trees located in the northwest corner of the site and trees along the eastern boundary in the Sysco Ditch. There were two existing accessways into the site that would be relocated for safety. The proposed stormwater management design mimicked the flow and basin size of the existing conditions. (Slide 5)
- Site Design Review. The proposed development consisted of two buildings, with full buildout of the site providing over 372,000 square feet of warehouse and distribution space. Two parking lots for employees and visitors, one associated with each building, provided a total of 178 vehicle parking spaces with 8 ADA spaces. (Slide 6-9)
 - Truck Access and Circulation. Similar to the existing Sysco development, trucks would be routed into the site from SW Parkway Avenue. Truck access into the expansion site was located in the northwest corner of the property between Buildings 1 and 2.
 - On-site freight operations were separated from employee and visitor traffic, with loading and unloading occurring in the rear of the buildings, a safe distance away from pedestrian pathways and parking lots.
 - The Traffic Impact Analysis was conducted by DKS and submitted with the application. The report detailed studies conducted on a number of intersections and access points into the site. The study concluded that the existing transportation infrastructure had the capacity to serve the proposed developments, and recommendations from the study were incorporated into the site design.
 - Truck circulation, loading, and storage areas were designed to support efficient operation of the regional distribution facility.
 - Transportation site design elements included additional right-of-way dedicated for frontage and half-street improvements with sidewalks, planter strips, bike lanes, and an area for a bus stop with a new shelter and a bus pullout. The location of the bus stop was coordinated with SMART.
 - The architecture of the new buildings was consistent with the existing development. Truck parking and loading areas would occur in the rear of the buildings.
 - Trellises, landscaping, and street trees would visually screen the western elevation of Building 2 from I-5. The western elevation of Building 1, which was set back considerably, was screened from I-5 with a large landscape area that included trees proposed for preservation in the existing tree grove.

- Class 3 Sign Permit. Illustrations of the signs were displayed, and the signs would comply with the City's dimensional standards. (Slide 10)
- Tree Removal Plan. There was an existing grove of trees on the site where the old farmhouse was located, and a number of trees located in the man-made swale, the Sysco Ditch, that runs along the eastern boundary of the site. The project arborist identified a total of 86 trees on the property, of which 73 were proposed to be removed and 13 would be preserved. (Slide 11)
 - The Landscape Plan included mitigation for removal of native trees and trees in the wetland and buffer area. Trees would also be planted in and around the parking areas to comply with the City's tree planting and canopy requirements.
- A Significant Resource Impact Report (SRIR) prepared by Pacific Habitat Services identified the extent of the existing wetlands and buffers along the eastern and southern boundaries of the site. Mitigation was designed to offset impacts to the wetlands and buffers proposed to be removed. (Slide 12)
 - Stormwater would be rerouted from the existing ditch to a culvert located under the northern parking lot and into a newly created mitigation area in the northwest corner and along the western boundary of the site.
 - Temporary impacts were proposed to the wetland and buffer along the southern edge of the site to place a new drainage line. Mitigation and planting would prevent invasive weed growth and provide long-term habitat, water quality, and drainage benefits.
- Lot Line Adjustment. The property and the existing Sysco site were comprised of four tax lots, one of which currently ran through an existing building along the eastern boundary line. The proposed lot line adjustment eliminated that conflict and aligned tax lots with the proposed phased construction. No new lots would be created, and the buildings would comply with the required setbacks. (Slide 13-14)

Ms. Jackson addressed questions regarding truck access, indicating the existing truck route into Sysco's current campus, and explaining that the new truck access way on the western side of the expansion would allow for a complete circular accessway for trucks. She confirmed the truck access off SW Burns Way would be retained and would serve the first phase of development. (Slide 7)

John Andrews asked how many daily truck trips were currently generated at the site and how many trips were anticipated once the development was completed.

Ms. Jackson referenced Slide 7, noting the Traffic Impact Analysis (TIA) anticipated 93 total PM peak hour trips at full buildout, including the existing Sysco development trips of 78 vehicle trips and 15 truck trips. The traffic engineers did not anticipate any truck trips at the I-5/Wilsonville Road exit and anticipated that all truck traffic would go to the north to access I-5.

Mr. Andrews confirmed the 78 cars and 15 trucks represented a per-day figure. He asked whether those trips would be five or seven days a week, how many employees and drivers frequented the site today and how many were expected at the project's maturity.

Ms. Jackson responded she would have to refer to the TIA about whether the trips were on a five- or seven-day basis and reiterated that 78 cars and 15 trucks included both the existing and post-expansion vehicle trips of both employees and visitors to the site at maturity.

Mr. Andrews asked if the site would operate 24/7 with employees working multiple shifts.

Ms. Jackson responded she was not familiar enough with Sysco's current operations and no representative from Sysco was present to answer questions.

Mr. Mesbah asked how many new jobs the expansion was expected to create.

Ms. Jackson replied she did not have those numbers from Sysco. The only data available was through the Traffic Impact Analysis, but she could not estimate how many employees the 78 cars represented. However, because the 78 cars were employees and visitors combined, the number of employees should be less than 78.

Chair Crocker asked for clarification regarding the new entry point and entrance and exit on SW Parkway Avenue and whether there would be a turning lane for trucks and cars turning into the site.

Ms. Jackson confirmed a southbound turn lane into the site would be added.

Chair Crocker called for public testimony regarding the application and confirmed with Staff that no one was present at City Hall to testify and no one on Zoom indicated they wanted to testify.

Chair Crocker confirmed there were no additional questions or discussion and closed the public hearing at 7:39 pm.

John Andrews moved to adopt the Staff report with the amendments as shown in Exhibit A3 and the addition of Exhibits B4 and B5. Kamran Mesbah seconded the motion, which passed 4 to 0. (Ayes: Andrews, Mesbah, Dunn, Crocker. Nays: None.)

The following exhibits were entered into the record:

- Exhibit A3: Planning Division Memorandum to DRB, dated June 22, 2026
- Exhibit B4: Sysco Land Use Memo, dated June 18, 2026
- Exhibit B5: Trash Hauler Site Plan, submitted June 18, 2026

Kamran Mesbah moved to adopt Resolution No. 446 including the amended Staff report. George Dunn seconded the motion, which passed 4 to 0. (Ayes: Dunn, Mesbah, Andrews, Crocker. Nays: None. Abstentions: None.)

Chair Crocker read the rules of appeal into the record.

BOARD MEMBER COMMUNICATIONS

3. Results of the June 8, 2026 DRB Panel A meeting
4. Recent City Council Action Minutes

STAFF COMMUNICATIONS

Development Engineering Manager Maag recognized Natural Resources Manager Kerry Rappold upon his retirement after nearly 25 years with the City, acknowledging his expertise in the Significant Resource Overlay Zone (SROZ) code and his many contributions to Wilsonville's environmental programs. She highlighted his leadership in developing the City's Integrated Pest Management Program, Climate Action Plan, Urban Forestry Plan, stormwater and water quality programs, wildlife passage projects, efforts to establish a local watershed council, and contributions supporting the City's Tree City USA and Bee City USA designations.

Natural Resources Manager Rappold thanked the City and reflected on his career, noting he would continue completing a field guide highlighting Wilsonville's geology, cultural history, natural resources, and parks. He also highlighted the City's long-term wildlife passage monitoring program and expressed appreciation for the opportunity to serve the community and work with City staff, boards, and committees.

ADJOURN

The meeting was adjourned at 7:52 p.m.