



**AGENDA
POWELL REGULAR COUNCIL MEETING
47 HALL STREET, POWELL, OH 43065
COUNCIL CHAMBERS
WEDNESDAY, MAY 6, 2026
7:30 PM**

NOTE: DATE CHANGE DUE TO MAY 5 PRIMARY ELECTION

AGENDA AMENDED

I. CALL TO ORDER/ROLL CALL

II. PLEDGE OF ALLEGIANCE

III. REPORT ON VILLAGE GREEN (AGENDA AMENDED)

IV. CITIZEN PARTICIPATION

V. APPROVAL OF MINUTES

- a. Approval of the minutes from the City Council meeting held on April 21, 2026.
[city-council_minutes_summary 04.21.2026.pdf](#)

VI. RESOLUTIONS

- a. RESOLUTION 2026-25

A RESOLUTION AUTHORIZING THE CITY MANAGER TO DEVELOP A SHARED-USE DOWNTOWN PARKING POLICY FOR CITY COUNCIL CONSIDERATION.

- 1. [Memo Res 26-25, Shared Parking Resolution.pdf](#)
- 2. [Res 26-25, Shared-Use Downtown Parking Policy.pdf](#)

VII. COMMITTEE REPORTS

Development Committee: Next Meeting: June 2, 2026 @ 6:30 p.m.

Finance Committee: Next Meeting: May 12, 2026 @ 7:00 p.m.

Operations Committee: Next Meeting: May 19, 2026 @ 6:30 p.m.

Planning & Zoning Commission: Next Meeting: May 13, 2026 @ 6:30 p.m.

Powell Development Corporation: Next Meeting: May 26, 2026 @ 12:00 p.m.

VIII. CITY MANAGER'S REPORT/CITY CALENDAR

- a. Valet Parking Update

IX. OTHER COUNCIL MATTERS

X. EXECUTIVE SESSION

- * Ohio Revised Code Section 121.22 (G)(3) conference with an attorney concerning disputes involving the public body that are the subject of imminent court action.
- * Ohio Revised Code Section 121.22 (G)(2) To consider the purchase of property for public purposes.
- * Ohio Revised Code Section 121.22 (G) (8) To consider confidential information related to the marketing plans, specific business strategy, production techniques of an applicant for economic development assistance, and to discuss negotiations with other political subdivisions respecting requests for economic development assistance, such that executive session is necessary to protect the interests of the applicant or the possible investment or expenditure of public funds to be made in connection with the economic development project, and the information is directly related to a request for economic development assistance.

XI. ADJOURNMENT



**CITY COUNCIL
MEETING MINUTES
APRIL 21, 2026**

I. CALL TO ORDER/ROLL CALL

Mayor Heather Karr called the April 21, 2026 City Council meeting to order at 7:30 p.m. Councilmembers present included Kurt Ramsey, Leif Carlson, Tyler Herrmann, David Lester, Vice-Mayor Tom Counts, and Mayor Heather Karr. Councilmember Carlos Crawford was absent. Staff present included Elaine McCloskey, City Clerk; Sean Hughes, Economic Development Administrator; Ron Sallows, Police Chief; Charles Dukes, Public Service Director; Logan Stang; Planning Director; Samantha Borchers, Finance Director; Yazan Ashrawi, Law Director; Jeffrey Tyler, Assistant City Manager; and Andrew D. White, City Manager.

II. PLEDGE OF ALLEGIANCE

III. PRESENTATIONS

- a. Proclamation recognizing Child Abuse Prevention and Sexual Assault Awareness Month - presented to Dyesha Darby and Tracey Miller, Helpline

Mayor Heather Karr presented the proclamation to Dyesha Darby with Helpline.

- b. Liberty Township Fire Department Update - Presented by Fire Chief James Reardon

Fire Chief Reardon reported to City Council that their runs are up to 923 total calls for the first quarter, with an 11% increase. He noted that they showed a decrease in their response time from the average of 4 minutes and 53 seconds to now 4 minutes and 16 seconds. He attributed that to the new station and not having to slide down the pole or go downstairs. He discussed the Station 322 remodel, and they will be receiving new bay doors as during the accreditation process it was found the response time was slower and a lot of that had to do with the glass bay doors and how long it took for them to safely open. The new folding doors will open in 12 seconds versus the current minute and ten seconds. He stated that the busiest day of the week shows to be on Thursdays.

City Manager Andrew White inquired about the survey for the strategic plan. Chief Reardon explained that the strategic plan is in process and they are preparing for accreditation next year. Part of the accreditation is the need to have an updated strategic plan. The survey went out about three weeks ago and they have the results and are currently in the process of reviewing and fine-tuning prior to release. City Manager Andrew White said it was commendable that they went after accreditation as it is an important part to make sure that the best services are delivered. He requested a copy when available. Chief Reardon explained that they are working to make it more interactive to review statistics.

Mayor Heather Karr asked about the three new lieutenants that were reported. Chief Reardon explained that with the levy passage the plan was to have an officer on all of the fire trucks, which has been able to happen in the first quarter. He explained that they got two new fireman and two retired

last week. The board authorized them to replace them as well as promote the three lieutenants. Mayor Heather Karr also asked about mutual aid and if the 923 calls in quarter one included that. Chief Reardon expressed that it does include mutual aid but with the levy passing and the third medic they have less mutual aid calls.

IV. CITIZEN PARTICIPATION

Mayor Heather Karr opened citizen participation for public comments. The following individual spoke:

Jenny McAdams, Environmental Health Program Manager
Delaware Public Health District
470 S. Sandusky Street
Delaware, Ohio 43015

Jenny McAdams provided information on free kits for safe storage boxes for weapons. She discussed that they will be having a Public Health Summer Academy for students in high school that would like to do public health learning. The Health District is also starting their community health assessment, and 3,400 surveys have been sent out randomly in Delaware County.

Mayor Heather Karr requested that discussion relating to parking be held during the agenda item New Business. Hearing no other comments, Mayor Heather Karr closed citizen participation.

V. APPROVAL OF MINUTES

- a. Approval of the minutes from the City Council meeting held on April 7, 2026.

MOTION: Vice-Mayor Tom Counts moved to approve the minutes from the City Council meeting held on April 7, 2026. Councilmember David Lester seconded. Motion passed.

VOTE: Y-6 N-0 AB-0

VI. CONSENT AGENDA

- a. Monthly Report
- b. DIVISION OF LIQUOR CONTROL NOTICE TO LEGISLATIVE AUTHORITY - NEW

To Locker Soccer Academy LLC DBA Locker Soccer Academy, located at 330 W. Case Street, Powell, Ohio 43065. Permit Class: D-1

MOTION: Councilmember Leif Carlson moved to approve the Consent Agenda as presented. Councilmember Kurt Ramsey seconded. Motion passed.

VOTE: Y-6 N-0 AB-0

VII. RESOLUTIONS

- a. RESOLUTION 2026-24

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH 2K GENERAL COMPANY FOR THE LECHLER BUILDING ADDITION PROJECT.

Mayor Heather Karr read Resolution 2026-24 into the record for the first time. City Manager Andrew White discussed that this is a long-planned project within the community, and the funds have been budgeted for an improvement. He noted recent landscape modifications provided at the site to open it up and see more of the landscape itself. He explained that they have solicited public bids to do an upgrade renovation to the building itself and the property as it is the gateway into the City from the south. Assistant City Manager Jeffrey Tyler reported that this has been a topic of discussion for many years, and they initially kicked off the project in December of 2023. The design contract was awarded to Shyft Collective. On April 14, the City publicly opened bids and once received, reviewed those bids. Staff saw the 2K General was the lowest and most responsive bid of the four bids received. The original engineer's estimate was \$1.3 million.

Vice-Mayor Tom Counts voiced that they have been talking about this for many years and sometimes it takes a while, but he thinks this is probably the best time to get it done.

Councilmember Leif Carlson questioned if the railroad crossing is going to join in to the gravel lot or is that a separate project. Assistant City Manager Jeffrey Tyler explained that they outlined it in the construction documents that were received for the project, but they only show the potential location, and it will be handled as a separate project with the S. Liberty crossing. City Manager Andrew White clarified that the access would come from the east side of Liberty by the park and flow directly perpendicular across the road as opposed to the concave angle that it is right now, which is quite dangerous and there is essentially no real safe passage through there. He explained that it is used consistently with bike traffic and this will be a compliment to that, but this phase does not incorporate that portion of it. Staff are working with the Rail Commission and CSX to get to that point.

Mayor Heather Karr agreed with Vice-Mayor Tom Counts comments and said that the area has been cleaned up, and the pond area is visible. Assistant City Manager Jeffrey Tyler explained that as part of this contract, they will be adding additional landscaping to the area and making sure that it is maintained in its proper condition.

Mayor Heather Karr opened Resolution 2026-24 for public comment. Hearing none, she closed public participation for Resolution 2026-24.

MOTION: Councilmember David Lester moved to approve Resolution 2026-24. Vice-Mayor Tom Counts seconded. Motion passed.

VOTE: Y-6 N-0 AB-0

VIII. ORDINANCES: FIRST READING(S)

a. ORDINANCE 2026-09

AN ORDINANCE MODIFYING APPROPRIATIONS FOR THE CALENDAR YEAR 2026 AND DECLARING AN EMERGENCY.

Mayor Heather Karr read Ordinance 2026-09 into the record for the first time. City Manager Andrew White explained that this request was submitted to the Finance Committee earlier this month electronically for review. The appropriation adjustments to the past budget include an increase in the tax and assessment collections due to activity on that side of the revenue ledger. He explained that there is a corresponding settlement fee that is associated with that, which needs to be adjusted as they increase the revenues that are coming into the City. Finance Director Samantha Borchers discussed that this is a little bit out of the ordinary and that when they received the biannual property

tax sentiment, there were larger amounts related to delinquent collections for property tax fees in the County. Since those collections went up, the settlement fees that the City has to pay also went up. She explained that it was higher than what they had budgeted. She said that she reached out to the County for more information on the transactions and they are looking into it. Finance Director Samantha Borchers confirmed that Councilmember Leif Carlson was correct when he asked for clarification that the County was charging the City more money to go after the people that had not paid their property taxes on time.

Mayor Heather Karr opened Ordinance 2026-09 for public comment. Hearing none, she closed public participation for Ordinance 2026-09.

MOTION: Vice-Mayor Tom Counts moved to suspend the rules for Ordinance 2026-09. Councilmember David Lester seconded. Motion passed.

VOTE: Y-6 N-0 AB-0

MOTION: Councilmember Tyler Herrmann moved to approve Ordinance 2026-09. Mayor Tom Counts seconded. Motion passed.

VOTE: Y-6 N-0 AB-0

IX. NEW BUSINESS

a. Shared Downtown Parking Policy Discussion

City Manager Andrew White started the discussion by saying this stems from a conversation of policy discussion with the Development Committee earlier this month. Staff had identified a number of the concerns that have been expressed to the City over the years. Some of these concerns extend decades as the City continues to grow from a small village to a municipality. The population is approaching 17,000 and along with the rest of Central Ohio there has definitely been an exacerbation on the infrastructure throughout the whole region. He noted for case in point, the infrastructure structure right now north of SR 315 and SR 750, the ongoing discussion of traffic patterns south and north along US 23, the safety concerns that they have had discussions on related to east and west of the City on SR 750 and the associated lack of circulation of traffic generally within the downtown, combined with increased desire of private investment to come to the City because it is a good market.

City Manager Andrew White also discussed that the intent of their action tonight is to seek feedback from Council and to address some of the issues that have been brought before them. He also wanted to identify some significant strides that have been made with the addition of new public parking spaces within the downtown. He explained that they have had requests for investments on the private side for public dollars, which the City has not been able to come up with a methodology to do that as they have to have balance between public benefit for the private investment. He discussed that the packet included a review of historical documentation which shows some of these discussions and property owners have been engaged with the City for two decades and have been discussing street extensions and public parking. He noted that none of that really came online because the City for the better part of that duration was without adequate resources, but this changed in 2021 when the voters of the City of Powell, enacted the Powell 2.0, increased 100% credit for taxes paid to another municipality and really filled the capital improvement projects fund with millions of dollars that they are now starting to see the benefits of. He noted that prior to 2020, he averaged the maintenance budget for streets in the City was about \$300,000 and they had an average index rating of streets as insubordinate and failing. This year they are closer to \$3 M. This was a goal that Council set two years ago, and he expects that

they will meet these goals and they will continue to produce those types of infrastructure investments with this. He acknowledged that there is a pent-up frustration, a demand for investment that the City has not been able to make all the while this continues to cause issues within the community but can't fix 30 years with underinvestment in two years. There have been significant dollars invested, and there will be more.

As it relates to the overall general tenor of the policy recommendation that followed staff's discussion with the Development Committee is to look at a shared use public parking plan. This is in existence in several areas downtown. He said it is efficient and effective. He noted that in some of the analysis that was done, in accordance with the current Code within the Planning and Zoning Commission Code today, they don't have a shortage of spaces required but have a shortage of classification. He explained there is a need for about 1,000 spaces to support the commercial activities within the City and they are nearly there. But that conditional minimal is too much and they do not need some of the parking policy decisions that were made 30 years ago in 2026. In certain areas there is too much parking and not enough investment in new buildings to support new activity that would provide tax base to provide additional investment in public infrastructure.

Staff are also evaluating a parking deck system. This is extremely expensive as costs continue to rise, and the utility of a parking structure itself is one that does not lend itself to a lot of value other than the pure utility of the parking itself. City Manager Andrew White discussed the existing lots they have, and staff drafted the current parking efforts that have been ongoing since 2023 and listed in the packet. He also discussed the almost 100 spaces of new parking at Adventure Park and the connectivity with the path systems, the connection through Morris Station, and the reconstruction of North Depot. He noted that Assistant City Manager Tyler is currently advancing wayfinding and markings throughout the downtown. The current parking signage for public availability is not conspicuous. Moving forward, if the City highlights these things with signage and additional connectivity of public infrastructure, both in the form of roadway and pedestrian access, he thinks that it will be a long way to get in the right direction. He also recommended before purchasing property and investing in parking structures for staff to introduce more public parking by way of a relationship with a private agreement.

Councilmember Tyler Herrmann voiced a question regarding the 1,000 parking spaces and asked if this is approximately 1,000 public parking spaces. City Manager Andrew White replied that they are not all public. Councilmember Tyler Herrmann asked what is the breakdown of private and public. City Manager Andrew White estimated it is roughly 30% public. Planning Director Logan Stang answered that the analysis discussed by the City Manager was part of the Zoning Code Rewrite process. Planning Director Logan Stang said that staff looked at all of the commercial properties and made a few assumptions as part of that, assuming that every occupant or every building and tenant space was occupied. They then did the calculation based off the current zoning code standards for all those spaces being occupied. He estimated that there are around 2,000 total parking spaces, with 86% of them being private and roughly 14% or 270-300 spaced publicly dedicated. Planning Director Logan Stang explained that this has been a conversation with the Planning and Zoning Commission related to parking standards as a lot of their uses require much higher standards than seen typically with development today.

Councilmember Tyler Herrmann asked when looking at neighboring communities and the responsibility the municipality takes on with either enforcement or providing funding for monitoring or controlling private spaces and what that would look like. Planning Director Logan Stang replied that there are a lot of the approaches that the City is implementing now and there is an encouragement for shared parking when it comes to the private side. There are public-private partnership agreements where there is some type of reimbursement for opening up those private lots for even a limited amount of public use. He discussed having conversations with property owners on agreements to use the spaces in evenings

or weekends, when the business may be typically closed or not as heavily used. Another big aspect is the conversion of private lots to publicly dedicated parking lots or consolidation down into public lots that the city owns and maintains. He said a lot of communities around us implement all of these same approaches. Planning Director Logan Stang said there is never an exact math of what the right breakdown between public and private and ultimately depends on the community and the type of uses and intent for the area. He reiterated that a lot of the methods that staff are presenting and moving forward with property owners are what they are seeing in neighboring communities. Councilmember Tyler Herrmann asked for clarification in that neighboring communities lean more towards working together and take on some responsibility to open up the parking as opposed to the City is going to step in and provide mechanisms to keep people out of those spots. Planning Director Logan Stang replied yes.

Vice-Mayor Tom Counts presented the use of parking garages in Dublin and asked how those parking garages are financed, public funded or developer funded. Planning Director Logan Stang replied it is a combination. He explained that Bridge Park was unique because it was a whole new development and there was a lot that could be built into and not just the types of uses that you had there, but also how you would address the public parking need and other public assets like park areas. He explained there was also some type of incentive package that was approved by their Council as well. Law Director Yazan Ashrawi also stated that there was a lot of private investment into that area which included certain spaces that are privately reserved for either apartment residence or businesses. In addition, there was also a Tax Increment Financing and an NCA charge in Bridge Park to contribute to the public infrastructure in that location. Assistant City Manager Jeffrey Tyler added that even before all that occurred, the staff negotiated public-private parking agreements, specifically one with a church downtown for business agreements, initiated an agreement for employee parking and set up a valet parking system. He explained those were all efforts done before the parking structure and it is consistent with what staff in Powell are asking for.

Vice-Mayor Tom Counts asked where in Central Ohio would parking be free and where would it be paid for by the person who is parking. Planning Director Logan Stang replied that it would come down to the community and in Dublin, part of their discussion when looking at the redevelopment of Bridge Park and development in the historic district was keeping parking free. Certain other communities have different approaches, for example, Franklinton has areas where one pays for parking. Apps or services, like Park Mobile, provide flexibility into how a community can approach a pay versus not pay parking. A consideration for many communities is funding the infrastructure and then the ongoing maintenance of that as it is going to exist for the lifetime of the building. He said that it is a heavy commitment that the City would need to know and prepare to maintain that infrastructure. While paying for parking may cover some of the cost, it most likely is never going to be enough to cover the full amount of it. Vice-Mayor Tom Counts replied that he suspects that paid parking occurs in areas that are already developed and there is already sort of built in demand for parking, such as Downtown Columbus. He voiced a concern about paying to park in Powell and that the last thing they would want to do is charge for parking as it would be a disincentive to coming downtown. Planning Director Logan Stang voiced it is a fair assessment to typically see paid parking getting implemented in areas that already have this more established, whereas communities that are building up, tend to lean more towards the free of charge and are able to work with the private investment to find a model that works for everybody to where there is investment from the City on the private side.

Vice-Mayor Tom Counts discussed that he has lived in the community for 30 years now and that in those first couple of years, on a Saturday night, he could go downtown and find a space anywhere. He reported that now a Saturday night would be completely different. He said there is the demand for a Saturday night compared to the demands of what would be around 75% of that. He explained that during the rest of the time period, during a week, there that demand would not be so high, and you

would never want to build for ultimate capacity or else the downtown area would be one big, huge parking lot. He questioned what the appropriate standard or best practices for figuring out the right mix would be. Planning Director Logan Stang replied that it is trying to find out what the expected capacity for the majority of the time would be. He said that they are trying to cover the base of that rather than building to the extreme, and a lot of that happens when they are working with private investors that are looking to open up a business or a new development. There are a lot of zoning models that lean more towards the demand aspect of what individual businesses may need and to work with them and discuss the code requirements. He explained that if it is too much, then they can talk about it to reduce it to make more sense, versus just saying let's build X number of spaces just because and then see that half of that is empty almost all the time except for one day a week. He explained that there are a lot of different ways that they are looking at it from the code standpoint and looking at national practices what those requirements are but also have the ability to build to the requirements. Planning Director Logan Stang said there are a lot of different factors that play into how parking gets calculated and that is where shared use areas are much more of a benefit because they can have multiple types of businesses that can compliment one another. He provided the example of a restaurant that is focused on breakfast that is closed in the afternoon and evening and another restaurant that may not be open until later in the afternoon. The businesses could use the exact same space because it is a shared model.

Vice-Mayor Tom Counts asked if there were any studies that have been done about the comfortable distance for people to walk from their parking space to their ultimate destination. Planning Director Logan Stang discussed the Village Green work, and they look at around a five-minute walk as a typical walk for somebody to park and go to a business. He explained that other factors, environmental factors, lighting, path conditions, and feeling safe can have an impact on this.

Councilmember Leif Carlson said that he has been slower to adopt the public-private agreement due to his perception of distance. He said that in the past he has voted restaurants down because he felt they did not have enough parking and causing too much pressure on other businesses here. He said he also voted for things that he did not think had enough parking but was beneficial enough for the community. He felt they still had work to do and that getting these outer lots that they are considering downtown parking in a more advantageous way, whether it is shuttle running or better wayfinding. He acknowledged that he has heard the comments from business owners and citizens. He said he still contemplates the items before the Planning and Zoning Commission and when it comes to Council. He thinks that he will continue to rule on these things one-on-one until they get enough of these lots.

Councilmember Kurt Ramsey said he thinks that things are coming from the bigger picture standpoint and there has been a lot that has been in the work since he was on Planning and Zoning Commission. He commented he is supportive of wayfinding and better parking identification.

Mayor Heather Karr voiced a question about the current public-private parking agreements and what those typically look like and what is the City providing in those. Law Director Yazan Ashrawi replied that there are a number of contracts, and they are all a little bit unique. Typically, in exchange for offering private lot for public access either through that agreement or through a subsequent license or easement agreement, the City will either take over upkeep, maintenance and any new infrastructure, paving, striping or reimbursement up to a certain amount. In one instance, they negotiated additional public infrastructure, adjacent sidewalk, lighting and on-street parking. The City would incur those costs in exchange for there being an easement or the right for the public to park there. There would also be an ongoing reimbursement for maintenance and snow removal up to a certain level. There have been other instances where the City helped to negotiate an agreement with private entities, and the City would not necessarily be contractually involved for shared parking among businesses. Typically, in exchange for more availability of parking the City would look to invest public dollars into infrastructure. Vice-Mayor Tom Counts questioned how successful has the City been in negotiating agreements in

terms of a percentage of private spaces. Law Director Yazan Ashrawi estimated around 50 new spaces. Assistant City Manager Jeffrey Tyler noted that Faith Life Church is for event parking only. Economic Development Administrator Sean Hughes noted there are 1,547 private spaces downtown and they need more private owners to get on board. He recommended using the reimbursement of maintenance as an encouragement to property owners. He also said that some of their leases are expiring with current tenants and some of those lots are built into the lease.

City Manager Andrew White also added that one of the reasons staff recommended advancement of the topic from Development Committee to City Council is to consider the formalization of a policy objective statement. He discussed for consideration is having that formalized policy be marketed upfront and also discussed the challenges that there is not going to be a one-size-fits-all. Vice-Mayor Tom Counts commented that as a council member, one of the issues that he struggles with is when discussing a 300-space parking structure and the cost and all the other things that they have to allocate their resources to. He said more importantly is understanding that this structure is permanent and once the build it, it needs to be filled and then they need to figure out how they will pay to maintain it. He said that he is not sure the downtown area is ready for a 300-car parking garage in the downtown, he also stated that it does not mean it may not happen in the future, but he thinks that is for something to consider in the future and not today. He sees a parking structure very beneficial for a city who has lots of opportunities, but very little land, like the City of Dublin. He said the thing they want to do is add just acres and acres of surface lots because they are cheaper and felt the downtown is entitled to have something better than that.

Mayor Heather Karr discussed future parking related to upcoming parking on N. Depot and any other parking that may be coming online by the fall. She asked where the location and expected number of spaces. City Engineer Aaron Stanford replied that N. Depot is something that will go to construction this year. He noted that with that project, most of the parking that will be added is in place today. It exists in the gravel spaces that face the railroad. There will be a handful of spaces that are added, but that will be something that will be delivered later this year. He expects completion to be late summer, early fall. City Manager Andrew White said that other projects going on right now are preliminary and he wanted to underscore the general time the City has to take through due diligence. Much of the discussion right now will have a need for resource allocation and they have a \$60M Capital Improvement Program Fund for the next five year established. The dollars have been allocated several years ago in the past and they will be spent several years into the future. He said as they think about the policy itself, he wanted to shed some light and context on the lack of resources. They have funding, but they may not have a particular place to pull from. He explained that if in the conversation tonight they come to a conclusion that they had a price tag, they would very likely have to go before the Finance Committee, talk to finance administration, and figure out the best way to pull those resources together. As they stand today, most of the resources are spoken for and would have to be allocated for some other necessity. His recommendation to City Council is to figure out ways to modify the conditions on the ground today in order to find out what the correct balance is like in the future. He said that if at the end of the day, the City could invest significantly in private-public partnerships, the return to the citizens is going to be the absence of the enormous structure that will ultimately have to be replaced and will take up ground space.

Mayor Heather Karr questioned peak days and times, especially when heading into the warmer months. Economic Development Administrator Sean Hughes reported that it is mainly Thursday through Saturday, but they started to see an uptick on Wednesdays as well. He reported that this is usually busiest around the dinner hours starting around 6 pm and going back down towards 9 pm. Mayor Heather Karr discussed that she asked the City Manager to explore during the peak times having valet available. City Manager Andrew White discussed that they had looked into this in the past and had a quote for an annualized service to be done on Friday and Saturday and for one booth it was

approximately \$60,000 and for two booths it was \$130,000. City Manager Andrew White said that he does not know if this is the golden goose, but if you parlay that with five to ten other private short term agreements, the conversation that he had previously with the Mayor, would be that City Council endorse funds to provide for a valet service that would serve as a broader swath of the downtown. He is looking into that with staff to have that conversation. He said this could be a shorter-term solution that they could look at for over a year or two and they would also expect the predicament to change as they bring on N. Depot reconstruction and make some other connections. He noted that the average cost per space right now is in excess of \$55,000 per space in a garage and looking at a 300-unit garage structure, this is costly and takes a long time to design and site locate.

Mayor Heather Karr opened the discussion for public participation and informed the public that they would have three minutes to speak. The following individuals provided comment:

Paul Kirkham
53 Sharp Street
Powell, Ohio

Paul Kirkham said that he has been a resident for 73 years and his observation is that the City's own committees have caused a lot of this problem, bending the rules for new structures. For example, COhatch declared they would have 23 spaces, where the requirement for that building was 70 or 77. He said the rules were changed for some reason and now there is a horrendous problem and that he feels the committees have caused a lot of these problems.

Ryan Gale
Premier Valet Parking
100 E. Broad Street, Suite 1301
Columbus, Ohio 43215

Ryan Gale is the owner of Premier Valet Parking and said he put together the proposal for the City. He said that in reference to the dollar amounts, those were high end dollar amounts. Assuming that no one used the service, their estimate was that they have some utilization to it and therefore be a viable cost. The cost would go down from there as curb revenue was collected per car. He said that they have built a beautiful community and this is a common Midwest problem, which is one wants to go here and park there. He said that the City does have spaces and there is availability outside of it. He also suggested looking at the closer areas and putting a price charge on those and the further away parking would be free, advertising those spots and giving the public the option. He discussed if they pay the premium they can go through Park Mobile. He noted that some of those areas that are farther away, that would be fine for his staff to be used as valet and then run into spots. He also discussed that grass parking lots need to have proper drainage. He also discussed that they have worked with 80 East Olentangy, Local Roots and COhatch.

Jessi Iams
Local Roots
15 East Olentangy Street
Powell, Ohio

Jessi Iams reported that she is the owner of Local Roots and that the last couple of weeks have been pretty horrific for her. She explained that if she tows, she loses a guest and if she does not tow, she loses a guest. She addressed Councilmember Herrmann and said that it sounded to her that he was thinking she was trying to hoard parking and keep parking to myself. She said that really what it comes down to is they utilize their whole entire parking lot and where COhatch is they use to rent that

for events for their guests so that they had convenience and ease. She said that everybody wants convenience and nobody wants to walk. She reported they had a physical altercation, her staff has been cussed at, yelled at, treated very disrespectfully because people cannot read signs and it is very inappropriate. She addressed Vice-Mayor Counts and invited him to come over and just hang out and watch the videos one day and watch people where they park at the closest parking spot to get to the closest destination. She said she does not want to be towing because that is not what she wants for town, but she said she does have to protect her parking for her guests. She said she pays an exorbitant amount of money in rent for that parking lot. She reported that she asked for a gate system, not to keep people out, but actually open it up to the public and if they want to pay \$25 to sit in her parking lot for convenience, then at least she is getting something from that. She said that if she does not have parking spots then she loses money and voiced her frustration at the situation. She also discussed infrastructure and that Easton was pretty successful because they put in the highway before and were prepared for the volume of people that were going to go to Easton. Infrastructure is one of the most important things that they could possibly be doing here, and she said that the City is completely lacking in that department. She reported that she met with the new City staff five years ago and discussed the parking and now they have a very large high-volume business with no parking and said that was not appropriate. She said that valet needs to happen right away and that people want and will pay for convenience. She also addressed violations that were not being upheld and Craft House violation for occupancy because they were supposed to have valet. She said they do not have valet and have been out of compliance and the sushi restaurant also doubled in occupancy and the patio is used for public use.

Vincent Margello
1900 Powell Road
Powell, Ohio

Vincent Margello discussed that he has been a resident for 47 years and tonight he heard a lot of stuff and that nobody has got any skin in the game but himself and Jessi Iams. He said he bought the property in 1985 and put a lot of effort into the property and that she has created a great restaurant in Local Roots and she has tried to be good for the community. He said that she has been put in a bad situation and if she tows, she loses a customer and if she doesn't tow, then she loses a customer. He said that the City caused this problem and approved businesses with no parking that accommodates that business. He said to fix it and don't make her the bad person. He said that he came to this community years ago to do good and reported he gave a school site and funds for a park.

Meredith Kirkham
67 Grace Drive
Powell Ohio

Meredith Kirkham said she was piggyback off what her father-in-law, Paul Kirkham, and Jessie Iams just spoke about. She said they proposed a wedding venue concept on Grace Drive, called Genesis. She said they had a meeting in 2025 and were told that Genesis Event Center needed 52 spaces for parking, that it would not work with the Scioto Street Extension and that only 15 spaces would work and she said there was no way. She said they are able to provide businesses like Local Roots and others extra parking if they could move forward on that project and would need to talk about the Scioto Street Extension as that extension is blocking their parking.

Matt Harvey
306 Weatherburn Court
Powell, Ohio

Matt Harvey said that the can certainly relate to some of the challenges of parking but is fortunate enough to be within walking distance. He said his family lived quite a while in Chicago and is very familiar with the concept of parking challenged. He discussed seeing there a lot of shared use spaces with businesses. He said the concept of private-public combination is interesting because it seems to take advantage of what currently exists. It could, along with other creative solutions, shuttles, and valet provide opportunities to allow for people to move around the City a little bit better without having to commit millions of dollars to a structure that in the future with technology progress may no longer be needed.

Vincent Margello
1900 Powell Road
Powell, Ohio

Vincent Margello spoke from the audience, asking if they would get an answer to the problem tonight or if they are just going to put this off. He said that Jessi Iams has a problem and he would like to see it corrected. He requested some type of response tonight.

Hearing no further comments, Mayor Heather Karr closed public comment and opened the discussion back to City Council.

Councilmember Tyler Herrmann requested follow up on the comments about the offsetting of cost of the valet and asked if patrons show up and pay for valet, then that cost is deducted from the price. City Manager Andrew White responded yes and that they have a conservative estimate and whatever option they selected would be impacted by the utilization. If they provided \$100,000 service and no one used it, then they eat that cost, but if there was a 50% success rate, then they would be subsidized by \$50,000. Councilmember Tyler Herrmann asked if the valet would be for anyone that parks downtown. City Manager Andrew White said that initially they discussed the different modes of operation last year and discussed that it would be a subsidized cost by the City and that it would provide public benefit for the short term. This would require City Council action, but the concept would also have to be thought through. He said that there are available spaces that may not look like a parking lot and would have to present that to Council. Councilmember Tyler Herrmann asked if any other municipalities in the area are doing something like this. Economic Development Administrator Sean Hughes replied that he believes the City of Dublin tried it but is not sure if they are still doing it. He said the City had built a valet station and then all the businesses were a part of that particular valet station. Since the parking garages have been built, he is not sure if that is continuing. There are situations where private businesses have valet parking agreements. City Manager Andrew White also discussed looking at Premier Valet coming to provide a service to the community and determining if the City is willing to provide an economic incentive for doing so. He explained that there would not necessarily be a contract where the City is managing anything, the City would work in an agreement, talk to the law department, but there would be something for Council to consider that this would be a stand-alone operation. The City would need to rely upon their expertise in terms of logistics and how fast they get personnel from point A to point B, but the City could work through the Powell Development Corporation to provide the funding for that service for a shorter-term period. Councilmember Tyler Herrmann asked if there is a proposal that some areas in Powell would become valet only or would the valet just be driving around. City Manager Andrew White replied that he thinks it would have to be dedicated to the valet service only and the City would have to get creative where they would place those vehicles. Economic Development Administrator Sean Hughes explained that they can park cars more efficiently and the City would not want the two types of traffic intermingling due to liability reasons.

Richard Gale spoke from the audience that when they originally spoke, they looked at some of the parking lots where there were 15 spots and they expected to be able to turn those spots into 24-28

spots. They would be maximizing the real estate more than the general person driving around. City Manager Andrew White also suggested consideration for an existing service being provided right now, some incentive for the City's program in the short term. He said that we've got a business like Local Roots is, is using this cost right now to the business while we focus on transition that we would offset some of those costs for the private business and it wouldn't be limited to one. If there's another service that's being provided somewhere else, you might be able to reconfigure that arrangement and pick up even more parking spaces throughout a targeted area.

Councilmember Tyler Herrmann questioned what a parking gate that provides a ticket at the gate would cost to buy and install. Councilmember David Lester replied that the cost is \$50,000 to \$100,00 with a lever and basic gate. Councilmember Tyler Herrmann asked if there were examples where a gate is installed by the City and the business takes all the parking fees until gets paid back in a private capacity. City Manager Andrew White replied he has not seen this, and the City would have to address a fee schedule adjustment. He felt that fee schedule based upon the estimates that they are talking about tonight would be significantly far apart. In addition, there would need to be consideration of the due diligence of the operation. Councilmember Tyler Herrmann asked what the going rate would be for valet services. Richard Gale responded from the audience that he deemed it to be around \$10.00.

Councilmember Kurt Ramsey voiced a question regarding the shared private-public resolution or plan. He asked if this would come from within the City's origination, internally developed and brought before City Council. City Manager Andrew White responded it would be most helpful if Council was comfortable with the concept, as an expedient response to the issue at hand, that they would set variable within the policy that were ratios and percentages of size. This would allow for Economic Development and Planning Department to come together and begin the conversation as new projects are coming in. He explained that the policy would be brought before Council and staff would need to have authorization for a variety of reasons including liability, safety, maintenance cost, and terms. He said ideally a business with a large expense on a lease of a large asphalt area, would have the City absorb the cost for the use of those spaces and combine those spaces with a similar type of program across the street or around the corner. This will help meet some of the public parking needs that they don't have currently. He said that there are a lot of spaces, even outside of the downtown four corners area and that there are a lot of spaces dedicated north and south of the City that are not utilized and even spots in City Hall that are not utilized. Councilmember Kurt Ramsey questioned what the yearly cost is now for the estimated public-private shared parking spots. Economic Development Administrator Sean Hughes and Law Director Yazan Ashrawi responded it is about \$150.00 stipend per space. Councilmember Kurt Ramsey compared this annual fee to the cost of a parking structure and discussed being able to maintain that cost. City Manager Andrew White said it would be an inconsequential comparative to the capital cost that would have to be expended over time and that it meets with that shorter time frame that could be delivered upon as a resolution.

City Manager Andrew White discussed the potential private-public partnership and said if he was paying a proprietary fee for the use of a dedicated asphalt to support his business and the City can relieve that, he would have to consider that when it is relieved under the general tenor of the policy, it would be relieved in exchange for public and he would lose somewhat of his control over that in exchange for the reduction of his cost. He said this may not work for every business and it becomes more difficult to think about how to address each one of these agreements. Economic Development Administrator Sean Hughes replied that for new developments there is an opportunity to partner with those entities to construct the parking lot portion of the project.

Councilmember Leif Carlson said that he heard different things from different people talking about the impact of COhatch and the ramifications of people parking in a private parking lot and their effect on the business. He said it is difficult for him to discern what the total impact of all the stuff is, for these

different places. He struggles when he is being asked to fix something as a government entity because he is told he caused a problem, because he does not feel like he has all the information required to fix with taxpayer money to that the information is accurate. He said he assumes that the City made some kind of private agreement to take over Local Roots parking lot and offered them money per spot, and that they have decided not to proceed with that. He said he is guessing that Local Roots feels the space is close to the restaurant and more valuable to them they do not want to enter that partnership. He voiced he does not know if that is an accurate assumption or not but he said there has been good conversation tonight and said he would be more comfortable with Delco Transit buses used to transport people like they do for Powell Festival. He said this would seem like a more logical solution as we would be advertising the parking that the City would want people to use. He also discussed that a lot of restaurant employees in the downtown park in public parking lots and the public cannot park there because the restaurant employees park there. He said he is willing to listen and fix this but is not in agreement to pay money to put in a parking gate into a private parking lot. He said that he understands the ask and that the business is trying to protect what they think is valuable and he also understands the ramifications of other buildings and projects which have caused temporary discomfort at this moment.

Councilmember David Lester said he found this entire conversation extremely repetitive, and they have had the same conversation before. He said it was a never-ending cycle and that he agrees with Mr. Margello. He asked what they can do at this meeting to fix this and he commented that the City of Powell is going to have to get involved. He acknowledged that it is a private lot and people that park in it that are not using the retail center should be towed and ticketed for trespassing. He asked why doesn't the City put up a sign supporting her business, giving directions to other open lots and notice that they will get towed. He said he does not understand why they can not step up and do that now to fix the problem temporarily and voiced the concern that everything they talked about earlier won't be able to get done this year.

Mayor Heather Karr asked if the towing notices at Local Roots comply with City Code. Police Chief Ron Sallows responded that they are, and the signs says private tow away zone and it puts the disclaimer there that states it is a private lot and it parked there and not going to the restaurant that the person would be subject to paying for the impound fee. It also has the address of the tow lot and the phone number which is 24 hours. Mayor Heather Karr asked if the City is being notified when towing is being enforced or is the Powell Police Department made aware. He replied that they are and when he became aware of this issue, he checked with the 911 center and was told that they had not received any notifications of vehicles being towed from 15 E. Olentangy. He met late last week with Jessi Iams to let her know the signs were good and that they were not receiving notification. He reported that she contacted the towing company and they verified that they did make contact and that the 911 center was not logging that appropriately. He spoke with the director on the issue, and they are resolving the issue. He reported that he was told there were three vehicles towed so far as of Monday, April 6.

Councilmember David Lester said this is a City issue, not a Local Roots issue and not a private parking lot issue. He said this is our parking problem which is not going to be fixed overnight, and the City should support Local Roots and thank them for being patient on parking. He said he does not care how the signs are created, but it should come from the City as it makes her business look bad to have all these private signs up. The signs should direct them to other parking until they figure out the other projects in the works like Scioto Street Extension and Village Green.

Mayor Heather Karr said that the resolution will take some time and suggested that staff work on something to bring forward to City Council at the next meeting if possible, a proposal for valet parking to be vetted by Council and they can work towards that objective. Councilmember David Lester voiced a question about signage. City Manager Andrew White responded there is a lot of agreement that

would have to be conducted between the City and private property owner, which is not the business operator. He said they would first have to negotiate with Mr. Margello on what the signs would look like and then determine what Council was willing to do for that value of the sign, for the community benefit, and require an agreement of some kind. Law Director Yazan Ashrawi said that any public sign on private property would need to have an easement of some sort and would need to talk about that the sign says. He explained that the City does not enforce private towing.

Councilmember Tyler Herrmann replied that he is trying to understand what is typical regarding enforcement of parking restrictions on a private lot. He said he is not aware of there being anywhere else that a public entity is the one who sends their police to a private parking lot to give a ticket and that he is not aware with the public entity doing the towing for a private parking lot. He said he understands there is a problem but that they are talking about something that does not happen elsewhere and that is not how it works. Law Director Yazan Ashrawi voiced his agreement with Councilmember Herrman and that it is private enforcement. Councilmember Tyler Herrmann said that if someone wants a pay station at the parking lot, the owner of the property, landlord, is the person that Local Roots should be talking to. He said that the owner of Local Roots should tell the property owner that they pay rent for this parking lot and need the landlord to put up the gate. He said this seems more like a landlord issue. Vince Margello spoke from the audience that he has three signs being created for the businesses in Local Roots. Mayor Heather Karr recommended that he speak directly with staff on this after the meeting.

Vice-Mayor Tom Counts addressed Councilmember David Lester desire to put signs up from the City. City Councilmember David Lester said he was wrong on the that process and is trying to work towards a quicker solution down the road. Vice-Mayor Tom Counts replied that there are a lot of quick solutions that are expensive and part of the problem is throwing lots of money to this does not create the long-term solution and ultimately that is what they need to strive for. He said that even an intermittent solution is going to take a lot of time to figure out whether it is valet or transit, it will need to be happening at certain places. He questioned where would they put the valet as that is going to be important and they have to provide an incentive for people to use them. He voiced the concern that they use a lot of money towards valet and it not getting used, especially in the wintertime. He said a quick solution is the parking garage, but that it has a huge price tag and would take a long time to do it. He said he is not convinced that it is going to be utilized on day one to capacity. He said that for his last point they have to be a community and each of them has a stake in this and each of them have to bend a little bit because that is what community does and that is the only way they are going to solve this problem. They need to get together and try to come up with a solution that works for everybody that is involved in this.

Mayor Heather Karr voiced her agreement with Vice-Mayor Counts. She also discussed that they need to come back to their primary Council goal, which is making the lives of residents better. As long as they are having this discussion it is not about any one person or any one business owner. She said it is about our residents and what makes things easier for them. She requested agreement from Council as to direction for staff and asked if everyone agrees that a shared use parking resolution needs to be worked on. There was no opposition voiced on this direction. She also requested if staff could bring back something regarding valet parking for the next council meeting as a short-term solution to the problem. City Manager Andrew White said that they have just finished pricing out the public parking signs and can contact them. He said he will also contact Mr. Margello to talk about his sign estimates and layout. He said he is also willing to talk with Mr. Gale on the valet services that he provides. He said he wants to be considerate of Councilmember Carlson's concerns over the public allocation of funds. He discussed that the Powell Development Corporation is specifically set up with resources to invest in these things that are not directly tied to the government and asked that they pursue this as an option. City Manager Andrew White said they want to accommodate a resolution, but that they do not want to present an option that causes an unintended issue.

Councilmember Tyler Herrmann discussed the comment made by Councilmember Leif Carlson on his assumption and asked for it to be on the record if the City offered to buy that lot. City Manager Andrew White responded that they did have conversations on that and he does not want to speak for Mr. Margello, as it is his property. In the future he may want to redevelop it, but it is currently under a lease for a private owner and Jessi Iams wants to use that lot for her business. He said the City has offered to look at absorbing the cost of the lease in exchange for infrastructure that would be public in nature. He confirmed that the City did offer to take over the parking lot.

Councilmember Leif Carlson said he assumes that there have been conversations with a lot of businesses and, based on the number of parking spaces we have in the area, they are not taking us up on that. He said he does not want staff spending a lot of time coming up with a policy that one is going to use, including the people sitting in this room. Economic Development Administrator Sean Hughes replied that they have had these ongoing conversations with property owners and talk with the property owners because the business typically has it in their lease structure. He said the take rate on it has been lower than he expected. Councilmember Leif Carlson said that if the success rate is not going to be indicative of the effort that they are going to have to put into the drafting of the proposal, he said he would rather not do it and concentrate on something else.

X. COMMITTEE REPORTS

Development Committee: Next Meeting: May 6, 2026 @ 6:30 p.m. (Note: Date change due to Primary Election on May 5, 2026)

Finance Committee: Next Meeting: May 12, 2026 @ 7:00 p.m.

Operations Committee: Next Meeting: May 19, 2026 @ 6:30 p.m.

Councilmember Leif Carlson reported that the Delaware County Dog Warden attended the meeting and they discussed dog leash laws.

Planning & Zoning Commission: Next Meeting: May 13, 2026 @ 6:30 p.m.

Councilmember David Lester reported that they did a final approval for the Corinthian Homes project at Liberty Green.

Powell Development Corporation: Next Meeting: April 28, 2026 @ 12:00 p.m. (Note: Location change to COhatch)

Mayor Heather Karr noted the time and location of the Powell Development Corporation meeting.

* **City Council:** Next Meeting: May 6, 2026 @ 7:30 p.m. (Note: date change due to Primary Election on May 5, 2026)

Mayor Heather Karr noted the date change for the City Council meeting in May.

XI. CITY MANAGER'S REPORT/CITY CALENDAR

City Manager Andrew White discussed the upcoming Village Green open house dates. He discussed speaking with former Councilmember Jon Bennehoof on having a tour or potential work session at Stock Hands Horses for Healing. He discussed receiving phone calls from residents on the southern perimeter of Bennett Farm by Shale Brook. Staff will be meeting with them in the next couple of weeks to talk about the replacement of the fence in the southern boundary of Bennett Farm. This fence has been there for a long time and is in disrepair. The City now owns the property and there is an expectation that the City will

provide a better aesthetic response to replace the City fence. There is concern over the type of development that will ensue animal control, but in general the disrepair of the fence. There has also been an increase of resident concerns over the deer population. He discussed speaking with the City Manager of Worthington, and they have an excellent website resource for how they manage the deer population and staff is looking into it. He had a conversation with Police Chief Sallows relevant to how to even survey what type of population group. He said this is also difficult due to the City boundaries and would need to coordinate with the Township. He recently met with parents who are concerned about the lack of adaptive playground equipment within the park system. Representative Brian Lorenz was also present at the meeting. Staff has identified some different areas that there could be some positive outcomes as they are going through the master plan replacement. They have slated to have an upgrade at Adventure Park and a rebuild of the park equipment this year that would resolve some of these issues. He also discussed that there is a discussion right now across the state over the abolition of property tax ballot measure that potentially will be on the ballot in the fall. Communities across the 88 counties of Ohio are starting to organize an information campaign. The Central Ohio Mayors and Managers Association distributed a draft piece of legislation which they will be discussing at their upcoming meeting.

XII. OTHER COUNCIL MATTERS

Councilmember Leif Carlson reported some concerns with signage in front of the shopping mall represent a concept of what might be going there. His HOA has found that disconcerting and he was not sure if the City can control what they are allowed to put on the sign or not.

Mayor Heather Karr thanked staff and those that participated for their work on the recent State of the City event.

XIII. EXECUTIVE SESSION

- * Ohio Revised Code Section 121.22 (G)(2) To consider the purchase of property for public purposes.
- * Ohio Revised Code Section 121.22 (G)(3) conference with an attorney concerning disputes involving the public body that are the subject of imminent court action.
- * Ohio Revised Code Section 121.22 (G) (8) To consider confidential information related to the marketing plans, specific business strategy, production techniques of an applicant for economic development assistance, and to discuss negotiations with other political subdivisions respecting requests for economic development assistance, such that executive session is necessary to protect the interests of the applicant or the possible investment or expenditure of public funds to be made in connection with the economic development project, and the information is directly related to a request for economic development assistance.

MOTION: Councilmember David Lester moved to enter executive session pursuant to Ohio Revised Code Section 121.22 (G)(2) To consider the purchase of property for public purposes; Ohio Revised Code Section 121.22 (G)(3) conference with an attorney concerning disputes involving the public body that are the subject of imminent court action; Ohio Revised Code Section 121.22 (G) (8) To consider confidential information related to the marketing plans, specific business strategy, production techniques of an applicant for economic development assistance, and to discuss negotiations with other political subdivisions respecting requests for economic development assistance, such that executive session is necessary to protect the interests of the applicant or the possible investment or expenditure of public funds to be made in connection with the economic development project, and the information is directly related to a request for economic development assistance. Vice-Mayor Tom Counts seconded. Motion passed.



From: Andrew D. White, City Manager
To: Members of the City Council
Initiated By: Jeffrey S. Tyler, RA, Assistant City Manager
Re: Resolution 2026-25 – A RESOLUTION AUTHORIZING THE CITY MANAGER TO DEVELOP A SHARED-USE DOWNTOWN PARKING POLICY FOR CITY COUNCIL CONSIDERATION.
Date: May 6, 2026

Summary:

Resolution 2026-25 authorizes and directs the City Manager to prepare a proposed Shared-Use Downtown Parking Policy for future review by City Council. The purpose of the legislation is to establish a general framework for evaluating public-private parking partnerships in the downtown area. With the framework in hand, it can now be applied to individual business proposals, include specific agreement details and presentation for Council approval.

Approval of this resolution would not authorize any individual parking agreement, capital expenditure, subsidy, or other binding obligation. It would provide directions for staff to develop a policy framework for future legislative consideration. It also sets expectations for the broader development market with regard to Council objectives.

Background:

Downtown Powell does not necessarily face an absolute shortage of parking supply under current code assumptions. However, a significant portion of the existing inventory remains privately owned, with limited public access, inconspicuously placed, and is not conveniently located for visitors, patrons, or employees.

Because of the circumstances, the City has continued to evaluate whether shared-use parking agreements, improved signage and wayfinding, and targeted pedestrian connectivity improvements may expand usable parking capacity more quickly and at lower cost than structured parking or additional surface lots. This approach may preserve land for future redevelopment while allowing the City to respond to parking demand as downtown conditions evolve. And, distributes public funds cost effectively, and with more efficiency than purchasing real property, designing and constructing a large public parking garage.

Key Issues:

The proposed policy approach must establish clear standards for when public participation in privately owned parking assets is appropriate. Any use of public funds or City resources should be tied to a measurable public benefit, such as expanded public access, improved circulation, better use of existing parking inventory, or support for downtown economic activity. Flexibility is important, as parking conditions vary by parcel, location, lease structure, intensity of use, and time of day. Potential partnerships may range from maintenance reimbursement, limited-hour public access, and City participation in striping, lighting, sidewalks, signage, or related circulation improvements. Additionally, it can involve acquisitions (through purchase or lease) of existing private lots and a conversion to shared use consistent with this policy.

Priority should be placed on efficient use of existing parking resources before more capital-intensive solutions are considered. Shared-use parking may help address demand without immediate commitment to structured parking or expansion of surface lots, allowing the City to respond to actual conditions rather than infrequent peak periods. Signage, wayfinding, and visibility remain central to effective parking management, as available public parking is often underutilized when users cannot easily locate it or are uncertain whether spaces are public. Clear distinctions are needed between public and private responsibilities, including that the City does not enforce towing or private lot restrictions on behalf of private owners, and that any public signage or City-funded improvement on private property would require owner consent and likely an easement or similar legal instrument. Funding capacity remains a practical constraint, with any future financial participation subject to separate legislative approval and available budget capacity. The policy structure should remain scalable enough to be implemented incrementally as willing property owners and viable opportunities emerge.

Policy Development Considerations:

Consistent with Resolution 2026-25, staff intends for the proposed policy to evaluate, at a minimum, the following areas:

- Eligible properties and geographic service area
- Public access terms and hours of availability
- City financial participation and reimbursement structure
- Maintenance and upgrade responsibilities
- Insurance and liability allocation
- Signage, wayfinding, permit, and enforcement considerations
- Engineering, permitting, and infrastructure implications
- Potential funding tools and fiscal limitations

The future policy should improve parking access without discouraging downtown activity, overcommitting public funds, or undermining long-term redevelopment opportunities. It should preserve flexibility for negotiation while establishing standards to evaluate public benefit, consistency, and fiscal exposure.

Legal Review:

The Law Director has reviewed the legislation and approved as to form.

Financial Review:

The Finance Director has reviewed the legislation and approved.

Recommendation:

Staff recommends approval of Resolution 2026-25. Approval would not commit the City to any individual agreement or expenditure but would provide direction for staff to prepare and return with a proposed Shared-Use Downtown Parking Policy for future City Council consideration.



RESOLUTION 2026-25

A RESOLUTION AUTHORIZING THE CITY MANAGER TO DEVELOP A SHARED-USE DOWNTOWN PARKING POLICY FOR CITY COUNCIL CONSIDERATION.

WHEREAS, Downtown Powell continues to experience parking constraints associated with increasing activity, new development, redevelopment, and changing parking demand; and

WHEREAS, City Council has determined that expansion of shared-use parking opportunities may improve public parking availability, support downtown businesses, and advance City Council's objectives related to access, convenience, and downtown vitality as identified in their Goals; and

WHEREAS, City Council has reviewed a Shared Downtown Parking Policy Outline identifying potential policy components including shared-use agreements, lease or license agreements, maintenance reimbursement, capital participation, insurance and liability allocation, signage and wayfinding, permit and enforcement tools, and related funding considerations; and

WHEREAS, City Council recognizes that most of the downtown parking supply is privately owned and that a formal Shared-Use Downtown Parking Policy may provide a framework for coordinated public-private parking arrangements that produce a public benefit; and

WHEREAS, City Council directs the City Manager to develop a proposed Shared-Use Downtown Parking Policy for future review and possible adoption by City Council.

NOW THEREFORE BE IT RESOLVED BY THE CITY OF POWELL, COUNTY OF DELAWARE, STATE OF OHIO AS FOLLOWS:

Section 1: That the City Manager is hereby authorized and directed to develop a proposed Shared-Use Downtown Parking Policy for the downtown area, consistent with City Council's discussion and in substantial conformance with the Shared Downtown Parking Policy Outline previously presented to Council.

Section 2: That in developing the proposed policy, the City Manager shall evaluate and incorporate, as appropriate, provisions addressing eligible properties, public access terms, City financial participation, maintenance and upgrade responsibilities, insurance and liability allocation, signage and wayfinding, permits and enforcement tools, engineering and permitting considerations, and funding options.

Section 3: That the proposed policy shall be prepared for future presentation to City Council for its review, discussion, and possible adoption as a City Council policy.

Section 4: That this Resolution is intended to provide direction for policy development only and shall not, by itself, authorize the execution of any specific shared-use parking agreement, lease, reimbursement arrangement, capital expenditure, or other binding obligation unless separately approved by City Council.

Section 5: It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Resolution were adopted in an open meeting of Council and that all

