



City of Powell

Downtown Parking Review

Conducted in the first quarter of 2022



Community Development Department | Planning Division
5-3-2022

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Introduction

The City of Powell hired an intern, Ben Delatore, a City resident, to complete an analysis of research, outreach, meetings, and studies conducted over the last several years to address the parking options and challenges within the Downtown District. Ben is a sophomore student in Urban Planning at the University of Cincinnati.

Through observations, change in businesses, opinions shared by business owners, and public review processes, it has become apparent that parking supply and parking navigation pose challenges. This study document will first explore the past and present conditions of Downtown Powell's parking supply by presenting key findings from four parking research measures. The document breaks down solutions into three categories: Downtown Specific Code Changes, City Actions, and Powell Festival Parking Solutions. The document is summed up in its conclusion and the appendix.

Within the document are many examples of [blue text](#) to differentiate the most important information. It is used when summarizing past studies and to simplify the recommended solutions.

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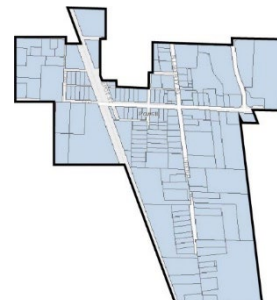
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Downtown Parking Survey (2022)

Purpose: The purpose of this report is to review and summarize the efforts the City of Powell has employed to date to determine whether the existing land uses have sufficient parking spaces to satisfy the Code minimum parking requirements, determine opportunities for shared parking, City participation in working with property owners to collaborate to provide additional parking, education to the public as to where parking is available and opportunities for additional on-street parking and parking management.

Task 1: Establish a Study Region

Downtown Powell has grown since the most recent parking study. The study region should consist of the entire Downtown Commercial District.



Task 2: Determine Process

Determine if the downtown parking supply meets the Zoning Code requirements by researching how many spaces were required at the time of approval and how many spaces are required now.

Task 3: Evaluate the Code

According to Code, office uses must provide 1 space per 200 square feet, retail businesses range from 1 space per 200-400 square feet, and restaurants require a minimum of 25 spaces or 1 space per 3 seats plus employee parking, whichever is greater. For a retail use, the target range should be 1 parking space for 200 to 400 square feet of gross floor area.

Task 4

Define the study groups:

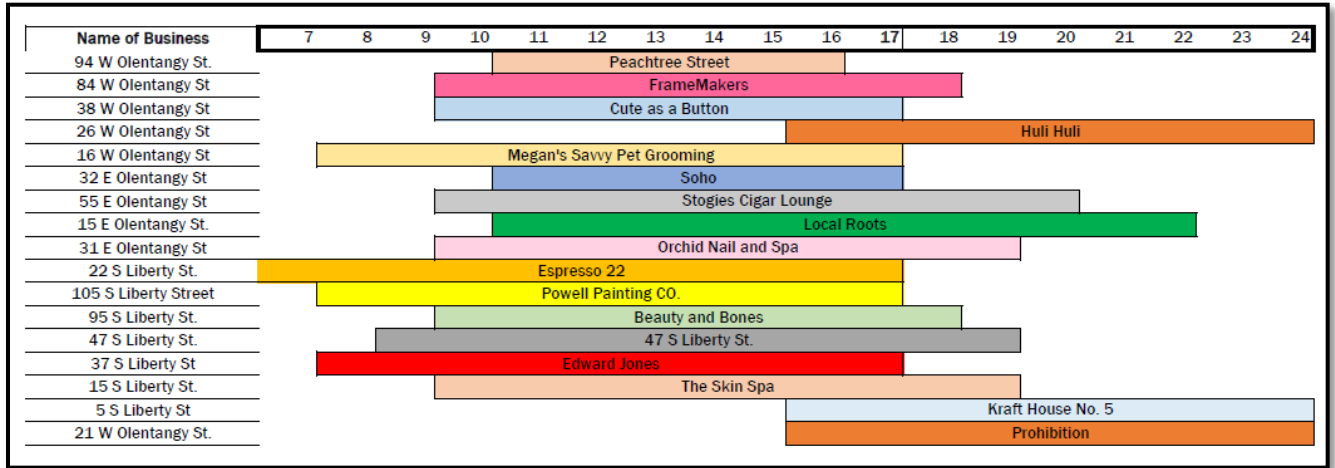
- West of CSX: This group includes all businesses and restaurants west of the CSX railroad. None of these businesses are counted in any other classification.
- Restaurants and Bars: This includes all stand-alone restaurants and bars east of the CSX railroad. This also accounts for Local Roots and Oiishi Sushi even though they are sharing buildings with other businesses.
- Privatized Day-Rush: All businesses with signs indicating private parking are included in this group. 50 South Liberty is in this group.
- Public: This includes all public off street parking lots. Street side parking is accounted for on a per building basis.
- Unregulated Private: This refers to all parking lots not maintained by the City without signage indicating private use only or tow-away area.

Classification	Acres	Retail/Office Parking	Retail/Office Square Feet	R/O Square Feet per Space	Residential Parking	Residential Units
West of CSX	28.89	601	146,796	244	302	104
Restaurants and Bars	4.17	180	25,998	144	0	0
Privatized Day-Rush	7.69	318	78,001	245	8	2
Public	2.57	144	24,000	N/A	0	0
Unregulated Private	3.48	199	43,810	220	0	0
Total	46.5	1,442	318,605	221	310	106

Findings: The numeric comparison between parking supply and required parking in Downtown Powell provides proof the parking supply in Downtown Powell meets the Code requirements. That said, many spaces are difficult to access or privatized by lot owners. Therefore, if the entire supply could be accessible, then Powell would only have a parking navigation would be easier to navigate. There are large lots just outside walking distance of Downtown Powell that could be utilized if the City were to explore alternative transportation methods.

Additional Data

This chart compares the private parking hours of operation to other businesses. This information can help businesses navigate shared parking agreements.



Downtown Parking Summit Meeting (2021)

Introduction – In 2021, the City approached downtown stakeholders to provide feedback on Powell’s current parking environment. The City asked the downtown business owners, developers, and residents about problems they face and possible solutions. The stakeholders engaged each other and Staff through informal small-group discussion. City Staff provided the below prompts to help start the conversation, and the outcome of the conversations are summarized below.

Employee Parking – Employee parking does “take-up” quite a number of parking spaces in the downtown that could be reserved for patrons. Could an employee parking strategy be developed that would “free-up” the choicest spaces for patrons?

- There was a shared thought that employees park in premium spaces and that there should be measures to prevent this. The businesses offered to campaign to employees, encouraged metered parking in valuable street side spaces, and wanted the City to take actions to improve the safety of employees parking far away. A shared sentiment of the participating businesses was for employees to park in public parking lots such as the municipal lot or 44 N Liberty Street.

Pay-to-Park – Should there be a pay-to-park strategy? Paying for parking could provide higher turnover due to its limiting factor. It could also provide a revenue stream for other parking and/or beautification initiatives.

- The participating businesses are against paid parking because they do not want the city to hinder people to come Downtown. However, they did show support for metered parking in choice locations as long as there were plans to use the revenue for long term parking solutions.

Downtown Business Owner’s Participation – Should the downtown businesses have to participate in the parking solution instead of relying on the City? Would the downtown businesses be willing to provide financial assistance to help solve the issues?

- The businesses are willing to help in ways that do not require any financial assistance.



(Downtown Parking Summit 2021)

Shared Parking – Should there be a shared-parking strategy, where all the businesses, including the City, participate? What would be the limiting factors to such a strategy?

- The results of this discussion were not absolute, but many agreed shared parking would help increase the amount of people coming Downtown. There was interest in taking advantage of opposite use times. They claimed the limiting factors to pursuing shared parking are maintenance, insurance, and participation. Public private partnerships were mentioned as a potential solution to this problem.

Alternative Transportation – What alternative transportation solutions could be employed to help mitigate both the transportation and parking issues? Staff started discussions with Uber and ECT Pedi Cab for events. A resident inquired as to how to potentially employ street-legal carts in the downtown.

- To answer question one, participants recommended shuttles or trollies be introduced to the Downtown. Alternatively, some participants felt the creation of a new lot would be a better project to pursue. Alternative transportation would be most valuable for events and dining but not for shopping. Uber and ECT Pedi Cab had similar responses in terms of only being applicable for events.

Parking Number Standard – What is the appropriate number of parking spaces per each type of business? Those numbers may be different than the Zoning Code standard. This will possibly help when looking at updating Zoning Code in the future. Also, could a standard for the maximum number of parking spaces for a given business and in the downtown be developed, as a whole?

- The zoning standard accounts for one space for each three guests. Based on the observations of the participating business owners, this number should actually account for one space for each two guests. In order for the current numbers to satisfy the need, the business owners said there needs to be a mentality shift on walking between locations, or there must be a much better system of shared parking agreements.

City of Powell – What actions should the city take to improve the parking landscape?

- The City should improve its roadways and add more public spaces. To achieve this, they suggested future developments commit to public parking and potentially construct a parking garage. Within government, the businesses would like a code that is more reflective of the actual conditions and a more clear process to establish on-site and shared parking requirements.

Downtown Powell Parking Study (2017)

Parking Census: Data was collected May 20th – July 26th to determine the utilization of both public and private lots. The study had a heavier focus on public lots. Please note the data below reflects 2017 data, and the number of parking spaces assigned to the public lots is not accurate as of 2022. Additionally, there has been business turnover and Powell has seen an increase in the number of downtown businesses since this time.

Analysis of Public Parking

- **Village Green Lot** (113 Spaces): The Village Green lot has 29 parking spaces that have been specified for restaurant parking; 4 for Kraft House No. 5 and 25 for Prohibition Gastro Lounge. The collected data suggests the lot's capacity can support increasing the number of specified business parking spaces if necessary. (Kraft House No. 5: 5 Liberty St, Prohibition Gastro Lounge: 21 W Olentangy St)
- **North Liberty Lot** (19 Spaces): 44 North Liberty has 7 spaces dedicated to Jeni's Ice Cream, Cutler Real Estate, and First Impressions. This lot is over utilized during all hours of the day. (8 N Liberty St)
- **Depot St. Lot** (12 Spaces): The Depot St. lot was only used during Powell Fest.
- **On-Street Parking** (45 Spaces): As seen in the appendix, the levels of highest utilization tend to be closer to the four corners with the outlying on street parking areas tending to be used slightly less. Even at peak evening hours, only Powell Festival census counts recorded at capacity parking utilization.

Time's Effect on the Average Usage of Spaces	Total Spaces	Occupied Spaces	Average Utilization Percentage
10:00 AM	870	170.75	20%
12:30 PM	870	237.63	27%
6:00 PM	870	328.63	38%
8:00 PM	870	336.38	39%

Average Utilization of Large Lots	10:00 AM	12:30 PM	6:00 PM	8:00 PM
Village Green	19%	25%	27%	32%
Local Roots	12%	38%	80%	82%
50 S Liberty	28%	33%	50%	47%
Country Carryout	2%	7%	19%	19%

Findings: This data contradicts the need for a new publicly funded lot. Private lots have the potential to significantly increase the evening supply.

Shortcomings: This data is accurate but is not reliable because it does not show how the parking has changed. Since 2017, Downtown Powell has welcomed Huli Huli, Nocterra, and many businesses west of the CSX rail line. (Huli Huli: 26 W Olentangy St, Nocterra: 41 Depot St)

Current Recommendation: The City should update this study in the summer of 2022. Requesting volunteers from nearby high schools to count the number of cars in various parking lots on Saturdays and Sundays would be the least expensive way to conduct the study.

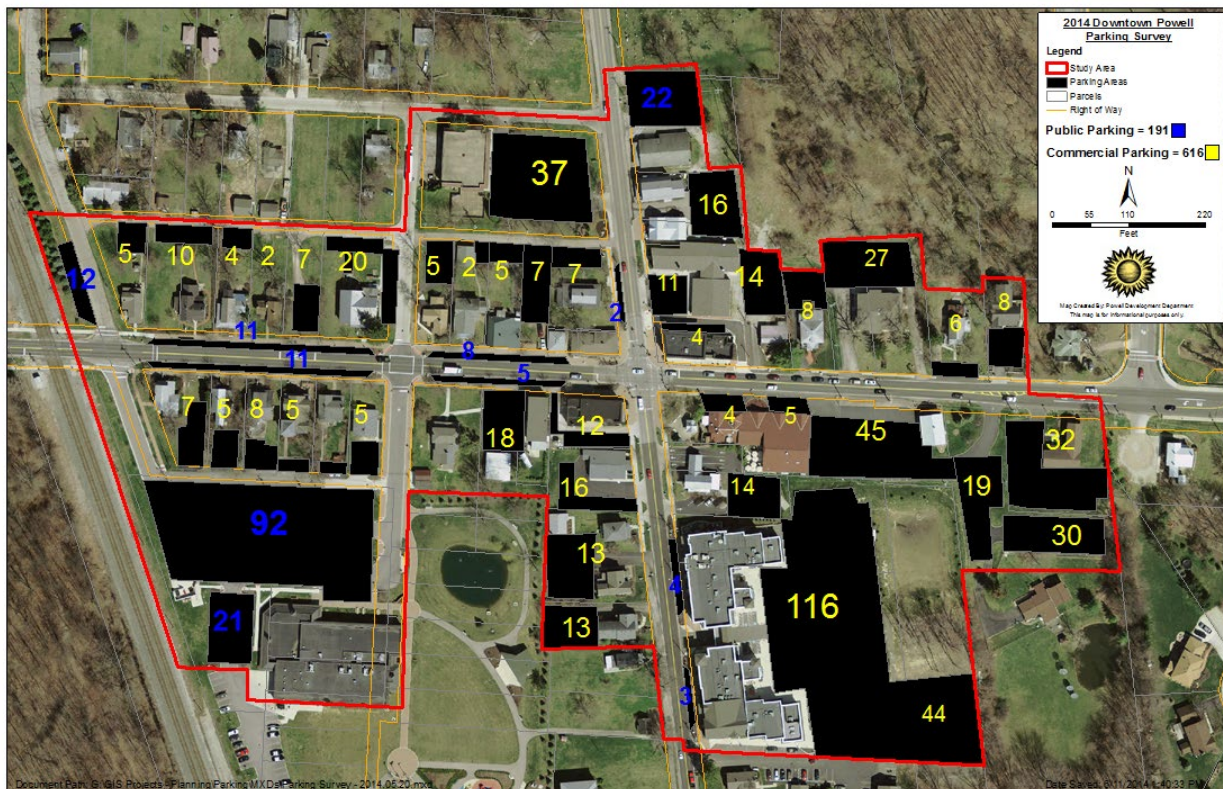
Downtown Parking Survey (2014)

Main Objective: The goal of this survey was to determine if the current demand for parking was enough to satisfy the City of Powell Zoning Code.

Code: According to Code, office uses must provide 1 space per 200 square feet, retail businesses range from 1 space per 200-400 square feet, and restaurants require 25 spaces or 1 space per 3 seats plus employee parking. For a retail use, the target range should be between 200 and 400 square feet of gross floor area per parking space. Based on the existing environment, it is common for restaurant uses to provide 1 space per 100 square feet.

Region (relative to “four corners”)	Building Square Feet per Space
West	213
North East	251
South East	114

Findings: The survey found that the City has too much land dedicated to parking. It was determined that 32% of downtown land was dedicated to surface parking. The parking landscape for restaurants was up to Code. Prohibition and Kraft House did not provide enough parking on site, but the City’s municipal lot was counted toward the total.



Downtown Specific Code Changes

Multi-Family Housing

The 2015 Comprehensive Plan encourages policies that would help provide diverse housing options. It states, “Diverse housing options are important to the community. The City embraces its family-friendly character and also recognizes the need for housing to serve a diverse population in all stages of life” (105). The housing supply for families in Powell is abundant, but lacks in providing housing for “empty nesters” and young professionals. This code change would lower barriers on low square footage units that are popular with these demographics.

There are many factors that contribute to car ownership, but unit size is the most measurable and accurate. Therefore, a parking policy for multi-family housing should relate to the size of the unit. The parking supply will be more reflective of the occupant’s car ownership and quality in-unit garages would become more financially and spatially possible. The two common forms of variable parking requirements are based on square footage or number of bedrooms.

Square footage of unit template:

- A maximum of 600 square feet total floor area: 2 spaces per unit.
- A maximum of 900 square feet total floor area: 2.25 spaces per unit.
- A maximum of 1,200 square feet total floor area: 2.5 spaces per unit.
- A maximum of 1,500 square feet total floor area: 2.75 spaces per unit.
- More than 1,500 square feet total floor area: 3 spaces per unit.

Number of bedrooms of unit template:

- 1 bedroom: 2 spaces per unit.
- 2 bedrooms: 2.5 spaces per unit.
- 3+ bedrooms: 3 spaces per unit.

In Downtown Powell, residents hosting gatherings can ask guests to park in public lots. Other places do not have this luxury and should be required to provide guest parking at a rate of 1 space for each 4 dwelling units. Downtown residential developments can lower their parking requirements up to 50% at the discretion of the Planning and Zoning Commission. Active transportation infrastructure, public transit accessibility, and proximity to public lots should be used as criteria to lower parking requirements.

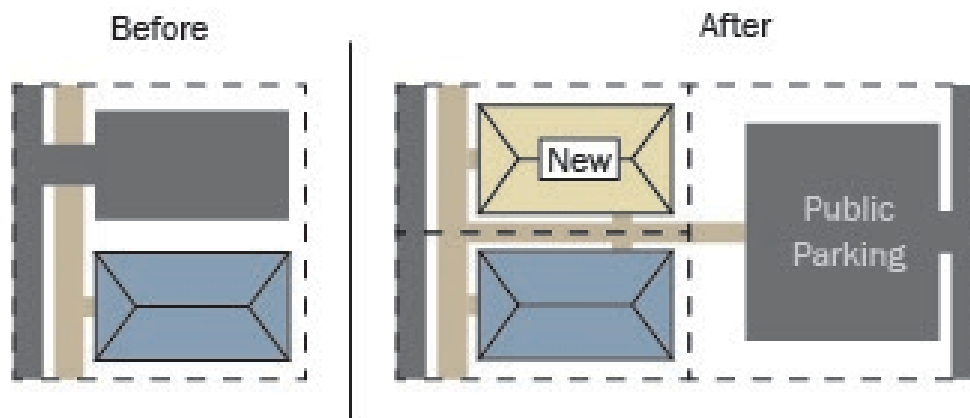


Cash-in-Lieu of Parking

The 2015 Comprehensive Plan addresses problems relating to the poor aesthetic of parking lots and the need for more pedestrian focused development. First, the plan states “[Shared and interconnected parking areas should be provided behind commercial buildings. Parking lots should be physically linked together or accessible from public alleys.](#)” (30). Second, the plan states “[Redevelopment offers a significant opportunity to replace development that may have little community character, such as aging, auto-centric shopping centers, with more attractive architecture and pedestrian-friendly site designs.](#)” (50).

Cash-in lieu of parking is a solution to encourage businesses to divert their parking to public lots. It gives new developments [the choice to provide parking on site or pay the city to supply some or all of what is required by code](#). The physical result of this code change would be the splitting of lots to build a denser, more inviting, pedestrian-friendly environment. Large public lots resulting from this policy would be easier to navigate and more accessible than what is in place today. This policy would update the ordinance that requires all off street parking to be on the same lot as the business. There should be qualifications considered to implement this option. For example, the site should be located [within a ½ mile \(walking distance\)](#) of the public lot and the space in question should only be sold if it is not [occupied by a business with the same or similar hours of operation](#).

Long term, this code change would encourage opportunities for high quality office spaces, exciting retail developments, and interesting outdoor seating arrangements. If this policy is heavily used, then pressures on the city to increase its parking supply would emerge. Overall, this amendment would have positive effects on [public health, safety, convenience, and general welfare](#).



50% Decrease in Required Parking Downtown

Powell Zoning Code Section 1143.16.2 h.2 states parking requirements can be reduced half at the discretion of the Planning and Zoning. What this policy lacks is measurable criteria developers could use to adapt their plans before any public meeting. This creates a predictability problem.

The criteria that should be established to make this policy clearer to developers includes the following factors. Developments should be awarded for infrastructure that benefits pedestrians, cyclists, ride share passengers, and other modes of [transportation that do not require a physical parking space](#). Separately, developments should be awarded for sites [close to public lots](#). Both categories should have the potential to reduce required spaces by 25%. Lastly, residential developments should consider the [expected income of the resident](#) because that has serious impacts on car ownership.

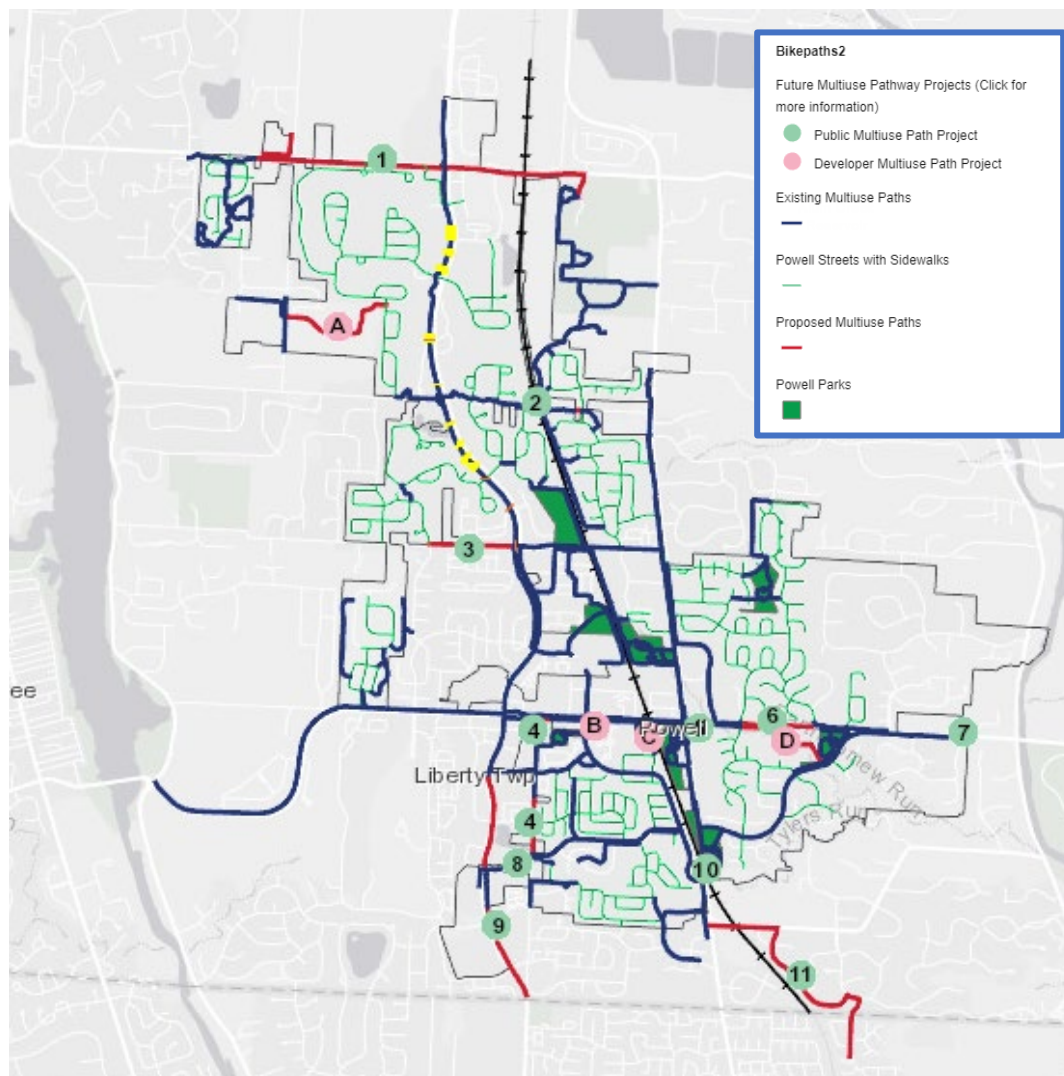
Bars, restaurants, and similar uses cannot reduce their lot size to the same extent, but they can divert their parking to alternate parking lots.

Bike Access

“Pedestrian and bicycle connections should be enhanced and expanded throughout the community, including connections to the surrounding townships, parks, and other destinations.” (Comprehensive Plan, 105).

Increased bike usage would have noticeable effects on lowering the demand for parking in Downtown Powell. To encourage biking, two conditions need to work together; convenient parking and quality trails. Compliance among business owners exists in two forms; a passive solution and an affirmative solution. The passive solution would encourage bike friendly infrastructure through zoning code tradeoffs. [The city could relax density maximums, parking requirements, or height restrictions if the development could provide quality bike infrastructure.](#) The affirmative solution would be to adopt a Complete Streets resolution/ordinance. [This policy would require future private and public projects to include sidewalks, multi-use trails, and potentially transit stops.](#) Complete Streets is a modern policy solution intended to increase safety and support mobility for all users. The Complete Streets transportation policy is gaining popularity among many Central Ohio communities. Together, these solutions would have an even greater impact.

The best way to encourage bike ridership among residents is not to force them to choose the greener option, but instead, give them [two equally convenient choices](#). When it is time to come Downtown, visitors will do what works best for them. OPAL should be involved in any bike related policy change.



City Actions

Valet parking

The implementation of [valet parking](#) would help solve the parking navigation problem. Valet signage is temporary in nature and valet parking will provide nearby access to select businesses. The graphic below describes many possible locations where this service could be valuable.

A valet service may have more success approaching the owners of unused or underused parking lots because compensation can be offered. Therefore, [the parking supply of Downtown in the evening would increase dramatically](#). Valet parking should be accepted because it will help combat both fronts of Powell's parking problem. The below graphic and cost estimates were provided by an interested valet company.



Paid Parking of Street Side Spaces

Achieving target utilization of the City's Downtown street side parking spaces would [relocate employees, free space for food pickup and ride sharing services, and increase total utilization due to high turnover](#). The revenue could be reinvested into the valet service listed above, public infrastructure, long-term projects, and enforcement. This could be set up for all 45 spaces or limited to select spaces. However, according to the Keep Powell Moving Plan, Olentangy Street will replace its current street side parking with a left hand turn lane and more pedestrian space. Paid parking is a great tool to manage parking problems, but [is unlikely to work due to the future plans of Olentangy Street](#).

Parking Management District / Shared Parking

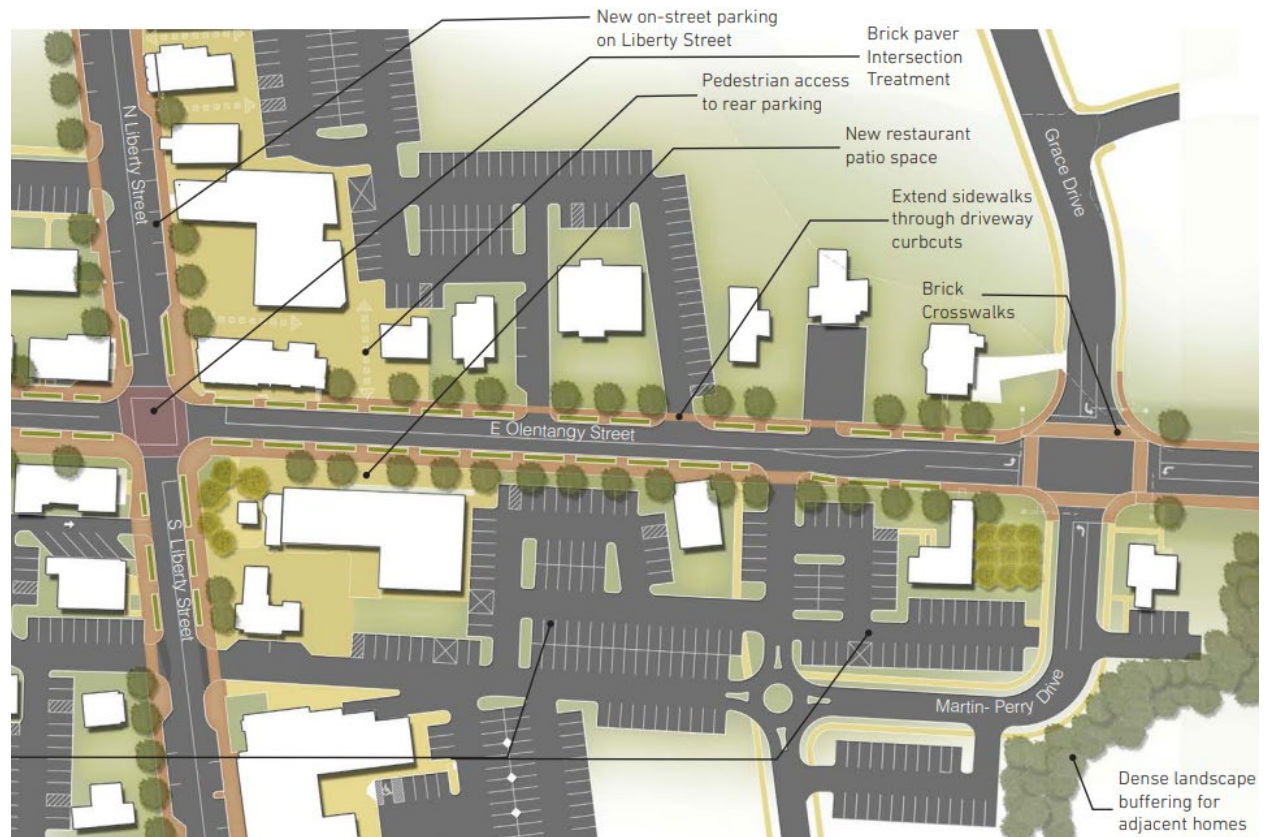
In Downtown, there are 245 private parking spaces. Problems emerge when many spaces remain empty during peak evening hours. Past studies have outlined this problem and recommended the city form a parking management district or take actions that encourage shared parking agreements.

The 2017 parking study recommended the city establish a parking management district. The parking lot owners would give the city public parking and the city would take on the maintenance costs of the lots. Currently, businesses have differing opinions on the benefits of this idea.

The Comprehensive Plan states, "Opportunities to create shared parking arrangements and/or new public parking areas should also be explored" (72). Shared parking has only been established in a select places Downtown. Going forward, the City should find ways to make this approach more attractive.

Within this document are many tools that could potentially incentivize owners of private parking lots. Cash-in-lieu of parking would encourage shared parking. When the current public supply is maximized, the city should reach out to the private lot owners to add to the public supply. The City could rent private spaces from the interested party in exchange for public parking. A more expensive alternative would be to create new public parking lots.

A trolley service can increase the customer base of nearby businesses, without increasing parking supply. The opportunity of a trolley could be an additional attraction tool for the City.



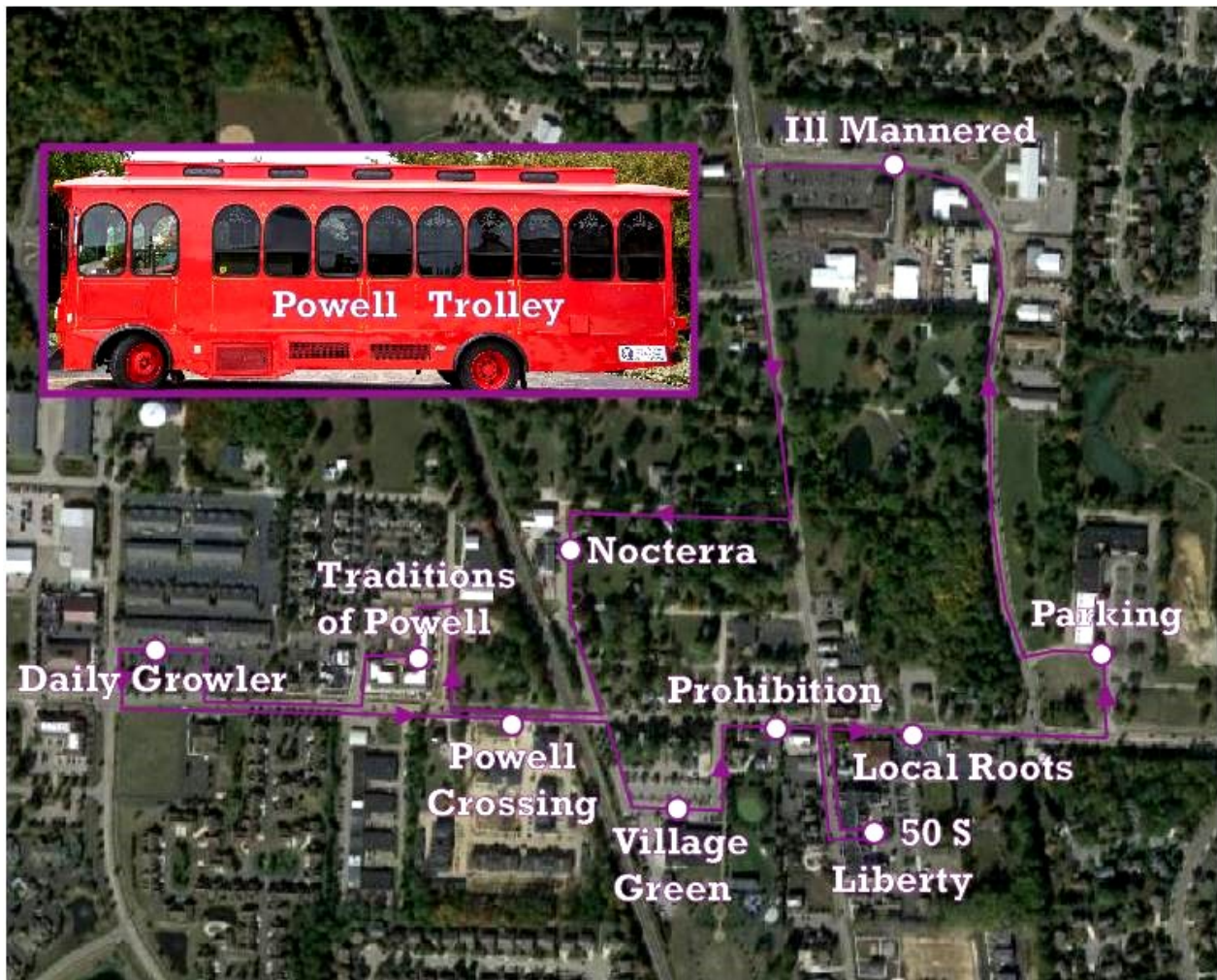
(Keep Powell Moving Street System Circulation Plan)

Seasonal Trolley

Powell's 2015 Comprehensive Plan states "Opportunities to expand transportation options (public transportation, car/ride sharing, bikes, paths, etc.) into and through Powell should be supported, both to increase transportation options for residents and employees, and to alleviate traffic congestion." (105)

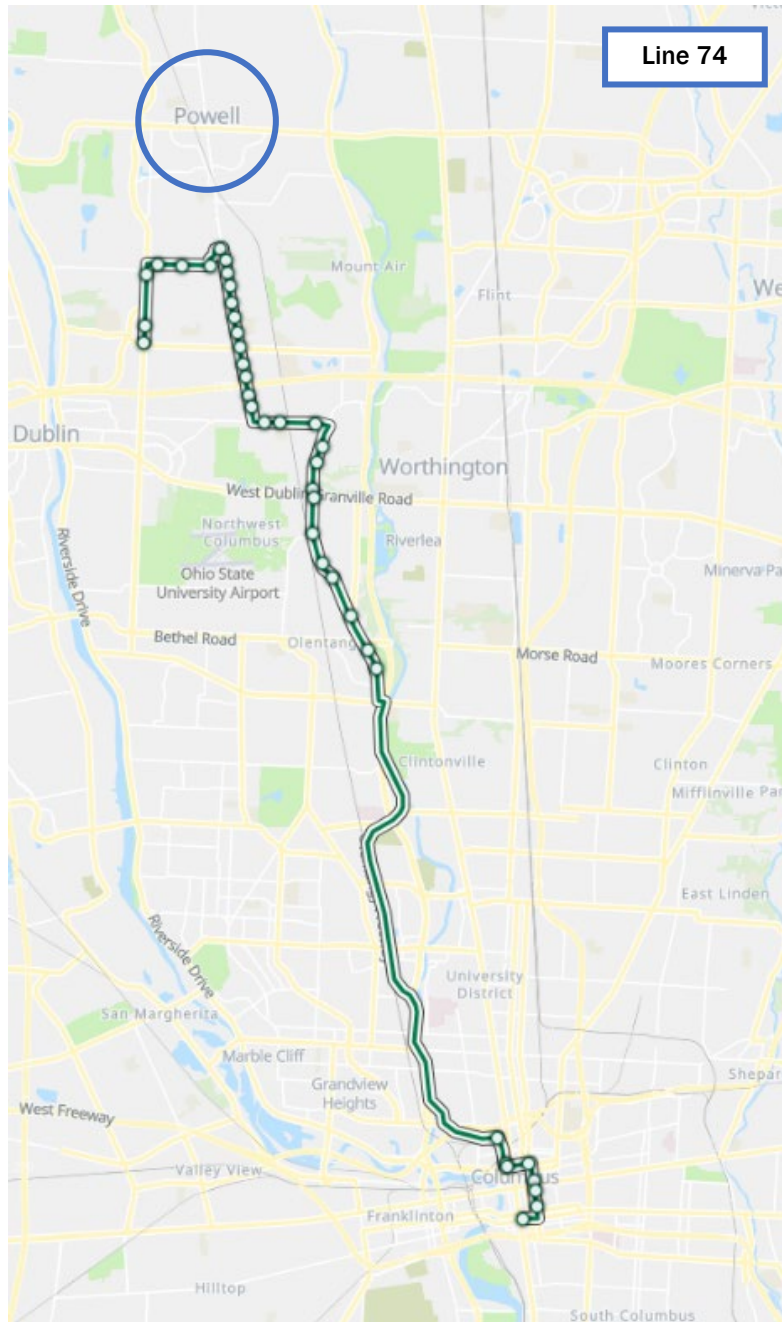
A trolley in Powell would allow Downtown visitors to park outside of the Downtown core, while also providing transportation to Powell's most attractive locations. The combined parking supply of Powell Center, Liberty Plaza, and Village Point Center would be able to satisfy the needs of Downtown Powell for years to come.

Hypothetically, a partnership between Downtown businesses and the trolley service could result in a number of incentives for both parties. The businesses can serve a larger customer base since more parking can be utilized, and the City will have additional tools for establishing shared parking agreements or even a parking management district. The graphic below shows a possible route that would connect a number of Powell's commercial establishments.



Bus

Key underserved demographics are the elderly and the employees of Powell businesses. Recently, many residential developments targeted towards empty nesters have been proposed and approved. This will attract an aging population who will need public transit. Additionally, over 2000 employees commute to Powell from outside communities. Public transit would make it possible for people to work in Powell without the financial stress of owning a personal vehicle. Also, public transit can help Powell alumni of Olentangy Schools because they would have access to services popular with their generation. To combat these problems, [the City should consider approaching COTA's to extend line 74 into Downtown Powell, and/or discuss extending Delaware County Transit services into the Powell community.](#)



Light Rail

Central Ohio is expecting a large increase in population due to the announcement of new Intel production facilities in the area. MORPC analyzed the traffic impact the new population will bring and found [a passenger rail system may be needed to navigate this transportation problem.](#)

Powell should take advantage of any potential passenger rail system as an additional way to connect to neighboring communities. [The service would benefit employees commuting to and from Downtown Powell, families visiting Powell, university students getting home, businesses located near the metro stop, and families looking for a hassle-free route to places such as the Arena District.](#)

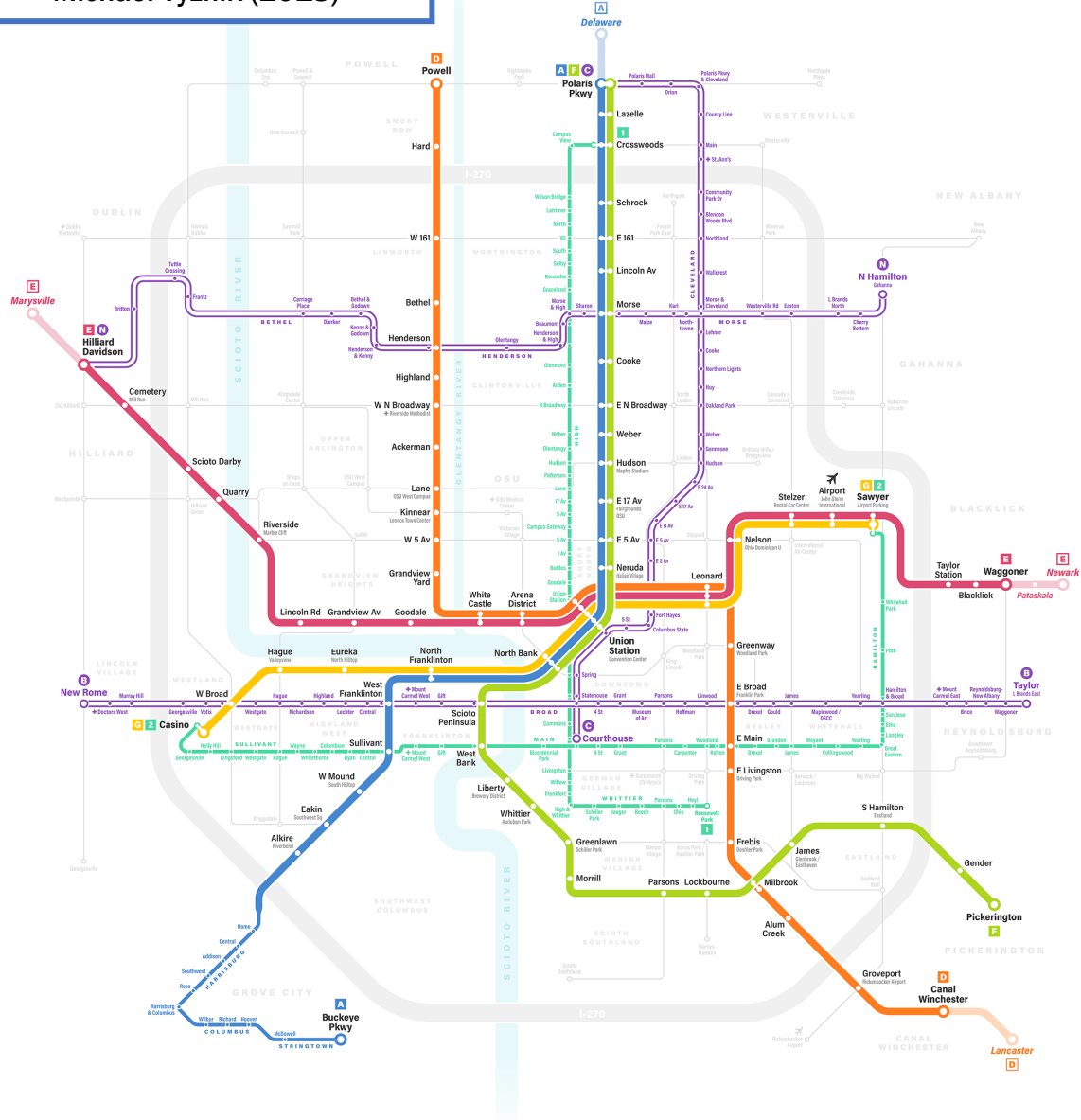
Light rail stops are often considered a risk because of their permanence. Powell, however, can counter this argument because its focal point is stable and well established. These conditions should be advertised to COTA when high capacity transit comes to Northern Columbus. By 2040, COTA aims to add three new high capacity transit lines, however, it is unclear when Columbus will introduce passenger rail.

Public transit is underfunded at the state level and continues to hinder the development of quality transit services. For these projects to be possible, there needs to be an ideological shift strong enough to multiply the current 40 million dollar budget four times over. Powell securing a rail station would be a benefit for the community, but is highly unlikely to happen due to lack of resources. The next page illustrates what could be possible in 20-30 years if the state were to heavily invest in public transit.



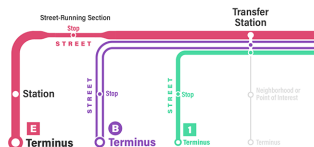
(Washington DC Light Rail Metro)

"Columbus Fantasy Transit Map" Michael Tyznik (2018)



Columbus Rapid Transit and Major Bus Corridors

KEY



Light Rail Rapid Bus Streetcar Local Bus

LOCAL AND LIMITED BUS

A grid of major North-South and East-West bus corridors showing neighborhoods served and connections to rapid transit is shown on the above map. Not all bus lines are represented on this map. Most neighborhoods not served directly by rapid transit are served by local or limited bus lines.

LIGHT RAIL

- A Polaris Pkwy to Buckeye Pkwy**
for Crosswoods, OSU, Fairgrounds, Union Station, West Franklinton, Southwest, & Grove City
A Limited service to Delaware
- D Powell to Canal Winchester**
for OSU West Campus, Lennox, Grandview Yard, Arena District, Union Station, Beeky, & Southeast
D Limited service to Lancaster
- E Hilliard Davidson to Waggoner**
for Quarry, Upper Hilltop, Grandview, Arena District, Union Station, Airport, Gahanna, & Blacklick
E Limited service from Marysville to Pataskala & Newark

- F Polaris Pkwy to Pickerington**
for Crosswoods, OSU, Fairgrounds, Union Station, Scioto Peninsula, Brewery District, & South Columbus
- G Casino to Sawyer**
for Valleyview, North Hilltop, North Franklinton, Union Station, & Airport
At Casino and Sawyer, G trains continue as 2 streetcar

RAPID BUS

- B Broad St – New Rome to Taylor**
for Casino, Hilltop, Franklinton, Scioto Peninsula, Downtown, King Lincoln, Franklin Park, Beeky, Whitehall, East Broad, & L Brands East
- C Cleveland Av – Polaris Pkwy to Courthouse**
for Polaris Mall, Westerville, Northland, Northern Lights, Linden, CSCC, Union Station, & Downtown
- N North Corridor – Hilliard Davidson to N Hamilton**
for Tuttle Crossing, Bethel Rd, Clintonville, Morse Rd, & Cason Town Center

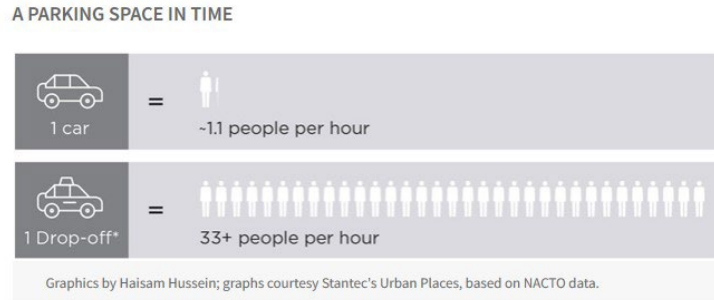
STREETCAR

- 1 High St – Crosswoods to Roosevelt Park**
for Worthington, Clintonville, OSU, Short North, Union Station, Downtown, & German Village
- 2 Main-Sullivant – Casino to Sawyer**
for Westgate, South Hilltop, South Franklinton, Scioto Peninsula, Old Towne East, Beeky, & Whitehall
At Casino and Sawyer, 2 streetcars continue as 2 light rail

Powell Festival Parking Solutions

Ride Sharing Coupons

The City should consider giving residents [a monetary incentive for Uber and/or Lyft rides during Powell Fest](#). The City would need to determine accessible drop off zones around Downtown. The below graphic compares the usage of an urban street side parking space for normal usage and drop off usage. The attraction of Powell Fest can likely generate these numbers in a suburban community.



Golf Carts

Permitting golf carts Downtown during Powell Fest may help to alleviate the parking problem. [Golf carts](#) are small and agile, and therefore [require less space](#). For golf cart usage to be safe and successful, North Liberty Street and other major roads must have lower speed limits during the event. Slower speeds will ensure golf carts will not endanger cyclists and pedestrians, and cars will not endanger golf carts. Most importantly, it [would likely appeal to a large demographic](#). Similar examples can be found in nearby communities and all have had positive responses.



Pedi-cab

[Pedi-cab, or bicycle taxi, usage would allow visitors to park outside of the Downtown area and ride into Downtown, which helps to keep cars and traffic out of the Downtown core](#). Powell Center, Liberty Grand, and Village Point Center should encourage city-funded connections during Powell Fest. The idea of Pedi-cabs can be traced back to the 2021 parking summit meeting between the local business owners.

Summary

Overall, Powell Fest is an amazing asset to the community, and the City should continue to take steps to encourage its success. These suggestions can work together or independently to help relieve Downtown Powell's overcrowded parking environment during City hosted events. Successful implementation of these policies will help all visitors.

Conclusion

Downtown Powell currently has a parking navigation and availability problem. Future solutions must align with the goals of Powell's residents and the Comprehensive Plan. The data collected thus far and summarized in this document is thorough, but much of it is out of date. If the City is looking to construct a new lot, then it should pursue an update to the 2017 Downtown Parking Study to determine the most successful location. In 2022, the City should prioritize transportation solutions for Powell Festival because the event consistently pushes Powell's parking environment to its limit. Next, the City should discuss the feasibility of the recommendations in this document and create an implementation strategy based off community goals and priorities.



Appendix

The appendix contains information from the 2022 parking survey and the 2017 parking study.

Downtown Parking Study (2022)

All numbers with an asterisk are counted within another category. 50 S Liberty is counted in Privatized Day Rush. On street parking is counted towards the businesses closest to the spaces.

Parking West of the CSX Rail Line

Average SqFt per Space: 244

Address	Acres	Retail Parking	Retail SqFt	Residential Parking	Residential Units
147 W Olentangy St	8.10	56	16,400	186	64
173 W Olentangy St	2.51	19	5,306		
Lincoln St	2.30	92	21,584		
Lincoln St	1.02	11	3,079		
70 Traditions Way	1.00	46	8,800		
Traditions Way	4.23			116	40
218 W Olentangy St	9.28	363	88,892		
75 Lincoln St	0.46	14	2,735		
Total	28.89	601	146,796	302	104

Parking Provided by Restaurants and Bars

Average SqFt per Space: 144

Address	Acres	Retail Parking	Retail SqFt	Residential Parking	Residential Units
41 Depot ST	1.34	31	5,803		
26 W Olentangy St.	0.17	8	1,971		
50 S Liberty St	*3.75	*140	*43370		
21 W Olentangy St.	0.41	18	3,128		
15 E Olentangy St.	1.88	109	6,812		
5 S Liberty St	0.19	10	1,674		
8 N Liberty ST	0.17	4	6,610		
Total	4.17	180	25,998	0	0

Public Parking

Average SqFt per Space: N/A

Address	Acres	Retail Parking	Retail SqFt	Residential Parking	Residential Units
Village Green	1.53	113	-		
44 North Liberty	0.183	19	-		
Depot Street	0.11	12	-		
On Street Parking	0.75	*45	-		
Total	2.57	144	0	0	0

Privatized Day-Rush Parking Lots

Average SqFt per Space: 245

Address	Acres	Retail Parking	Retail SqFt	Residential Parking	Residential Units
94 W Olentangy St.	0.15	5	1,327		
84 W Olentangy St.	0.17	10	1,968		
38 W Olentangy St.	0.17	5	1,796		
16 W Olentangy St.	0.03	7	588		
15 N Liberty Street		7	1,736		
28 N Liberty Street	0.12	7	1,438		
32 E Olentangy Street	0.20	8	1,230		
60 E Olentangy Street	0.23	6	1,700		
83 E Olentangy Street		32	2,490		
55 E Olentangy St.	0.25	0	2,016		
31 E Olentangy St.	-	-	-		
22 S Liberty St.	0.25	14	1,576		
50 S Liberty Street	3.75	140	43,370		
105 Liberty St.	0.34	10	1,830		
95 S Liberty St.	0.57	19	4,280		
61 + 55 S Liberty St.	0.45			8	2
47 S Liberty St.	0.22	13	2,528		
37 S Liberty St	0.23	8	2,016		
15 S Liberty St.	0.25	16	1,900		
47 W Olentangy St.	0.16	6	1,044		
65 W Olentangy St.	0.16	5	3,168		
Police Parking	-	-	-		
Total	7.69	318	78,001	8	2

Unregulated Private Parking

Average SqFt per Space: 220

Address	Acres	Retail Parking	Retail SqFt	Residential Parking	Residential Units
35 N Liberty St		37	9,840		
78 W Olentangy St	0.172	4	1,638		
70 W Olentangy St	0.172	7	1,452		
30 W Olentangy St	0.172	2	2,630		
87 W Olentangy St		7	1,392		
77 W Olentangy St	0.155	5	1,597		
71 W Olentangy St	0.155	5	1,680		
57 W Olentangy St	0.172	2	1,708		
47 W Olentangy St	0.155	5	1,044		
36 N Liberty St	0.169	12	2,646		
18 N Liberty St		11	7,389		
24 E Olentangy St	0.2	13	936		
50 E Olentangy St	0.641	32	450		
74 E Olentangy St	0.2	8	1,807		
44 N Liberty St	0.172	11	2,679		
50 W Olentangy St	0.344	20	2,116		
27 S Liberty St	0.205	6	778		
103 E Olentangy St	0.396	12	2,028		
120 E Olentangy St	5.98	228	41,157		
Total	9.46	427	84,967	0	0

Grand Total:

Average SqFt per Space: 201

Total	52.5	1,670	335,762	310	106
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Downtown Parking Study (2017)

Name/Address	Number of Spaces	May 20th		May 25th		May 27th		June 8th		June 15th		June 25th		July 1st		July 15th		Average Utilization	Average Utilization Percentage
		10AM		10AM		10AM		10AM		10AM		10AM		10AM		10AM			
Village Hall South	21	3	14%	3	14%	1	5%	9	43%	9	43%	0	0%	5	24%	2	10%	4	19%
Village Hall Main	92	34	37%	14	15%	10	11%	18	20%	29	32%	0	0%	16	17%	23	25%	18	20%
Depot Street	12	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
44 North Liberty	19	3	16%	14	74%	6	32%	16	84%	4	21%	7	37%	14	74%	5	26%	9	45%
Liberty West	3	1	33%	1	33%	1	33%	0	0%	0	0%	0	0%	3	100%	1	33%	1	29%
Liberty East 1	2	2	100%	1	50%	1	50%	1	50%	0	0%	1	50%	2	100%	2	100%	1	63%
78 W Olen tangy St	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	4	100%	1	25%	1	16%
94 W Olen tangy St	5	0	0%	1	20%	0	0%	1	20%	0	0%	1	20%	0	0%	0	0%	0	8%
84 W Olen tangy St	10	0	0%	0	0%	0	0%	0	0%	0	0%	1	10%	0	0%	0	0%	0	1%
W Olen tangy St - West	7	0	0%	1	14%	0	0%	2	29%	1	14%	0	0%	1	14%	0	0%	1	9%
38 W Olen tangy St	5	1	20%	2	40%	1	20%	0	0%	1	20%	0	0%	2	40%	1	20%	1	20%
30 W Olen tangy St	2	1	50%	2	100%	0	0%	0	0%	1	50%	0	0%	0	0%	0	0%	1	25%
26 W Olen tangy St	5	0	0%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	3%
16 W Olen tangy St	7	5	71%	1	14%	0	0%	0	0%	1	14%	1	14%	2	29%	0	0%	1	18%
15 N Liberty St	7	0	0%	1	14%	0	0%	0	0%	0	0%	0	0%	0	0%	1	14%	0	4%
35 N Liberty St	37	0	0%	3	8%	0	0%	1	3%	0	0%	0	0%	2	5%	0	0%	1	2%
87 W Olen tangy St	7	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	14%	1	14%	0	4%
77 W Olen tangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
71 W Olen tangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	20%	0	3%
65 W Olen tangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
57 W Olen tangy St	2	2	100%	1	50%	1	50%	1	50%	2	100%	0	0%	2	100%	0	0%	1	56%
47 W Olen tangy St	5	0	0%	3	60%	0	0%	3	60%	0	0%	0	0%	0	0%	0	0%	1	15%
23 W Olen tangy St	18	1	6%	1	6%	2	11%	0	0%	1	6%	4	22%	0	0%	0	0%	1	6%
5 S Liberty St	10	1	10%	2	20%	3	30%	0	0%	0	0%	3	30%	6	60%	2	20%	2	21%
15 S Liberty St	16	5	31%	3	19%	2	13%	2	13%	6	38%	2	13%	3	19%	3	19%	3	20%
37 S Liberty St	8	1	13%	5	63%	2	25%	4	50%	0	0%	1	13%	0	0%	1	13%	2	22%
47 S Liberty St	13	2	15%	6	46%	3	23%	3	23%	5	38%	5	38%	3	23%	4	31%	4	30%
36 N Liberty St	12	1	8%	5	42%	10	83%	5	42%	5	42%	0	0%	7	58%	5	42%	5	40%
18 N Liberty St	11	1	9%	0	0%	3	27%	0	0%	0	0%	0	0%	4	36%	4	36%	2	14%
8 N Liberty St	4	0	0%	3	75%	2	50%	3	75%	2	50%	0	0%	1	25%	1	25%	2	38%
24 E Olen tangy St	13	5	38%	4	31%	3	23%	5	38%	4	31%	5	38%	5	38%	6	46%	5	36%
32 E Olen tangy St	8	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	13%	0	0%	0	2%
50 E Olen tangy St	32	4	13%	9	28%	0	0%	11	34%	16	50%	0	0%	0	0%	0	0%	5	16%
60 E Olen tangy St	6	0	0%	1	17%	0	0%	0	0%	1	17%	0	0%	1	17%	0	0%	0	6%
74 E Olen tangy St	8	0	0%	1	13%	0	0%	1	13%	1	13%	0	0%	1	13%	0	0%	1	6%
Local Roots - NW Lot	4	0	0%	1	25%	0	0%	1	25%	0	0%	0	0%	0	0%	0	0%	0	6%
Local Roots - NE Lot	5	2	40%	2	40%	2	40%	0	0%	0	0%	2	40%	1	20%	2	40%	1	28%
Local Roots - E Lot	51	7	14%	8	16%	9	18%	6	12%	9	18%	6	12%	15	29%	33	65%	12	23%
Local Roots - SE Lot	19	1	5%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	1%
83 E Olen tangy St	32	13	41%	7	22%	9	28%	7	22%	1	3%	10	31%	0	0%	8	25%	7	21%
Local Roots - S Lot	30	0	0%	0	0%	0	0%	0	0%	2	7%	0	0%	0	0%	1	3%	0	1%
2 S Liberty St - East L	10	2	20%	5	50%	6	60%	3	30%	3	30%	3	30%	6	60%	7	70%	4	44%
50 S Liberty St	116	26	22%	56	48%	29	25%	67	58%	66	57%	22	19%	29	25%	33	28%	41	35%
50 S Liberty - East Lot	44	1	2%	12	27%	0	0%	10	23%	7	16%	4	9%	1	2%	0	0%	4	10%
W Olen tangy St - East	12	3	25%	1	8%	2	17%	1	8%	1	8%	1	8%	2	17%	1	8%	2	13%
W Olen tangy St - North	8	0	0%	0	0%	1	13%	0	0%	0	0%	0	0%	0	0%	0	0%	0	2%
2 S Liberty St - West L	4	4	100%	2	50%	4	100%	4	100%	2	50%	3	75%	3	75%	4	100%	3	81%
27 S Liberty St	6	5	83%	3	50%	0	0%	3	50%	2	33%	0	0%	2	33%	0	0%	2	31%
28 N Liberty St	7	2	29%	2	29%	2	29%	2	29%	0	0%	1	14%	2	29%	0	0%	1	20%
70 S Liberty St	29	4	14%	11	38%	4	14%	8	28%	9	31%	0	0%	5	17%	6	21%	6	20%
44 N Liberty St	11	0	0%	3	27%	2	18%	3	27%	5	45%	4	36%	5	45%	8	73%	4	34%
Olen tangy North 4	6	1	17%	1	17%	3	50%	0	0%	1	17%	3	50%	3	50%	5	83%	2	35%
Olen tangy North 5	2	1	50%	1	50%	2	100%	0	0%	1	50%	0	0%	1	50%	2	100%	1	50%
Olen tangy North 1	3	1	33%	0	0%	0	0%	0	0%	0	0%	1	33%	0	0%	1	33%	0	13%
Olen tangy North 2	4	1	25%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	25%	0	6%
Olen tangy North 3	4	1	25%	0	0%	0	0%	0	0%	0	0%	2	50%	0	0%	1	25%	1	13%
Olen tangy South 1	3	1	33%	0	0%	0	0%	0	0%	1	33%	0	0%	0	0%	0	0%	0	8%
Olen tangy South 2	4	1	25%	0	0%	0	0%	0	0%	0	0%	2	50%	0	0%	1	25%	1	13%
Olen tangy South 3	4	2	50%	0	0%	0	0%	0	0%	0	0%	2	50%	0	0%	3	75%	1	22%
Olen tangy South 4	3	1	33%	0	0%	0	0%	0	0%	2	67%	2	67%	3	100%	2	67%	1	42%
Olen tangy South 5	1	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	13%
Olen tangy South 6	1	0	0%	0	0%	1	100%	1	100%	0	0%	0	0%	0	0%	1	100%	0	38%
Liberty East 2	2	2	100%	2	100%	1	50%	2	100%	1	50%	2	100%	2	100%	2	100%	2	88%
Liberty East 3	2	1	50%	1	50%	0	0%	2	100%	1	50%	1	50%	2	100%	1	50%	1	56%
Liberty East 4	1	1	100%	0	0%	1	100%	1	100%	0	0%	1	100%	1	100%	0	0%	1	63%
Historical Society	12	2	17%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	2%
55 East Olen tangy St	4	1	25%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	3%
Total	870	161	19%	207	24%	129	15%	207	24%	203	23%	103	12%	168	19%	188	22%	170.75	20%

Name/Address	Number of Spaces	May 20th		May 25th		May 27th		June 8th		June 15th		June 25th		July 1st		July 15th		Average Utilization	Average Utilization Percentage
		1230PM		1230PM		1230PM		1230PM		1230PM		1230PM		1230PM		1230PM			
Village Hall South	21	2	10%	4	19%	1	5%	3	14%	7	33%	<null>	####	2	10%	2	10%	3	13%
Village Hall Main	92	30	33%	20	22%	8	9%	26	28%	51	55%	<null>	####	20	22%	41	45%	25	27%
Depot Street	12	0	0%	0	0%	0	0%	0	0%	0	0%	24	200%	0	0%	0	0%	3	25%
44 North Liberty	19	10	53%	14	74%	13	68%	16	84%	7	37%	18	95%	5	26%	8	42%	11	60%
Liberty West	3	2	67%	<null>	####	2	67%	1	33%	2	67%	3	100%	0	0%	0	0%	1	42%
Liberty East 1	2	2	100%	1	50%	1	50%	2	100%	2	100%	2	100%	2	100%	2	100%	2	88%
78 W Olenangy St	4	0	0%	0	0%	0	0%	0	0%	1	25%	0	0%	0	0%	0	0%	0	3%
94 W Olenangy St	5	2	40%	1	20%	1	20%	1	20%	2	40%	1	20%	1	20%	0	0%	1	23%
84 W Olenangy St	10	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	10%	0	0%	0	1%
W Olenangy St - West	7	0	0%	1	14%	0	0%	1	14%	2	29%	2	29%	4	57%	0	0%	1	18%
38 W Olenangy St	5	2	40%	1	20%	1	20%	1	20%	1	20%	3	60%	1	20%	1	20%	1	28%
30 W Olenangy St	2	0	0%	0	0%	0	0%	2	100%	1	50%	2	100%	2	100%	0	0%	1	44%
26 W Olenangy St	5	0	0%	1	20%	0	0%	1	20%	2	40%	0	0%	2	40%	1	20%	1	18%
16 W Olenangy St	7	5	71%	2	29%	0	0%	2	29%	3	43%	1	14%	1	14%	0	0%	2	25%
15 N Liberty St	7	0	0%	2	29%	1	14%	1	14%	0	0%	0	0%	1	14%	1	14%	1	9%
35 N Liberty St	37	0	0%	2	5%	0	0%	3	8%	3	8%	5	14%	3	8%	6	16%	3	7%
87 W Olenangy St	7	0	0%	1	14%	0	0%	1	14%	0	0%	0	0%	0	0%	1	14%	0	5%
77 W Olenangy St	5	2	40%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	5%
71 W Olenangy St	5	0	0%	1	20%	0	0%	1	20%	2	40%	0	0%	0	0%	1	20%	1	13%
65 W Olenangy St	5	2	40%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	5%
57 W Olenangy St	2	0	0%	1	50%	1	50%	1	50%	2	100%	0	0%	0	0%	2	100%	1	44%
47 W Olenangy St	5	0	0%	1	20%	2	40%	1	20%	0	0%	0	0%	0	0%	0	0%	1	10%
23 W Olenangy St	18	0	0%	3	17%	2	11%	2	11%	3	17%	1	6%	2	11%	2	11%	2	10%
5 S Liberty St	10	0	0%	3	30%	3	30%	7	70%	1	10%	7	70%	1	10%	7	70%	4	36%
15 S Liberty St	16	4	25%	7	44%	3	19%	1	6%	5	31%	3	19%	0	0%	2	13%	3	20%
37 S Liberty St	8	0	0%	3	38%	0	0%	4	50%	0	0%	5	63%	0	0%	2	25%	2	22%
47 S Liberty St	13	5	38%	3	23%	6	46%	5	38%	1	8%	4	31%	3	23%	2	15%	4	28%
36 N Liberty St	12	0	0%	5	42%	7	58%	4	33%	4	33%	6	50%	2	17%	7	58%	4	36%
18 N Liberty St	11	2	18%	4	36%	2	18%	1	9%	4	36%	1	9%	3	27%	6	55%	3	26%
8 N Liberty St	4	2	50%	3	75%	0	0%	1	25%	3	75%	0	0%	2	50%	2	50%	2	41%
24 E Olenangy St	13	6	46%	4	31%	0	0%	6	46%	5	38%	5	38%	3	23%	5	38%	4	33%
32 E Olenangy St	8	2	25%	2	25%	1	13%	2	25%	0	0%	1	13%	1	13%	2	25%	1	17%
50 E Olenangy St	32	2	6%	11	34%	0	0%	10	31%	7	22%	0	0%	0	0%	0	0%	4	12%
60 E Olenangy St	6	2	33%	1	17%	0	0%	1	17%	2	33%	1	17%	1	17%	0	0%	1	17%
74 E Olenangy St	8	0	0%	6	75%	0	0%	1	13%	1	13%	0	0%	0	0%	0	0%	1	13%
Local Roots - NW Lot	4	0	0%	3	75%	0	0%	3	75%	2	50%	1	25%	1	25%	0	0%	1	31%
Local Roots - NE Lot	5	3	60%	3	60%	2	40%	4	80%	3	60%	4	80%	2	40%	3	60%	3	60%
Local Roots - E Lot	51	41	80%	45	88%	10	20%	40	78%	39	76%	26	51%	22	43%	47	92%	34	66%
Local Roots - SE Lot	19	1	5%	3	16%	0	0%	3	16%	4	21%	1	5%	1	5%	4	21%	2	11%
83 E Olenangy St	32	10	31%	6	19%	9	28%	10	31%	0	0%	12	38%	6	19%	5	16%	7	23%
Local Roots - S Lot	30	1	3%	0	0%	0	0%	0	0%	3	10%	0	0%	0	0%	0	0%	1	2%
2 S Liberty St - East L	10	1	10%	1	10%	4	40%	5	50%	2	20%	2	20%	2	20%	4	40%	3	26%
50 S Liberty St	116	38	33%	64	55%	31	27%	79	68%	77	66%	26	22%	41	35%	38	33%	49	42%
50 S Liberty - East Lot	44	1	2%	11	25%	0	0%	9	20%	6	14%	4	9%	0	0%	0	0%	4	9%
W Olenangy St - East	12	2	17%	3	25%	1	8%	3	25%	1	8%	6	50%	1	8%	1	8%	2	19%
W Olenangy St - North	8	0	0%	2	25%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	3%
2 S Liberty St - West L	4	3	75%	1	25%	3	75%	2	50%	1	25%	1	25%	1	25%	2	50%	2	44%
27 S Liberty St	6	3	50%	3	50%	1	17%	5	83%	1	17%	4	67%	2	33%	0	0%	2	40%
28 N Liberty St	7	2	29%	2	29%	4	57%	3	43%	0	0%	4	57%	3	43%	0	0%	2	32%
70 S Liberty St	29	5	17%	9	31%	7	24%	9	31%	8	28%	2	7%	5	17%	5	17%	6	22%
44 N Liberty St	11	1	9%	8	73%	7	64%	9	82%	5	45%	11	100%	6	55%	8	73%	7	63%
Olenangy North 4	6	5	83%	3	50%	3	50%	1	17%	2	33%	6	100%	3	50%	3	50%	3	54%
Olenangy North 5	2	1	50%	1	50%	2	100%	0	0%	1	50%	1	50%	0	0%	2	100%	1	50%
Olenangy North 1	3	0	0%	1	33%	0	0%	0	0%	0	0%	1	33%	1	33%	0	0%	0	13%
Olenangy North 2	4	2	50%	0	0%	0	0%	0	0%	0	0%	3	75%	1	25%	0	0%	1	19%
Olenangy North 3	4	2	50%	0	0%	0	0%	1	25%	0	0%	4	100%	1	25%	1	25%	1	28%
Olenangy South 1	3	2	67%	0	0%	0	0%	0	0%	1	33%	3	100%	1	33%	1	33%	1	33%
Olenangy South 2	4	2	50%	0	0%	0	0%	0	0%	1	25%	4	100%	1	25%	4	100%	2	38%
Olenangy South 3	4	3	75%	0	0%	1	25%	0	0%	1	25%	4	100%	1	25%	2	50%	2	35%
Olenangy South 4	3	0	0%	1	33%	3	100%	2	67%	2	67%	3	100%	1	33%	2	67%	2	58%
Olenangy South 5	1	0	0%	1	100%	1	100%	1	100%	0	0%	1	100%	0	0%	0	0%	1	50%
Olenangy South 6	1	1	100%	1	100%	1	100%	1	100%	0	0%	1	100%	0	0%	1	100%	1	75%
Liberty East 2	2	2	100%	2	100%	1	50%	2	100%	2	100%	2	100%	2	100%	2	100%	2	94%
Liberty East 3	2	1	50%	2	100%	1	50%	2	100%	1	50%	2	100%	2	100%	2	100%	2	81%
Liberty East 4	1	1	100%	1	100%	1	100%	1	100%	0	0%	1	100%	1	100%	1	100%	1	88%
Historical Society	12	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
55 East Olenangy St	4	3	75%	3	75%	0	0%	0	0%	1	25%	2	50%	2	50%	2	50%	2	41%
Total	870	221	25%	288	33%	148	17%	304	35%	288	33%	237	27%	172	20%	243	28%	237.625	27%

Name/Address	Number of Spaces	May 20th		May 25th		May 27th		June 8th		June 15th		June 25th		July 1st		July 15th		Average Utilization	Average Utilization Percentage
		6PM		6PM		6PM		600PM		6PM		600PM		6PM		6PM			
Village Hall South	21	2	10%	3	14%	2	10%	2	10%	3	14%	<null>	####	1	5%	4	19%	2	10%
Village Hall Main	92	33	36%	44	48%	17	18%	32	35%	37	40%	<null>	####	28	30%	44	48%	29	32%
Depot Street	12	0	0%	0	0%	0	0%	0	0%	0	0%	38	317%	0	0%	0	0%	5	40%
44 North Liberty	19	18	95%	16	84%	19	100%	18	95%	11	58%	20	105%	19	100%	17	89%	17	91%
Liberty West	3	3	100%	0	0%	3	100%	3	100%	3	100%	3	100%	2	67%	0	0%	2	71%
Liberty East 1	2	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
78 W Olentangy St	4	0	0%	0	0%	0	0%	0	0%	0	0%	1	25%	1	25%	1	25%	0	9%
94 W Olentangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	4	80%	0	0%	0	0%	1	10%
84 W Olentangy St	10	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	10%	0	1%
W Olentangy St - West	7	0	0%	0	0%	0	0%	0	0%	0	0%	1	14%	0	0%	0	0%	0	2%
38 W Olentangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	9	180%	0	0%	0	0%	1	23%
30 W Olentangy St	2	0	0%	1	50%	0	0%	0	0%	0	0%	2	100%	0	0%	2	100%	1	31%
26 W Olentangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	5	100%	0	0%	0	0%	1	13%
16 W Olentangy St	7	0	0%	1	14%	0	0%	1	14%	0	0%	6	86%	0	0%	5	71%	2	23%
15 N Liberty St	7	0	0%	0	0%	0	0%	2	29%	0	0%	4	57%	0	0%	0	0%	1	11%
35 N Liberty St	37	4	11%	3	8%	5	14%	3	8%	2	5%	37	100%	1	3%	2	5%	7	19%
87 W Olentangy St	7	0	0%	0	0%	0	0%	0	0%	0	0%	2	29%	0	0%	0	0%	0	4%
77 W Olentangy St	5	0	0%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	3%
71 W Olentangy St	5	2	40%	0	0%	0	0%	0	0%	1	20%	0	0%	0	0%	1	20%	1	10%
65 W Olentangy St	5	0	0%	2	40%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	5%
57 W Olentangy St	2	1	50%	0	0%	2	100%	1	50%	1	50%	0	0%	0	0%	0	0%	1	31%
47 W Olentangy St	5	0	0%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%	1	20%	0	5%
23 W Olentangy St	18	10	56%	6	33%	10	56%	12	67%	9	50%	6	33%	7	39%	3	17%	8	44%
5 S Liberty St	10	3	30%	7	70%	2	20%	7	70%	2	20%	6	60%	6	60%	3	30%	5	45%
15 S Liberty St	16	1	6%	6	38%	1	6%	1	6%	2	13%	0	0%	1	6%	0	0%	2	9%
37 S Liberty St	8	0	0%	6	75%	0	0%	4	50%	0	0%	8	100%	2	25%	0	0%	3	31%
47 S Liberty St	13	1	8%	6	46%	3	23%	3	23%	2	15%	4	31%	5	38%	3	23%	3	26%
36 N Liberty St	12	12	100%	8	67%	2	17%	12	100%	1	8%	12	100%	8	67%	5	42%	8	63%
18 N Liberty St	11	0	0%	6	55%	0	0%	0	0%	0	0%	1	9%	0	0%	0	0%	1	8%
8 N Liberty St	4	1	25%	2	50%	3	75%	0	0%	2	50%	4	100%	2	50%	2	50%	2	50%
24 E Olentangy St	13	3	23%	5	38%	2	15%	2	15%	2	15%	6	46%	4	31%	4	31%	4	27%
32 E Olentangy St	8	0	0%	6	75%	0	0%	0	0%	1	13%	4	50%	1	13%	2	25%	2	22%
50 E Olentangy St	32	0	0%	0	0%	0	0%	0	0%	1	3%	0	0%	1	3%	0	0%	0	1%
60 E Olentangy St	6	0	0%	0	0%	1	17%	0	0%	0	0%	0	0%	1	17%	0	0%	0	4%
74 E Olentangy St	8	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Local Roots - NW Lot	4	3	75%	1	25%	2	50%	3	75%	3	75%	2	50%	2	50%	4	100%	3	63%
Local Roots - NE Lot	5	5	100%	3	60%	3	60%	2	40%	5	100%	4	80%	3	60%	3	60%	4	70%
Local Roots - E Lot	51	49	96%	41	80%	51	100%	51	100%	49	96%	51	100%	49	96%	49	96%	49	96%
Local Roots - SE Lot	19	19	100%	11	58%	17	89%	15	79%	18	95%	19	100%	19	100%	3	16%	15	80%
83 E Olentangy St	32	0	0%	7	22%	0	0%	6	19%	5	16%	1	3%	0	0%	6	19%	3	10%
Local Roots - S Lot	30	29	97%	15	50%	3	10%	20	67%	29	97%	2	7%	26	87%	0	0%	16	52%
2 S Liberty St - East L	10	0	0%	1	10%	4	40%	0	0%	0	0%	7	70%	0	0%	1	10%	2	16%
50 S Liberty St	116	89	77%	83	72%	76	66%	81	70%	86	74%	59	51%	68	59%	70	60%	77	66%
50 S Liberty - East Lot	44	2	5%	3	7%	0	0%	8	18%	0	0%	6	14%	3	7%	0	0%	3	6%
W Olentangy St - East	12	0	0%	0	0%	0	0%	0	0%	1	8%	9	75%	0	0%	0	0%	1	10%
W Olentangy St - North	8	0	0%	0	0%	0	0%	0	0%	0	0%	9	113%	0	0%	0	0%	1	14%
2 S Liberty St - West L	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
27 S Liberty St	6	1	17%	5	83%	2	33%	2	33%	3	50%	4	67%	0	0%	2	33%	2	40%
28 N Liberty St	7	6	86%	3	43%	1	14%	6	86%	2	29%	7	100%	3	43%	0	0%	4	50%
70 S Liberty St	29	2	7%	10	34%	5	17%	6	21%	7	24%	4	14%	2	7%	6	21%	5	18%
44 N Liberty St	11	11	100%	5	45%	7	64%	11	100%	9	82%	12	109%	11	100%	7	64%	9	83%
Olentangy North 4	6	6	100%	5	83%	3	50%	0	0%	4	67%	6	100%	4	67%	4	67%	4	67%
Olentangy North 5	2	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
Olentangy North 1	3	0	0%	0	0%	0	0%	0	0%	0	0%	3	100%	0	0%	0	0%	0	13%
Olentangy North 2	4	2	50%	1	25%	0	0%	1	25%	0	0%	4	100%	0	0%	1	25%	1	28%
Olentangy North 3	4	3	75%	3	75%	0	0%	4	100%	3	75%	4	100%	2	50%	2	50%	3	66%
Olentangy South 1	3	3	100%	0	0%	0	0%	1	33%	1	33%	3	100%	1	33%	1	33%	1	42%
Olentangy South 2	4	4	100%	1	25%	0	0%	4	100%	4	100%	4	100%	3	75%	2	50%	3	69%
Olentangy South 3	4	4	100%	3	75%	3	75%	4	100%	3	75%	4	100%	3	75%	2	50%	3	81%
Olentangy South 4	3	3	100%	<null>	####	2	67%	3	100%	3	100%	3	100%	3	100%	2	67%	2	79%
Olentangy South 5	1	1	100%	<null>	####	1	100%	1	100%	1	100%	1	100%	0	0%	1	100%	1	75%
Olentangy South 6	1	1	100%	<null>	####	1	100%	1	100%	1	100%	1	100%	1	100%	0	0%	1	75%
Liberty East 2	2	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
Liberty East 3	2	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
Liberty East 4	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
Historical Society	12	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
55 East Olentangy St	4	3	75%	0	0%	4	100%	0	0%	2	50%	2	50%	4	100%	0	0%	2	47%
Total	870	349	40%	340	39%	266	31%	342	39%	328	38%	423	49%	306	35%	275	32%	328.625	38%

Name/Address	Number of Spaces	May 20th		May 25th		May 27th		June 8th		June 15th		June 25th		July 1st		July 15th		Average Utilization	Average Utilization Percentage
		8PM		8PM		8PM		800PM		8PM		800PM		8PM		8PM			
Village Hall South	21	2	10%	3	14%	2	10%	2	10%	6	29%	0	0%	1	5%	2	10%	2	11%
Village Hall Main	92	54	59%	29	32%	21	23%	34	37%	53	58%	0	0%	29	32%	48	52%	34	36%
Depot Street	12	0	0%	0	0%	1	8%	0	0%	0	0%	36	300%	0	0%	0	0%	5	39%
44 North Liberty	19	14	74%	16	84%	19	100%	18	95%	16	84%	19	100%	18	95%	18	95%	17	91%
Liberty West	3	3	100%	2	67%	3	100%	2	67%	3	100%	3	100%	3	100%	3	100%	3	92%
Liberty East 1	2	1	50%	2	100%	1	50%	2	100%	2	100%	2	100%	2	100%	2	100%	2	88%
78 W Olentangy St	4	0	0%	0	0%	0	0%	0	0%	0	0%	2	50%	1	25%	0	0%	0	9%
94 W Olentangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	4	80%	0	0%	0	0%	1	10%
84 W Olentangy St	10	0	0%	0	0%	0	0%	0	0%	0	0%	6	60%	0	0%	0	0%	1	8%
W Olentangy St - West	7	0	0%	0	0%	0	0%	0	0%	0	0%	2	29%	0	0%	0	0%	0	4%
38 W Olentangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	6	120%	0	0%	0	0%	1	15%
30 W Olentangy St	2	0	0%	0	0%	0	0%	0	0%	0	0%	2	100%	0	0%	0	0%	0	13%
26 W Olentangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	5	100%	0	0%	0	0%	1	13%
16 W Olentangy St	7	0	0%	0	0%	0	0%	0	0%	0	0%	4	57%	0	0%	0	0%	1	7%
15 N Liberty St	7	1	14%	0	0%	0	0%	0	0%	0	0%	4	57%	0	0%	0	0%	1	9%
35 N Liberty St	37	4	11%	2	5%	5	14%	1	3%	1	3%	38	103%	1	3%	3	8%	7	19%
87 W Olentangy St	7	0	0%	0	0%	0	0%	0	0%	0	0%	2	29%	0	0%	0	0%	0	4%
77 W Olentangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	2	40%	0	0%	0	0%	0	5%
71 W Olentangy St	5	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
65 W Olentangy St	5	0	0%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	3%
57 W Olentangy St	2	2	100%	0	0%	2	100%	1	50%	1	50%	0	0%	2	100%	1	50%	1	56%
47 W Olentangy St	5	0	0%	3	60%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	8%
23 W Olentangy St	18	12	67%	9	50%	9	50%	10	56%	5	28%	11	61%	9	50%	2	11%	8	47%
5 S Liberty St	10	9	90%	4	40%	7	70%	2	20%	3	30%	9	90%	7	70%	9	90%	6	63%
15 S Liberty St	16	5	31%	0	0%	1	6%	0	0%	4	25%	8	50%	2	13%	0	0%	3	16%
37 S Liberty St	8	0	0%	4	50%	0	0%	1	13%	3	38%	5	63%	0	0%	1	13%	2	22%
47 S Liberty St	13	1	8%	3	23%	3	23%	3	23%	5	38%	5	38%	4	31%	1	8%	3	24%
36 N Liberty St	12	8	67%	12	100%	2	17%	11	92%	1	8%	12	100%	9	75%	7	58%	8	65%
18 N Liberty St	11	0	0%	0	0%	0	0%	1	9%	0	0%	2	18%	0	0%	0	0%	0	3%
8 N Liberty St	4	2	50%	1	25%	4	100%	4	100%	3	75%	4	100%	3	75%	2	50%	3	72%
24 E Olentangy St	13	3	23%	0	0%	3	23%	2	15%	3	23%	5	38%	4	31%	5	38%	3	24%
32 E Olentangy St	8	0	0%	3	38%	0	0%	0	0%	0	0%	0	0%	3	38%	0	0%	1	9%
50 E Olentangy St	32	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	3%	0	0%	0	0%
60 E Olentangy St	6	0	0%	0	0%	1	17%	0	0%	1	17%	0	0%	1	17%	1	17%	1	8%
74 E Olentangy St	8	0	0%	0	0%	0	0%	1	13%	0	0%	2	25%	0	0%	0	0%	0	5%
Local Roots - NW Lot	4	1	25%	1	25%	2	50%	3	75%	2	50%	3	75%	3	75%	3	75%	2	56%
Local Roots - NE Lot	5	4	80%	5	100%	5	100%	5	100%	4	80%	5	100%	2	40%	3	60%	4	83%
Local Roots - E Lot	51	48	94%	35	69%	49	96%	47	92%	51	100%	51	100%	51	100%	46	90%	47	93%
Local Roots - SE Lot	19	16	84%	15	79%	16	84%	14	74%	18	95%	19	100%	16	84%	17	89%	16	86%
83 E Olentangy St	32	0	0%	3	9%	0	0%	8	25%	5	16%	17	53%	0	0%	7	22%	5	16%
Local Roots - S Lot	30	23	77%	8	27%	17	57%	22	73%	27	90%	28	93%	22	73%	27	90%	22	73%
2 S Liberty St - East L	10	0	0%	0	0%	5	50%	2	20%	0	0%	2	20%	0	0%	0	0%	1	11%
50 S Liberty St	116	96	83%	54	47%	71	61%	81	70%	70	60%	79	68%	63	54%	67	58%	73	63%
50 S Liberty - East Lot	44	6	14%	1	2%	0	0%	2	5%	0	0%	4	9%	3	7%	1	2%	2	5%
W Olentangy St - East	12	0	0%	0	0%	0	0%	1	8%	0	0%	9	75%	0	0%	0	0%	1	10%
W Olentangy St - North	8	0	0%	0	0%	0	0%	0	0%	0	0%	7	88%	0	0%	0	0%	1	11%
2 S Liberty St - West L	4	0	0%	0	0%	0	0%	1	25%	0	0%	0	0%	0	0%	0	0%	0	3%
27 S Liberty St	6	0	0%	2	33%	0	0%	2	33%	1	17%	4	67%	2	33%	1	17%	2	25%
28 N Liberty St	7	4	57%	5	71%	3	43%	6	86%	3	43%	7	100%	0	0%	0	0%	4	50%
70 S Liberty St	29	2	7%	4	14%	6	21%	5	17%	5	17%	6	21%	4	14%	4	14%	5	16%
44 N Liberty St	11	10	91%	6	55%	8	73%	11	100%	8	73%	12	109%	7	64%	4	36%	8	75%
Olentangy North 4	6	6	100%	4	67%	5	83%	6	100%	5	83%	6	100%	4	67%	5	83%	5	85%
Olentangy North 5	2	2	100%	1	50%	2	100%	0	0%	1	50%	2	100%	1	50%	2	100%	1	69%
Olentangy North 1	3	1	33%	0	0%	0	0%	0	0%	0	0%	3	100%	0	0%	0	0%	1	17%
Olentangy North 2	4	2	50%	2	50%	2	50%	2	50%	2	50%	4	100%	0	0%	4	100%	2	56%
Olentangy North 3	4	4	100%	3	75%	3	75%	1	25%	2	50%	4	100%	0	0%	4	100%	3	66%
Olentangy South 1	3	1	33%	0	0%	0	0%	2	67%	2	67%	3	100%	0	0%	1	33%	1	38%
Olentangy South 2	4	4	100%	1	25%	2	50%	0	0%	1	25%	4	100%	1	25%	4	100%	2	53%
Olentangy South 3	4	4	100%	3	75%	4	100%	3	75%	2	50%	4	100%	4	100%	4	100%	4	88%
Olentangy South 4	3	3	100%	3	100%	3	100%	2	67%	2	67%	3	100%	3	100%	3	100%	3	92%
Olentangy South 5	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	0	0%	1	100%	1	88%
Olentangy South 6	1	1	100%	1	100%	1	100%	1	100%	0	0%	1	100%	1	100%	0	0%	1	75%
Liberty East 2	2	2	100%	1	50%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	94%
Liberty East 3	2	2	100%	1	50%	2	100%	2	100%	1	50%	2	100%	2	100%	2	100%	2	88%
Liberty East 4	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
Historical Society	12	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	1%
55 East Olentangy St	4	3	75%	0	0%	3	75%	0	0%	4	100%	4	100%	2	50%	3	75%	2	59%
Total	870	369	42%	255	29%	297	34%	328	38%	330	38%	495	57%	296	34%	321	37%	336.375	39%