

**Dublin City Council
Public Services Committee**

Wednesday, April 15, 2026

5:00 p.m.

5555 Perimeter Drive
Council Chamber

Meeting Minutes

Ms. Kramb called the April 15, 2026 Public Services Committee meeting to order at 5:00 p.m.

Committee Members Present: Vice Mayor De Rosa, Dr. Lam and Ms. Kramb (Chair).

Staff Present: Ms. Blake, Ms. Rauch, Ms. Willis, Mr. Severyn, Ms. Gishel, Mr. Ament, Mr. Jiang and Ms. LeRoy.

Approval of Minutes

Ms. Kramb moved to approve the minutes of the February 11, 2026 Public Services Committee meeting. Vice Mayor De Rosa seconded the motion.

Vote on the motion: Ms. Kramb, yes; Dr. Lam, yes; Vice Mayor De Rosa, yes.

Discussion Items:

Food Truck Regulations

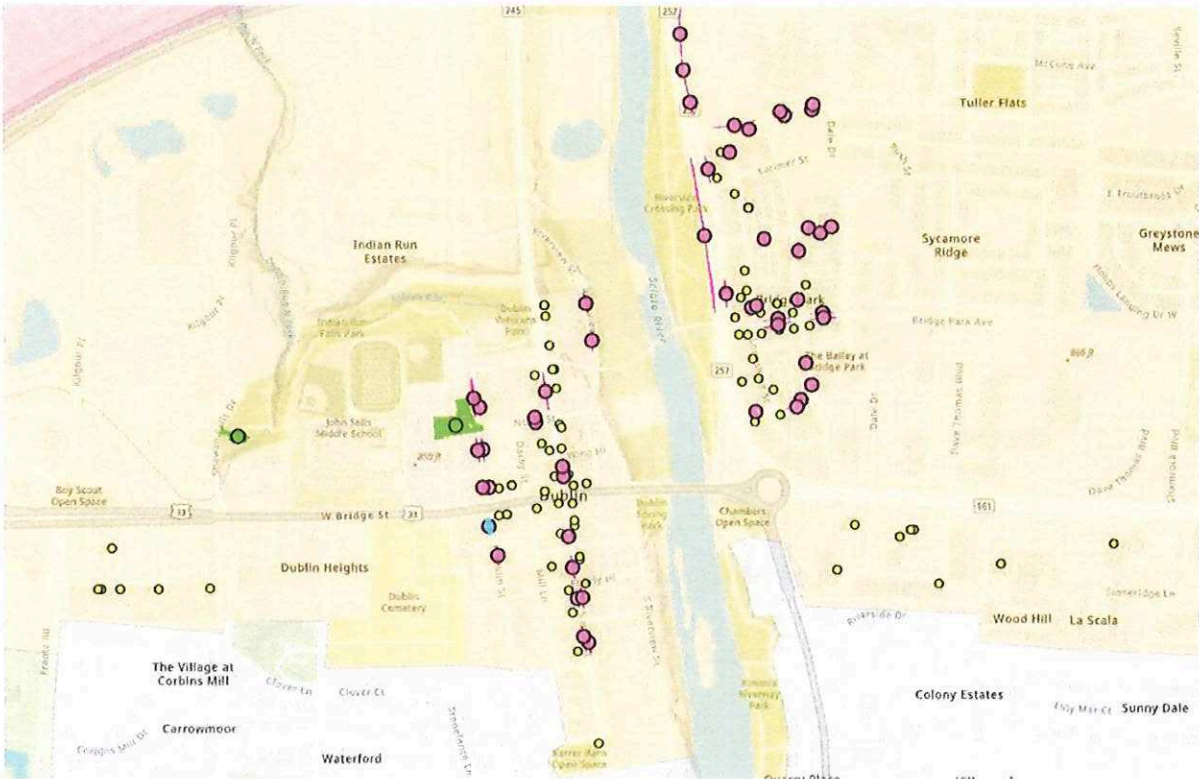
Ms. Blake began the presentation on food truck regulations, providing a comprehensive overview of the discussion. She recapped the October 8th meeting, reviewed draft code changes, and shared feedback from the Visit Dublin board and hospitality industry, possible education components, and discussion questions.

Ms. Blake recapped the October 8th Public Services Committee meeting, explaining that the City currently has code regulations specific to Historic Dublin that were established in 2021. These regulations were created in response to a business in the historic district that wanted to permanently have their food truck in front of their property. The request to create new regulations came from two recommendations in recently adopted strategic plans: the Community Events Roadmap, which specifically called for regulations in parks, and the Downtown Dublin Curbside Management Plan, which recommended formalizing a program to clarify when and where such operations could occur that are allowed, preferred, or discouraged.

Ms. Blake summarized the feedback received from the Committee during the previous meeting. The Committee was supportive of citywide operations based on benchmarking that was presented. There was a preference to explore a 25-foot distance requirement from restaurants. An annual license to verify health and safety standards was also of interest, along with hours of operation from 7 AM to 10 PM. The Committee also liked the idea of having the license truck display a sticker on the vehicle for compliance verification.

To accomplish the visual representation of the 25-foot distance requirement, staff first needed to map every single restaurant that had adjacent on-street parking. Ms. Blake expressed her gratitude for the Office of the City Manager interns conducting this fieldwork on their behalf.

The mapping platform that they utilized was shared to provide a visual of the results. They mapped every single restaurant that had adjacent public parking and included the 25-foot distance radius, measuring from the restaurant front door rather than parcel or property lines to maintain consistency. Ms. Blake explained that yellow dots represented restaurants with adjacent on-street parking, green shapes were public parking lots, and pink markings showed where food trucks would be permitted as they fell outside the 25-foot distance from marked restaurants.



As this exercise was conducted, staff believed the 25-foot distance did not meet the Committee's intent. Ms. Blake cited Dublin Village Tavern as an example, where because their door sits so far back on their property, technically a food truck could park in the parking spot right in front of their property, which they did not believe was the intent. Ms. Blake confirmed they measured from the front door consistently across all locations because in Bridge Park there were different parcel lines versus property lines, and they went with the restaurant location since not every building had the restaurant on a certain corner, making this approach more equitable.

When examining the mapping results, Ms. Blake noted that the only parking lot that was green within the historic district was the Indian Run Lot, with public parking also available in Derby and behind Starbucks. Staff did not think these parking spaces being used by food trucks was a good use of space. The only lot that could possibly handle food trucks would be the Indian Run lot, but because it was a school lot that the City had an agreement with, they also would not recommend that lot.

Ms. Kramb asked about the pink areas. Ms. Blake clarified that pink outlined entire spaces where food trucks could park in on-street parking spots. When asked to zoom back out to the historic area, it became apparent that food trucks could primarily park on Franklin Street or South High Street.

Ms. Blake noted that in examining Bridge Park, most of Longshore Street was not pink because those were loading zones rather than parking spaces. When asked about the North Market, Ms. Blake explained they included the entire space because both entrances had restaurants inside, and Longshore Street was not permitted for parking because it consisted of loading zones.

Because the mapping exercise illustrated that the Committee's intent would not be met, staff came back with a recommendation using restaurant frontage instead. Ms. Blake presented two options: taking the frontage of the building all the way out to the center of the street, either directly in front of the restaurant frontage or including an adjacent parking space as well.

Vice Mayor De Rosa asked about the feasibility of simply designating permitted spots versus non-permitted spots to remove confusion and allow the Committee to evaluate whether locations felt appropriate. She was leaning toward this approach, noting it would be easier for food truck operators to understand which blocks were acceptable.

Ms. Kramb agreed, suggesting that Franklin Street would be perfect for parking while High Street would be problematic. Vice Mayor De Rosa emphasized that the whole point was to ensure activation and create walkable environments. She shared that she mentioned food trucks earlier today (4/15) to Jeff Speck, the consultant for the Bridge Street Corridor Study, as she took her walkable tour and he noted that to make food trucks effective, there should be opportunities for multiple trucks and proximity to seating areas like benches.

Mr. Severyn explained that whenever prescribing or prohibiting business operations, the City must do so with at least a rational basis and in a consistent manner. Looking at anti-competition zones based on distances to restaurants was legitimate, but if there were inconsistencies in application across different streets, that rational basis could fall away. Other legitimate reasons like safety, traffic speeds, and parking restrictions could justify different applications, but they needed to be consistent and rationally applied.

Dr. Lam sought clarification about having specific corridors where food trucks are prohibited or discouraged versus allowed. Ms. Blake confirmed they were suggesting designated areas where food trucks are allowed while still following the same proximity rule. Vice Mayor De Rosa clarified that across the street at Riverside Crossing Park would be permitted while directly in front of Cap City would not be, maintaining the same rule with potential safety-based exceptions.

Ms. Kramb thought giving operators specific locations where they can park would be easier than listing restrictions. Mr. Severyn suggested a corridor approach where multiple contiguous spots would be clearly identified as permitted, which would be easier for operators to understand and apply than sporadic individual spots.

Ms. Blake discussed how parking spot sizes were consistent between Historic Dublin and Bridge Park at 8 feet wide, though some newer areas like Franklin Street and Mooney Street had offset striping to provide more clearance from granite curbs.

Ms. Kramb noted that food trucks typically take up two parking spaces by the time they have generators and equipment, expressing concern about ensuring trucks stay within parking spots rather than extending into travel lanes. Dr. Lam observed that trucks vary in size and often place additional equipment like gas containers and tables outside their vehicles.

Ms. Blake confirmed they could take the corridor approach and evaluate specific locations based on the mapping exercise, noting that Franklin Street and Riverside Drive southbound were promising areas, along with community and athletic parks.

Vice Mayor De Rosa shared feedback from Jeff Speck, who indicated that food truck success depends on having more than one truck in an area and proximity to seating. This supported the corridor concept and experience-based approach.

Mr. Severyn identified three related concepts for determining zones: restaurant competition, safety, and customer experience. These three factors should align to create good food truck experiences. Dr. Lam agreed this summarized their approach perfectly, emphasizing the need for variety, choice, and seating areas.

Ms. Kramb envisioned food trucks lining Riverside Crossing Park on the southbound lanes, providing concentration and access to park seating. Franklin Street between the library and Route 161 was another potential location with good access to public parking.

Ms. Blake mentioned that the buildout of Riverside Crossing Park West would create additional opportunities on North Riverview Street, opening to the east rather than the residential side.

Ms. Blake then moved to the draft code section, explaining they were recommending deleting two current sections from the Historic District zoning code chapter and establishing a standalone chapter for improved clarity and usability. The goal was to establish a comprehensive regulatory framework that balanced economic opportunity for mobile food vendors with protecting health, safety, and interests of existing brick-and-mortar restaurants.

The code introduced a licensing structure ensuring accountability and compliance with local and state regulations, operational standards for hours, noise, sanitation, and conduct, and regulated where food trucks could operate with limitations near restaurants, neighborhoods, and public infrastructure. It also provided flexibility for City-approved events and park operations under certain conditions, with enforcement mechanisms including inspections, penalties, and appeals processes.

Ms. Blake reviewed the definition section, which established definitions for food trucks, operators, licenses, and City-approved events. The food truck definition aligned with state fire code definitions for operator clarity. Ice cream trucks were specifically carved out since their operation was vastly different from stationary food trucks.

Ms. Kramb asked whether the definition included non-motorized carts, expressing desire to allow cart vendors selling items like ice cream, pretzels, or hot dogs in parks or plazas rather than requiring them to occupy parking spots. Mr. Severyn explained that currently, hand-propelled carts were included in the food truck definition and would need to follow the same rules, but there might be reason to treat them differently, especially for sidewalk or park placement.

Dr. Lam raised concerns about distinguishing between commercial food carts and children selling water bottles during the Memorial Tournament. Mr. Severyn noted this would involve non-typical commercial enterprises similar to lemonade stands that might not fit the definition requiring cooking, preparing, and serving.

Vice Mayor De Rosa suggested this might be a different category entirely, noting that allowing carts in parks could open doors to other commercial activities like art or clothing sales, creating different policy considerations.

Ms. Blake moved to the license required for operation section, recommending an effective date of March 1, 2027, to align with state permit renewal periods when all food trucks must renew their licenses. This would make renewal easier for operators and ensure better compliance while providing time for education and communication about new requirements.

Vice Mayor De Rosa asked about pilot program possibilities since operators already have required licenses. Ms. Blake explained the intent was to align with fees and annual permit cycles, but they could potentially implement a pilot without fees until March 2027.

Ms. Blake noted that Westerville had conducted a pilot program that was entirely volunteer-based with very little compliance or engagement, though Dublin might have different results with proper communication efforts.

Vice Mayor De Rosa suggested the ordinance could come to Council by June, allowing for a pilot program launch. Ms. Kramb agreed they could start the program and waive fees for the first six months, then begin charging fees starting in March.

Dr. Lam inquired about educational components and City preparation requirements. Ms. Blake outlined a multifaceted education approach including a website with code language and permitted locations, outreach to food truck associations, and coordination with the events department. The education could be completed by summer, along with staff preparation including code enforcement and police department training.

Mr. Severyn suggested a third option where licensing requirements would not apply until March 2027, but operational and parking regulations would take effect once the ordinance was approved, treating all operators as licensed until the licensing requirement kicked in.

Ms. Blake reviewed the application section, outlining required information, business details, state license copies, and individual applications for each truck. The City would have 15 days to approve applications with a possible 15-day extension. Washington Township committed to inspecting each food truck prior to operation as part of the vetting process.

The operations section established core operational rules including 7 AM to 10 PM hours, limited amplified sound only for ice cream trucks, and requirements for equipment to remain within trucks except for customer service items like condiment stations, menu boards, and necessary coolers within a 10-foot radius.

Ms. Kramb questioned language in section 8 about tables, chairs, benches, and stations, noting potential confusion about word placement. Mr. Severyn clarified the language should read that items "are within" 10 feet rather than "beyond."

Ms. Kramb suggested removing benches and chairs from the permitted items to avoid confusion, since the code specified these were not for public seating. She also expressed concern about equipment blocking sidewalks, particularly on narrow Historic Dublin sidewalks.

Ms. LeRoy clarified they were trying to allow tables for condiments and napkins, not public seating, and suggested adding language about not impeding sidewalk flow. Ms. Kramb also requested requiring service windows to face away from traffic to prevent customers from standing in streets.

Vice Mayor De Rosa asked about requiring trash cans and recycling opportunities for sustainability efforts. Mr. Severyn explained competing interests between requiring businesses to manage associated trash and the practical challenges of enforcement, particularly when customers might litter away from the truck location.

Dr. Lam noted that most food trucks rely on City-provided receptacles and suggested the City might need to add additional trash and recycling containers in high-traffic areas. This was identified as another learning opportunity for a pilot program.

Ms. Blake reviewed the City-approved events and parks section, allowing food trucks to operate without licenses when participating exclusively in City-approved events since they would already be vetted through community event permit processes. The section established a 1000-foot no-competition buffer around events unless event organizers granted permission.

Licensed food trucks could operate within community and athletic parks without additional approval but were prohibited in neighborhood parks except for ice cream trucks. Ms. Blake noted this approach supported community events and park vibrancy while maintaining coordination and oversight.

Ms. Kramb sought clarification about park definitions, noting that Avery Park functioned as both a sports complex and community park. Ms. LeRoy explained that sports parks with concession stands presented different considerations since organizations like DYA and DSL make significant revenue from concessions, and allowing food trucks could impact their bottom line.

Ms. Blake confirmed that current agreements with these organizations contained no restrictions on food truck competition, but staff received calls when trucks appeared because concession sales decreased. The Committee discussed whether to maintain protections for existing concession operations.

Vice Mayor De Rosa questioned fairness, noting this was similar to protecting restaurants, and suggested researching how other communities handle this issue. Dr. Lam asked about the sporadic nature of concession operations and the operational challenges of coordinating when concessions would be open.

The Committee agreed to explore this issue further during a pilot program and conduct additional benchmarking on how other communities address athletic park concessions.

Ms. Blake reviewed private property operations, requiring property owner permission and compliance with zoning regulations while prohibiting service to customers not on the property. The section restricted operations on residential property except for events like graduation parties where trucks serve invited attendees rather than the general neighborhood.

There was specific language allowing HOA and civic association neighborhood gatherings to avoid restricting community connections. Vice Mayor De Rosa asked about regular neighborhood food truck visits, noting enforcement challenges when neighbors might object to regular truck visits.

Ms. Blake covered remaining sections including license expiration and renewal aligning with state cycles, prohibition of license transfers, enforcement authority for code officers, police, and fire department, and suspension and revocation procedures with appeals through the Board of Zoning Appeals.

Mr. Severyn recommended removing section A-7 from the revocation criteria due to vagueness that could lead to inconsistent enforcement, with other provisions adequately covering prohibited behaviors.

The penalty section established escalating misdemeanor charges for repeated offenses, reflecting the seriousness of food safety violations.

Vice Mayor De Rosa asked about operational limits, noting food trucks could potentially operate in prime spots 365 days per year on a first-come, first-served basis since overnight parking was prohibited but daily return was possible. Mr. Severyn acknowledged this was common in other cities, though tracking restrictions would be practically challenging and might raise anti-competitive concerns.

The Committee discussed adding specific prohibited parking hours between 11 PM and 6 AM to clarify overnight restrictions and requiring service windows to face away from traffic. They also addressed ensuring vehicles fit within parking space widths including any extensions or awnings.

Ms. Blake reviewed education plans including a comprehensive website listing permitted locations and restricted dates, outreach through Central Ohio Food Truck Association, and coordination with existing City communications.

Ms. Blake presented feedback from Visit Dublin, which was generally supportive of the event approach and specific locations while emphasizing protection of local businesses and clear standards. Visit Dublin suggested waiving fees for restaurants that also operate food trucks and recommended against allowing trucks on High Street or Riverside Drive.

Ms. Kramb expressed concerns about High Street congestion but acknowledged the benefits. Ms. Willis noted that controlled congestion could help reduce speeds and create appropriate pedestrian environments.

Ms. Blake concluded with discussion questions about whether the draft code addressed Committee feedback, distance requirements, and athletic park partnerships. The Committee confirmed they preferred the corridor approach over distance measurements and agreed to pilot the athletic park provisions while conducting additional research.

Committee members praised the comprehensive nature of the draft code while acknowledging its complexity. They identified key areas for refinement including specific location designations, parking considerations at busy athletic facilities, and operational details for various park types.

Ms. Blake confirmed next steps would include reporting the discussion at the next Council meeting, bringing the item back for full Council review under "Other Business", and then presenting an ordinance for first reading to enable summer pilot implementation.

There being no further business to come before the Committee, the meeting was adjourned at 6:38 p.m.



Chair, Public Services Committee

Clerk of Council