

Appendix 1: Street Food Programs in Other Jurisdictions

Portland, Oregon

Portland is generally considered the leading North American city in terms of the scope and diversity of its street food. The State of Oregon Public Health Division has four categories for Mobile Food Units: Class I units, the simplest, may sell only pre-packaged non-hazardous food items. Class IV units, which require full cooking, refrigeration and sanitation equipment, have no menu restrictions other than those that apply to all commercial food establishments.

Mobile Food Units must operate from a licensed commissary or restaurant. If only pre-packaged food items are sold, a Class I mobile food unit can operate from a warehouse. A Class IV unit may be permitted to operate without a restaurant or commissary base unit if it provides all the required food preparation, storage and sanitation facilities.

Portland has an estimated 480 “food carts”, with almost one-quarter located in the downtown core. Sidewalk Vending Carts require a license from the Portland Department of Transportation, and may sell only approved goods or services from an approved vending cart located within a fixed sidewalk area. Each cart requires a separate permit (\$75 per year), and vending cart permits are not transferable in any manner.

Sidewalk vending carts are subject to a number of site requirements and restrictions, including:

1. Vending carts are only allowed in commercial zones.



In Portland, an increasing number of food trucks and trailers are being clustered into “pods” on commercial parking lots. Several pods have more than a dozen trucks and trailers, and the largest has more than thirty. The trucks and carts seldom move from the pod, and many have installed elaborate exterior improvements.



2. No food vendor application can be accepted for a permit operating area where a restaurant, fruit stand or coffee shop with direct access to the sidewalk is within 100 feet on the same block face, except with the written consent of the proprietor of the restaurant, fruit stand, or coffee shop.
3. One person may not have permits for adjacent permit operating areas.
4. The immediate operating area can not exceed twenty-four square feet of the sidewalk.
5. The site shall not be within (10) ten feet of the intersection of the sidewalk with any other sidewalk.

In terms of the cart itself, no external power sources are permitted, propane tanks must be properly attached to the cart and screened, wheels located under the cart are preferred (such as casters). Projecting wheels must have fenders. Hitches attached to the cart must be removable and detached during operation hours.

While the term “food cart” is commonly used when referring to Portland’s street food scene, the fact is that most of the operators use large catering trucks or trailers, and are located on private property. The units are largely stationary, with pod leases typically for one year. There is no requirement to move the unit at any time during the lease, and the City of Portland treats food trucks and trailers as vehicle as long as the wheels are still attached and the units are road worthy. If so they are not subject to building code requirements although they must still comply with applicable health, zoning and fire regulations. Locating on private property provides much greater flexibility in terms of municipal licensing and cart design. This “benign indifference” on the part of the city, coupled with ample vacant commercial land in the downtown core, has allowed Portland’s street food culture to expand rapidly over the past five years. There are early indications, however, that the city is looking to provide a more structured framework to regulate cart operations on private property, specifically site improvements such as awnings, decks and railings.

Cleveland, Ohio

Euclid Avenue, one of the most prominent public thoroughfares in Cleveland, has seen over \$1 billion in public and private investment during the last decade. To capitalize on this investment, the City of Cleveland selected several locations along the Euclid Corridor for Phase I of its Street Food Pilot Program. The Pilot Program was approved by Council in 2009, and an RFP for cart vendors was completed in early 2010. The goals for the Street Food Pilot Program were:

- to expand on the city’s strong and diverse culinary tradition
- to encourage small business growth,
- to activate public spaces
- to promote local artists
- to facilitate the availability of healthy local food options

Applications were evaluated using the following criteria:

1. Innovative approach to rendering satisfactory service to the public at reasonable rates;

2. Achieving the program goal of celebrating Cleveland's culinary diversity and improving the quality of and access to diverse culinary options;
3. Financial strength of proposal including the ability and managerial competence in the area of food and beverage operation;
4. Demonstrated ability in similar past projects in development, programming, marketing, and operational approach;
5. Promotion of local small businesses and compliance with non-discriminatory policies;
6. Availability of healthy food options;
7. Utilization of sustainable business practices, including but not limited to the use of locally grown and produced ingredients, recycling, and composting waste.



This eight foot, caster style cart was one of the first to be launched in Cleveland's street food pilot program.

Successful applicants were required to furnish, equip and operate carts acceptable to and approved by the City. Successful applicants also require a peddler's license and must meet any other relevant health and safety regulations of the City of Cleveland.

In order to encourage the success of the program, the City provided the following incentives:

- No concession fee for the use of space owned by the City of Cleveland. The majority of locations for the pilot, including Playhouse Square, Cleveland State and Case Western Reserve Universities, also agreed not to charge an initial concession fee.
- Low interest loans of up \$5,000 per cart or 33% of project cost, which ever is less.
- Cleveland Public Art will provide, in partnership with City Planning, grants of up to \$2,500 per cart to partner each Successful Applicant with a Local Artists to design the exterior of the cart.

Funding has been provided for 10 carts, and the first vendors began operation during July 2010. One condition of the pilot program is that vendors must agree to operate at least 180 days per year.

The pilot program brought to light a number of inconsistencies and inefficiencies in the legislative and regulatory framework for street vending, and the City is working to simplify and streamline the framework and administrative processes. At the same time, it is evaluating options to expand the pilot program to allow greater use of trucks and trailers.

Vancouver, British Columbia

In March, 2008 Vancouver City Council approved a motion directing staff to provide a report on how to:

- expand the variety of food sold through street vendors, with a focus on foods that are nutritious and represent the cultural diversity of Vancouver;
- expand the area in which street vendors can operate; and,
- increase access to affordable, nutritious food in low-income communities through the street vendor program

In 2009 Vancouver launched its “Expanded Street Food Options On City Property Pilot Program”, a one-year test project covering 17 locations throughout Vancouver. The goals of the program are to:

- provide more diverse culinary options on Vancouver streets;
- promote small business growth;
- increase the availability of healthy and local food choices; and,
- increase activity in the public realm.



Long line-ups at Vancouver’s famous JapaDog carts during the Olympic Winter Games helped boost interest in the City’s street food pilot project. More than 400 applications were received for the 17 pilot locations released in May, 2010.

