

# Culinary Corridor



*Design Commission Briefing*



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Agenda

---

- Introductions
- Context and why are we here
- Considerations
- Locations and preliminary concepts
- Discussion

# Context





# Context



Source: Burmeister, Huerta and Gragg presentation of Culinary Corridor concept to City Council



# Context



TABLE 1 **FOOD TRUCK NATION INDEX RANKINGS**

CITY	OVERALL RANK	OBTAINING PERMITS AND LICENSES	COMPLYING WITH RESTRICTIONS	OPERATING A FOOD TRUCK
Portland (OR)	1	8	3	1
Denver (CO)	2	1	2	6
Orlando (FL)	3	5	4	4
Philadelphia (PA)	4	3	1	13
Indianapolis (IN)	5	2	13	3
Houston (TX)	6	9	6	7
Austin (TX)	7	6	10	12
Los Angeles (CA)	8	13	8	10
New York City (NY)	9	14	5	15
Nashville (TN)	10	12	12	11
Raleigh (NC)	11	10	14	8
St. Louis (MO)	12	11	11	16
Chicago (IL)	13	15	9	17
Phoenix (AZ)	14	7	19	2
Columbus (OH)	15	16	16	5
Minneapolis (MN)	16	18	15	9
Seattle (WA)	17	4	20	14
San Francisco (CA)	18	17	18	18
Washington (DC)	19	19	17	19
Boston (MA)	20	20	7	20

19

# Context - images from Council PPT



**But the parking lots where food carts thrived are now poised for new development.**

**A hotel/condo tower proposed for Block 216 will displace more than a third of downtown's food carts as soon as September. Some are already closing due to the uncertainty.**

Source: Burmeister, Huerta and Gragg presentation of Culinary Corridor concept to City Council



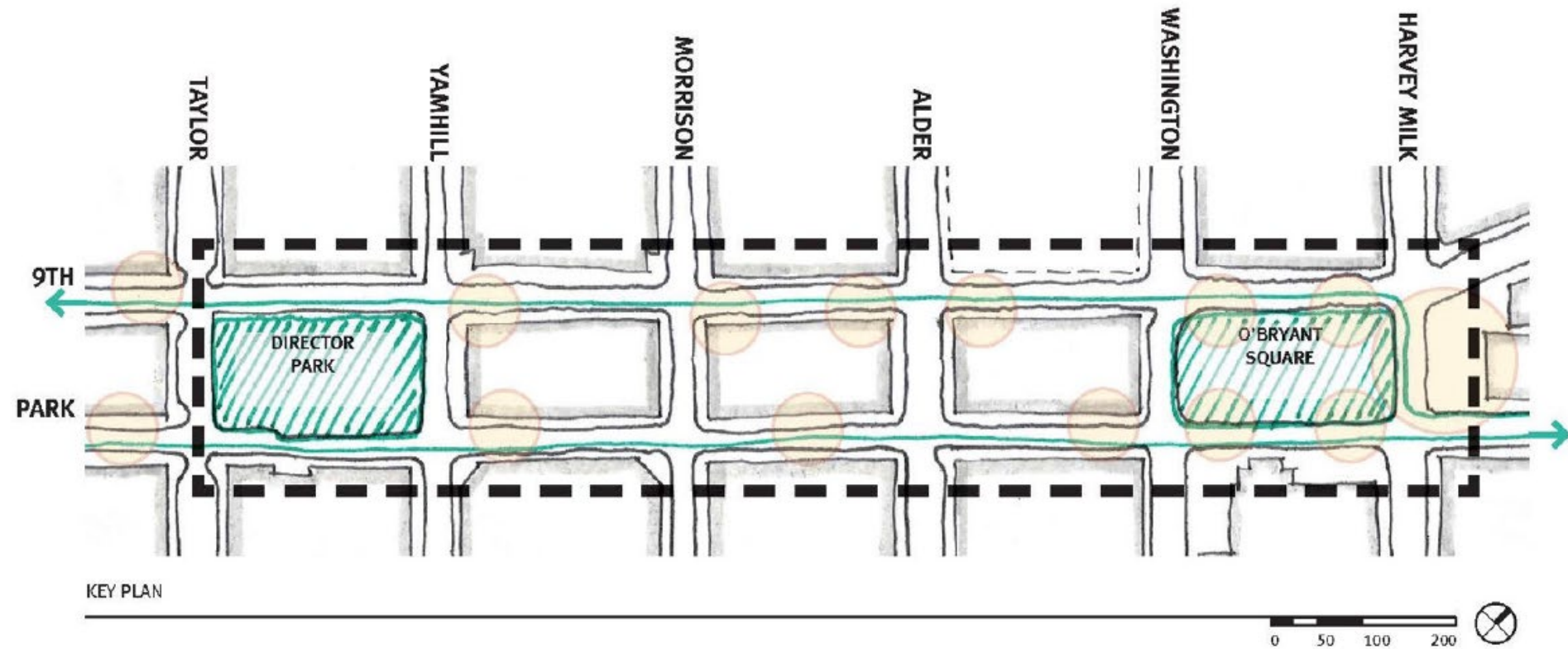
# Context - images from Council PPT

## Introducing: The Culinary Corridor



Source: Burmeister, Huerta and Gragg presentation of Culinary Corridor concept to City Council

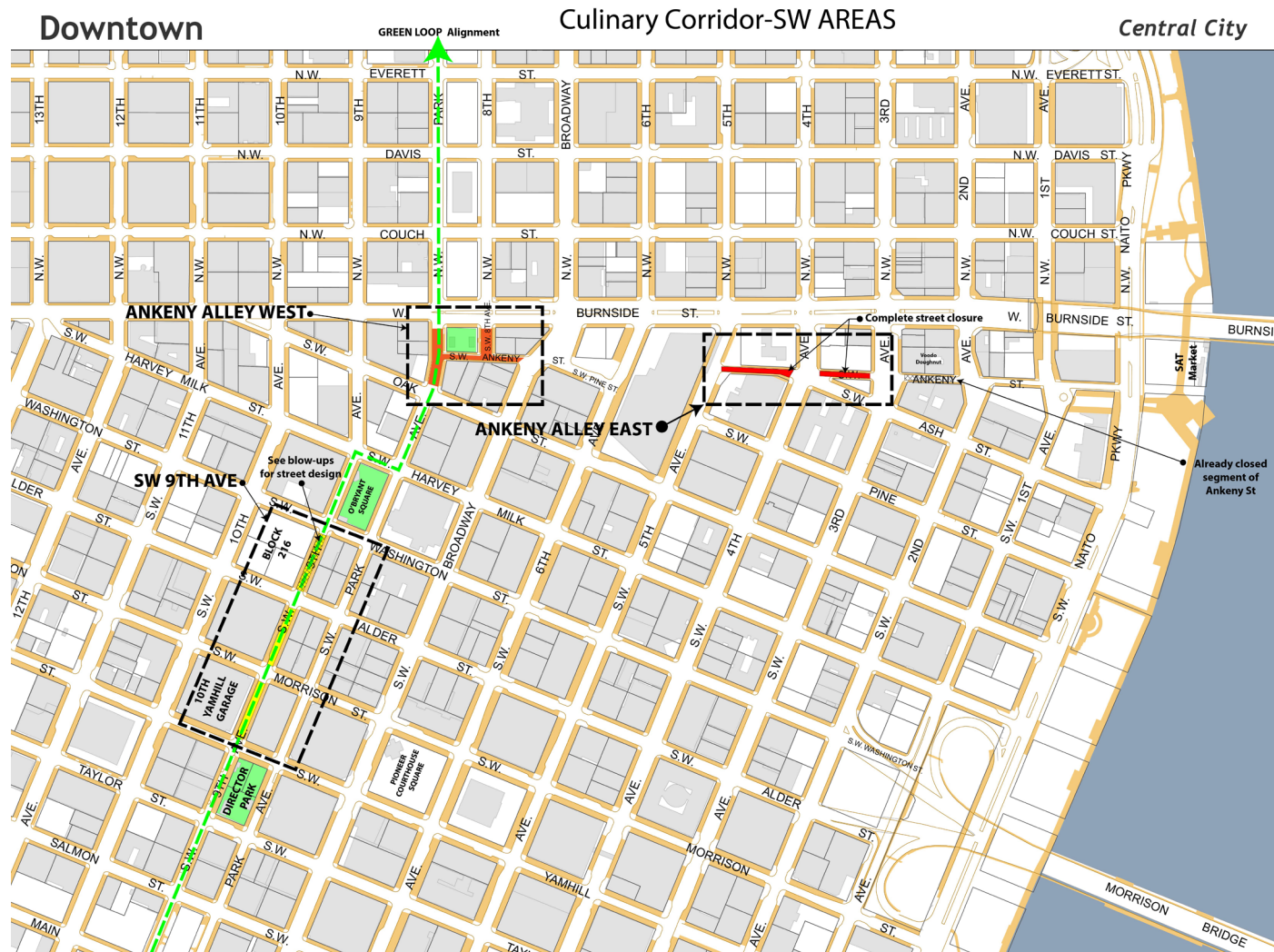
# Context - images from Council PPT



Source: Burmeister, Huerta and Gragg presentation of Culinary Corridor concept to City Council



# Context



# Where we are

---

- Listening session with Randy Gragg Dec 2018
- Work Group Meetings
- Design sub-group
- Mayor's office briefing
- Design review advice from Design Commission
- Prepare recommendations to stakeholders and Mayor's office Spring 2019

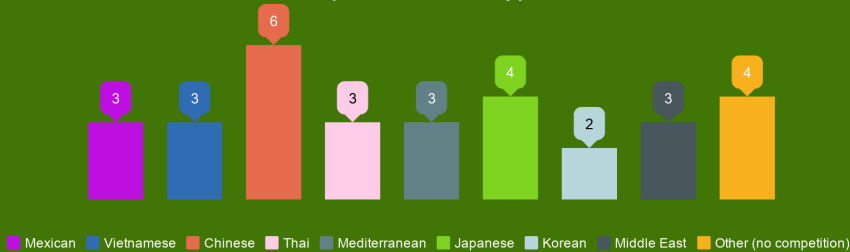


# Block 216 Survey

## Culinary Corridor Survey Results: Block 216

**Purpose** Food cart business owners were surveyed to better understand their business needs, operational challenges and interest in relocating to a new culinary corridor. Sixty six percent of the remaining 46 cart owners at Block 216 participated in the survey.

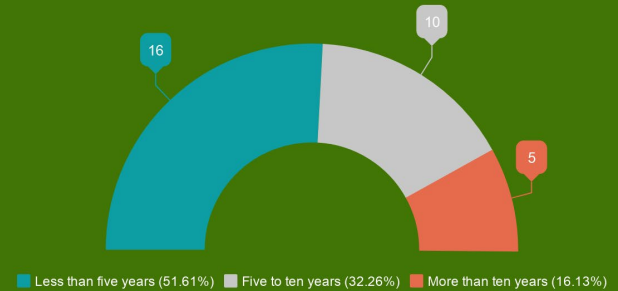
Represented food types



### THE NUMBERS



Time at this location



97 percent  
own their cart

Only 1  
cart has a  
plan after  
displacement

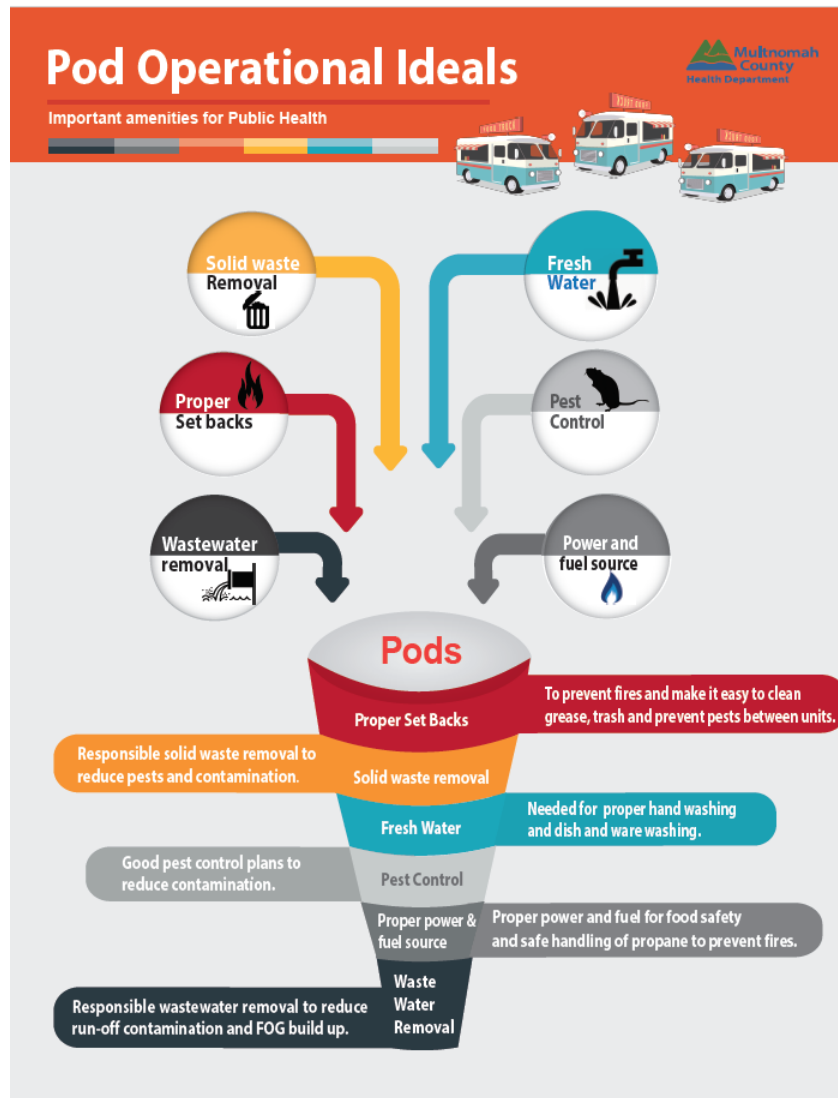
**100%**  
Are  
willing  
to  
update  
their  
cart if  
needed

**All** respondents are  
interested in relocating to a  
culinary corridor

Questions or comments, contact: [portlandinthestreets@portlandoregon.gov](mailto:portlandinthestreets@portlandoregon.gov)

powered by  
**PIKTOCHART**

# Regulations





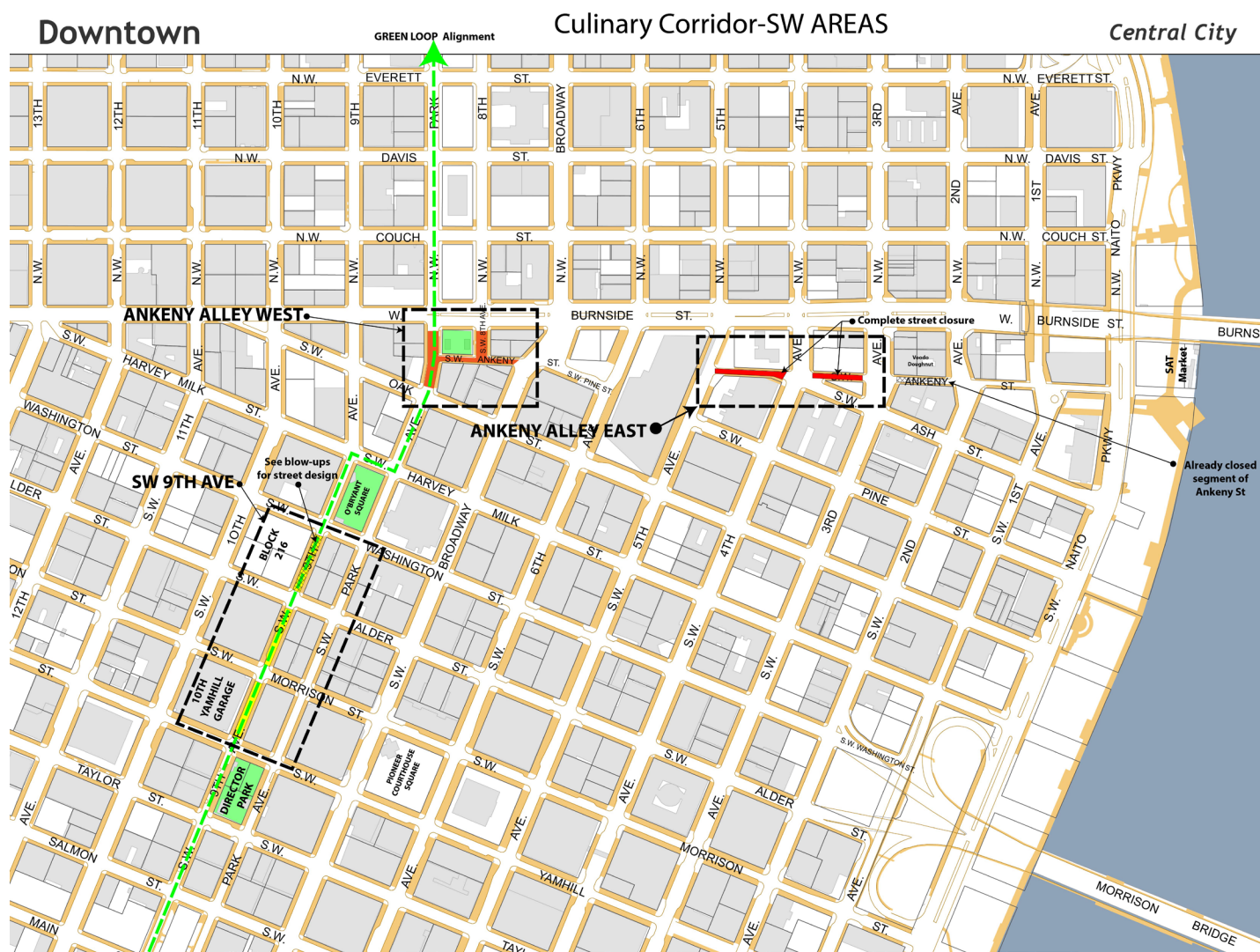
# Considerations

---

- Affordability and equity of opportunity
- Program management
- Parks infrastructure
- Evaluating changes to parking or circulation
- Funding for hard connections
- Stakeholder outreach



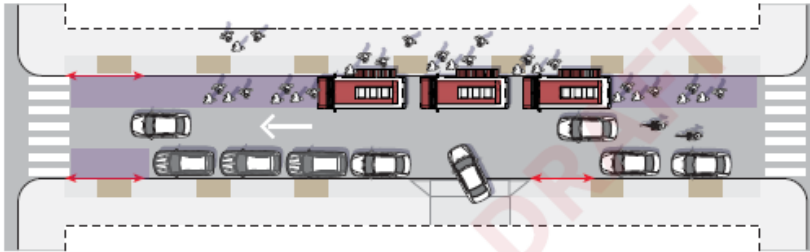
# Design



# Design

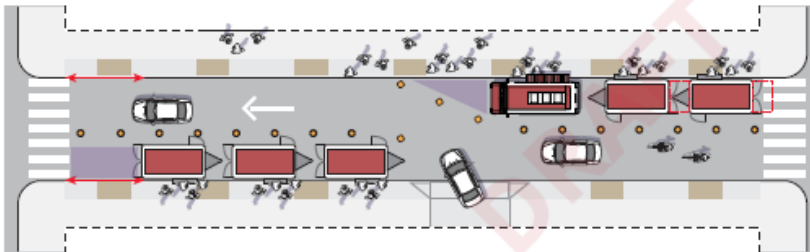
## FOOD TRUCK STREET

Open to motor vehicles, bicyclists and pedestrians. Food trucks only, generally on right side.



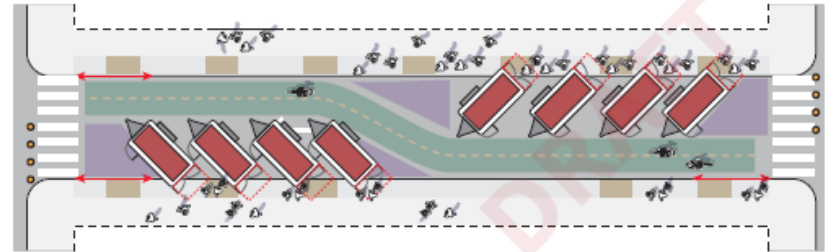
## SLOW STREET

Open to motor vehicles, bicyclists and pedestrians. Carts face sidewalk.



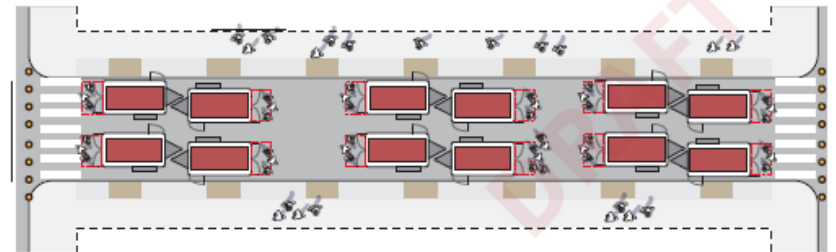
## GREEN LOOP

Open to bicyclists and pedestrians. Carts face sidewalk.



## STREET POD

Open to pedestrians. Cart activity within the street.

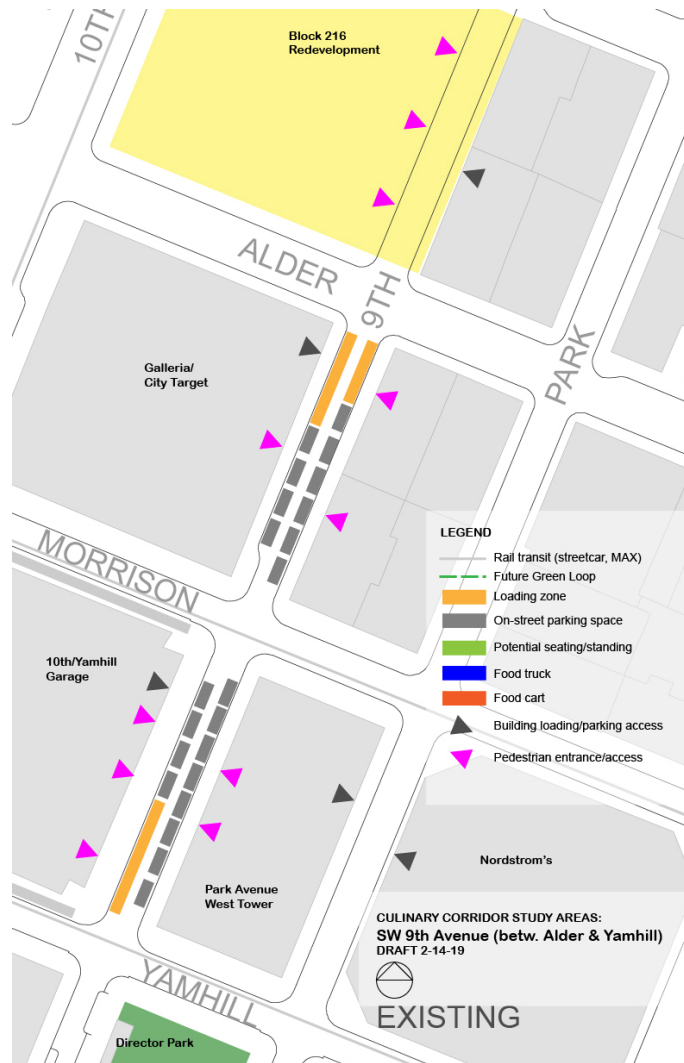




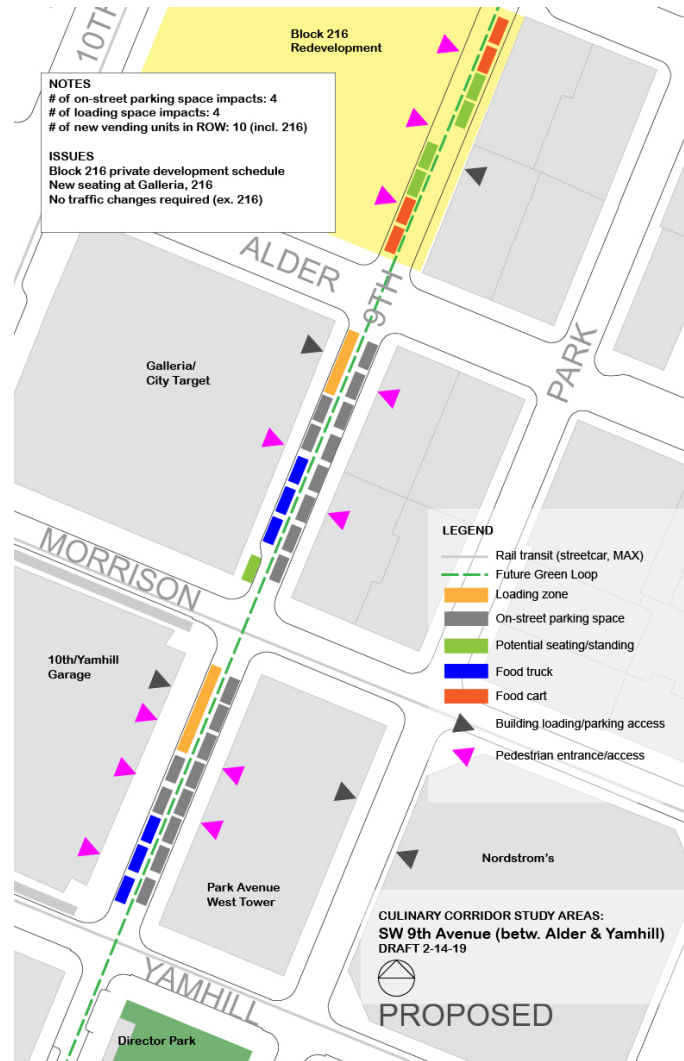
# Design - 9<sup>th</sup> Avenue (Yamhill to Alder)



# Design - 9<sup>th</sup> Avenue (Yamhill to Alder)



# Design - 9<sup>th</sup> Avenue (Yamhill to Alder)





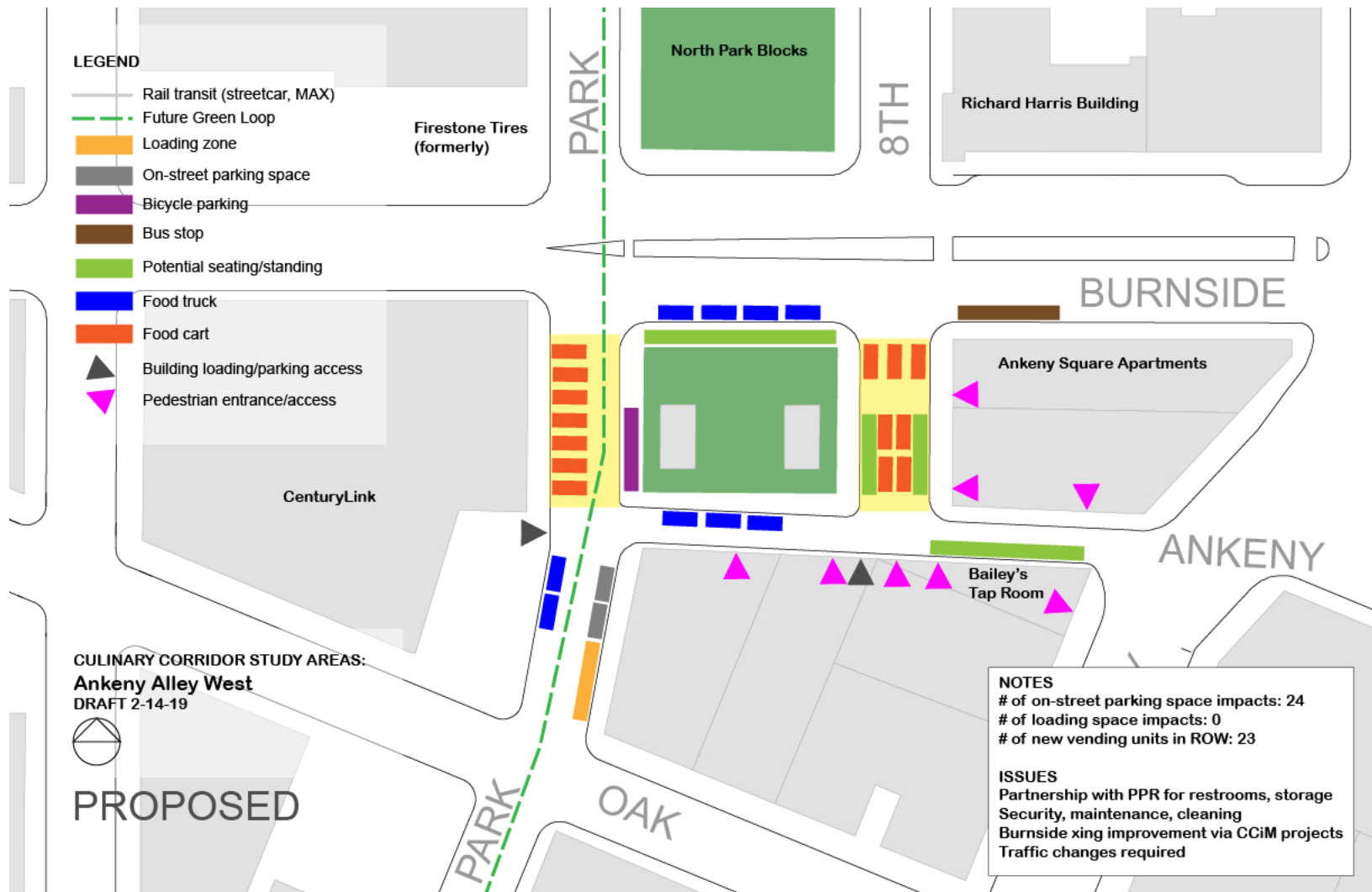
# Design - Ankeny Corridor West



# Design - Ankeny Corridor West



# Design - Ankeny Corridor West

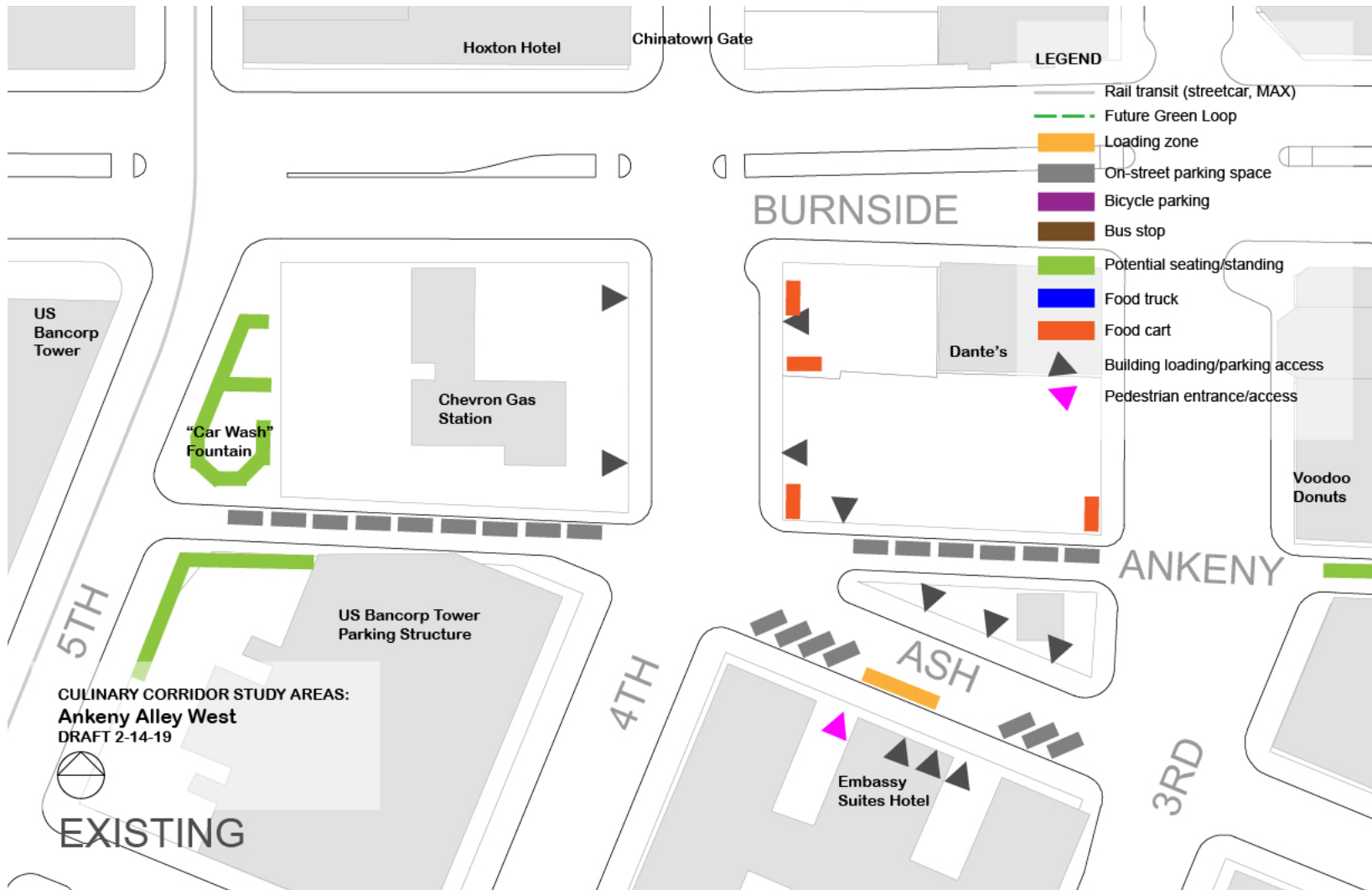




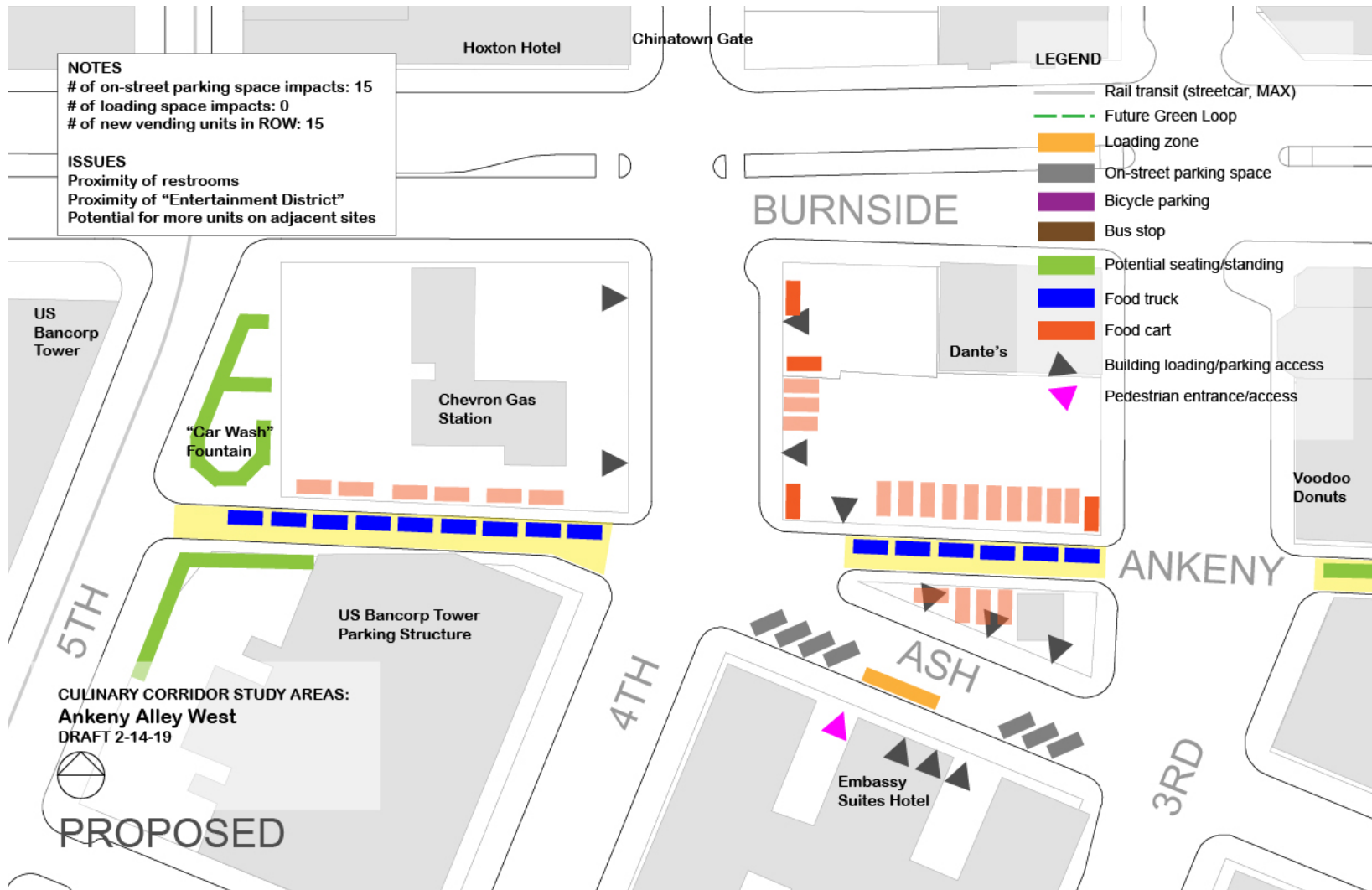
# Design - Ankeny Corridor East



# Design - Ankeny Corridor East



# Design - Ankeny Corridor East





# Discussion

---

- Affordability and equity of opportunity
- Program management
- Parks infrastructure
- Evaluating changes to parking or circulation
- Funding for hard connections
- Stakeholder outreach



# Discussion

---

Objectives	
Program efficiency to maintain affordability for vendors	The efficiency of managing the food carts will allow for keeping rental costs affordable for vendors. Locations that allow for more carts per area score better.
Proximity to tourist areas	Part of Block 216 success is proximity to tourist spots including Powell's, Pioneer Square, etc. Proximity to same or other areas.
Proximity to downtown employees	Part of Block 216 success is its proximity to downtown employees who frequent the food cart pod during the lunch hour.
Opportunity to activate space	Several sites are in or near underutilized areas in need of greater activity.

# Discussion

Logistics	
Water	Ease of providing carts with connections to fresh water to wash hands and dishes.
Electric	Ease of providing carts with connections to electricity.
Wastewater removal	Ease of providing carts with connections to wastewater removal.
Trash and recycling	Locations for house waste receptacles. Assessment of 'public private partnerships needed' indicates a need to utilize an adjacent building to house receptacles.
Bathrooms and access to storage	Bathrooms are required for employees. Bathrooms are required for patrons if seating is provided. Carts require storage for items that do not fit in the cart (e.g. extra containers, food)
Pest control and security	All locations would require contracted pest control and security services.



# Discussion

---

Impacts	
Mobility impacts	Design options can impact existing and planned mobility for a variety of road users. Streets not essential for vehicular mobility could be considered for closure.
Impacts to adjacent businesses	Locations vary in the number of loading zones, storefronts and building entrances which would limit where carts can be placed.
Loading & parking lots	Existing parking lot entrances and loading zones limit area design and cart layout opportunities.
On-street parking impacts	Short-term parking provides access to local businesses downtown. Evaluation based on average number of parking transactions per block.

# Discussion

---

