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Increasing Equity in LA's New Street Vending Permit Program to Increase Quality of Life for Vendors

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Master of Urban & Regional Planning

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DISCLAIMER:

This report was prepared in partial fulfillment of the requirements for the Master in Urban and Regional Planning degree in the Department of Urban Planning at the University of California, Los Angeles. It was prepared at the direction of the Department and of the LA Street Vendor Campaign as a planning client. The views expressed herein are those of the authors and not necessarily those of the Department, the UCLA Luskin School of Public Affairs, UCLA as a whole, or the client.

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Executive Summary

Street vending has been a part of Los Angeles's economic and social fabric since the 19th century but has remained illegal until September 2018 with the passage of The Safe Sidewalk Vending Act, SB 946. Under the state law cities cannot restrict the number of street vendors in the public right-of-way unless the restriction is directly related to objective health, safety, or welfare concerns. Los Angeles City Council maintained interest in having local restrictions under SB 946, therefore, City Council passed the Sidewalk Vending Program in December 2018. This legislation affects vendors in all public spaces, but most heavily in commercial areas and in parks. This research studies how the new rules and regulations affect vendors' ability to vend in current hotspots of vending. These locations attract the greatest amount of political conflict because there is competition for control of public space among stakeholders including vendors, City officials, and businesses. Specifically, this work is guided by the following research questions:

- 1. What are the impacts of legalization on street vendors?**
- 2. What are the best practices for implementing Los Angeles's Sidewalk Vending Program in popular vending areas?**

In order to understand how the rules and regulations of the Los Angeles ordinance affect current street vendors, three methods were deployed; participant observation, mapping, and comparative study. Through participant observation, two types of vendors were identified; community market vendors and event and tourism vendors. Community market vendors gather in groups to sell a variety of products to predominately Latinx customers. Event and tourism vendors gather individually near areas of high-volume foot traffic to sell prepared food and souvenirs to pedestrians. Under the current regulations, many vending businesses will be illegal, leaving vendors vulnerable to fines, citation, and loss of economic opportunity. Vending will be kept illegal both outright through restricted "no vending zones" and greatly impacted by detailed restrictions from public street elements such as bus stops, building entrances, fire hydrants, etc.

There are numerous city departments who have a say in how the City's public sidewalks get used, but there is no central authority. I compared the BSS Rules and Regulations to LADOT's Great Streets Strategic Plan, LADCP's Complete Streets Design Guide, and the Bureau of Engineering's R-permit rules and found that legally, street vendors take up less sidewalk space than their brick-and-mortar counterparts. The claim that vendors are the largest contributor to overcrowded sidewalks is unfounded in this research. It is important to recognize street vendors are one of many actors on the sidewalk at any given moment. There are countless activities happening on the sidewalk and the volume of pedestrians is constantly in flux. Additionally, how the City regulates the sidewalk is vague and disjointed across departments. Currently, vending is regulated as a sidewalk obstruction, instead of a dynamic and complicated part of the economy.

The goal of legalized street vending is to include street vending as part of the formal economy. The language of the ordinance alludes to the importance of vending but does not address the economic, social or community aspects of street vending. The rules and regulations appear to

assume that vendors are hindering pedestrian access throughout the city's sidewalks and lack consideration for how other private users claim space in the right-of-way. This research presses policy-makers to expand their perceptions of what street vending means in Los Angeles and its role in the city's cultural identity.

There are small changes to the current political framework as well as larger more institutional changes that can facilitate long-term success. By focusing on short-term and long-term implementation strategies related to enforcement, allocation of public space, representation, and programming Los Angeles can begin to successfully transition street vending to a recognized and respected part of our economy.

Introduction

History of Vending

Street vending is the act of selling a product from a mobile or stationary cart on a city sidewalk. The practice of selling goods in such way has existed in most records of human civilization with oral histories of traveling merchants known in many ancient civilizations. In Los Angeles specifically, the recorded presence of street vendors can be traced back to 1887 century with Chinese American immigrants selling produce from pushcarts and tamale men pushing carts through El Pueblo De Los Angeles.¹ According to newspaper archives, these vendors were cast as vagrants, serving saloon patrons late at night and blocking entrances to buildings.² Regulations began soon after and by the end of the century Los Angeles enacted a variety of rules to curb the presence of vendors from the downtown area.³ A newspaper article from the LA Times in 1904 outlines that vendors were only allowed on “public highways” in business centers from 6 PM to 2 AM.⁴ Street vending certainly didn’t cease to exist but fears of racism and harassment kept street vendors in the shadows for the better part of the 20th century.

Vending remained in the shadows until the 1980’s when Los Angeles saw an increase in street vending as a means for economic survival among Latinx immigrants.⁵ Increased migration from Mexico and Central America, the restructuring of Los Angeles’s economy, and the 1986 Immigration Reform and Control Act --imposing sanctions against employers of undocumented immigrants-- led to an increase in the number of vendors selling goods in Latinx neighborhoods.⁶ It was not until the 1990’s that street vending arrests became prolific starting with 1990 seeing 2,700 arrests, about double that of the year prior.⁷ This surge of arrests is attributed to nearby storefronts complaining about vendors.⁸

¹ Farley Elliott, *Los Angeles street food: A history from tamaleros to taco trucks*, (Charleston, SC, American Palate, 2015)

² “Kindness to Poor Vendors” *The Los Angeles Times*, October 1910, Accessed from newspapers.com

³ Renia Ehrenfeucht and Anastasia Loukaitou-Sideris, *Constructing the sidewalks: municipal government and the production of public space in Los Angeles, California, 1880-1920* (*Journal of Historical Geography* 33 2007)

⁴ *The Los Angeles Times*, March 22, 1904, Accessed from newspapers.com

⁵ Kenny Cupers “The Urbanism of Los Angeles Street Vending”, In *Street Vending in the Neoliberal City*, edited by Kristina Graaff and Noa Ha, p.139-163 (New York, Berghahn Books 2015)

⁶ Wolff, Goetz “The Making of a Third World City? Latino Labor and the Restructuring of the LA Economy” (Paper submitted at the XVII International Congress Latin American Studies, Los Angeles, April 1992)

⁷ Gregg Kettles, *Regulating Vending in the Sidewalk Commons*, (77 *Temp. L. Rev.* 1, 2004)

⁸ Weber, Clair “Latino Street Vendors in Los Angeles: Heterogeneous Alliances, Community-Based Activism, and the State” in “Asian and LATino Immigrants in a Restructuring Economy: The Metamorphosis of Southern California” Edited by Marta Lopez-Garza and David Diaz (Stanford University Press 2001)

Vendors surmounted this harassment through community organizing and founded the Asociación de Vendedores Ambulantes (AVA) in 1988 to help vendors' daily interactions with the police throughout the city.⁹ Certain members of the AVA lobbied city council to start a task force which would develop a plan for regulation and legalization of street vending.¹⁰ The outcome of this collaboration, in 1994, was the creation of Special Vending Districts where vending would be legal within specific boundaries of the city and only under the specified allowable behavior.¹¹ The McArthur park vending district was the only one ever created and was largely seen as a failure because of how inflexible and cumbersome permitting was. Vendors had to get permission from nearby business owners to create the district, and then get approval from multiple government departments. After the district was created, vendors had to undergo complex and expensive permitting and insurance obtainment.¹² After that, the regulations for the district were overly burdensome as vendors were not allowed to leave their designated allocated space regardless of pedestrian traffic. Many vendors found the regulations to be overly complex and detrimental to their profitability so they remained vending illegally as they had previously, circumventing the permit process, continuing to operate in the shadows. This undermined the whole Special Vending District program because the cost was so much higher than the benefit to vendors.

Current Political Landscape

Fast forward to today and there have been significant progress in the movement to protect street vendors' rights. Street vending was decriminalized by the LA City Council in 2017, reducing the penalty of street vending from a misdemeanor criminal offense to an administrative fine.¹³ This was a direct result of the culmination of street vendor organizing. Organizing was started because of the burden of fines on vendors and the heightened risk of deportation faced by vendors with criminal records due to increased immigration crackdowns as part the larger immigration policies of the Trump administration. City Council reduced the consequence of street vending to protect vendors from receiving criminal charges for vending, a deportable offense.¹⁴ Since then, groups continued organizing to push for a fully legalized vending permit system which would allow vendors to operate "above ground". Vendors would apply for permits and be recognized as a small business giving their work legal validity and circumvent issues with the previous special vending district system.

The organizing for a legal permit system paid off in 2018 when the State of California passed the Safe Sidewalk Vending Act, SB 946, which legalizes street vending statewide, prohibits criminal penalties for sidewalk vending, and provides a framework to recognize vendors. Local jurisdictions can, under this state law, establish regulations to protect valid health, safety, and

⁹ Ibid

¹⁰ Ibid

¹¹ Kettles, Gregg

¹² Ibid

¹³ Hailey Branson-Potts, "L.A. City Council votes unanimously to decriminalize street vending" (Los Angeles Times, February 15, 2017)

¹⁴ Ibid.

welfare concerns, but they cannot outright ban vending or enact burdensome place restrictions otherwise.¹⁵ Shortly following the signing of SB 946, LA City Council worked to pass a local ordinance, Ordinance 185900, to provide local rules and regulations for vendors within City limits. Specific provisions of the ordinance are described in the Methods section of this report.

Research Question

This work aims to understand street vending in Los Angeles under the newly enacted legislation. Vendors have long fought to be able to conduct their work free from harassment so it's important that the day-to-day impacts of this policy are understood. I will focus on best practices for implementing the ordinance rather than recommend policy changes as the likelihood of major policy change is not realistic at this time-- since the policy is about 6 months old. Major stakeholders I will consider are vendors, the City, and pedestrians. This report cannot unpack all aspects of the stakeholder relationships, therefore, this research is guided by the impacts on public safety and economic inclusion of street vendors. Public safety will be referred to as the ability for all public patrons to access the sidewalk safely and conveniently. Economic inclusion will be referred to as the ability for vendors to conduct their business where they'd like.

Therefore, the two guiding research questions for this work are:

- 1. What are the impacts of legalization on street vendors?**
- 2. What are the best practices for implementing Los Angeles's Sidewalk Vending Program in popular vending areas?**

Popular vending areas were chosen, as opposed to the entire city or a specific subsection of it, because these are the areas that cause the most conflict in the political area, with many stakeholders seeking claim to these public spaces.

¹⁵ Safe Sidewalk Vending Act, SB 946 Chapter 6.2 (2018).

Literature Review

Los Angeles street vendors and Latino Urbanism

It's unknown the exact number of street vendors in Los Angeles, but it has been estimated that there are more than 50,000 vendors across the city selling a variety of goods by the Los Angeles Bureau of Street Services.¹⁶ At least in recent history, vendors are typically immigrants from Latin America and South America. New residents use vending as a means for income if they cannot access jobs in the formal economy or when formal economy jobs expose them to harsh or abusive working conditions. Additionally, vending offers sellers flexible working hours and in many cases is done as a second job or in addition to caretaking responsibilities.

In addition to increasing one's individual earning potential, by transforming public space into informal markets, vendors stake claim to cultural space in Los Angeles for physical representation.¹⁷ This practice of reconstructing space and claiming it Latinx within a global city broadly has been popularized by James Rojas as Latino Urbanism. Rojas's book *Latin Urbanism in Los Angeles* describes that "[Latino settlement patterns in LA are] transforming inner-city neighborhoods and inner-ring suburbs into vibrant, reinvigorated places. This is achieved by Latinos retrofitting the auto-oriented built form to make it pedestrian friendly through behavior patterns. The mere occupation of space in a way that is accepted and supported by other public actors brings life and vitality to Los Angeles. This transformation of public space by Latinx immigrants is in direct opposition to the privatization of public space being seen across global cities with the proliferation of neoliberalism.

Role of vending in the urban environment: who regulates the sidewalk?

Understanding street vending begins with an understanding of the role of the sidewalk. Jane Jacobs popularized the importance of sidewalks as the stage for city life in her seminal book, *Death and Life of Great American Cities*, claiming that a vibrant and prosperous city must support varied and unplanned actors on sidewalks. One can look at Jacob's romanticized view of city sidewalks as part of the reason people are attracted to street food. Street vendors bring people out of buildings and into the public realm, creating a sense of community and place while simultaneously increasing the numbers of "eyes on the street" which make people feel safe. Sidewalk life brings people, sometimes people who may not ordinarily interact, together for a common purpose to strengthen the social and economic fabric of the city.

¹⁶Sharon Tso, City of Los Angeles Sidewalk Vending Status Report. Chief Legislative Analyst report to Economic Development Committee (2014)

¹⁷Lorena Munoz "Selling Memory and Nostalgia in the Barrio", In *Street Vending in the Neoliberal City*, edited by Kristina Graaff and Noa Ha, p.101-116 (New York, Berghahn Books 2015)

Sidewalks, although seemingly unimportant, are also the stage for an ongoing struggle of how a city delineates public and private space. Who gets to use these spaces is often those who possess the greatest mobility and political power. In Los Angeles, and many other cities, sidewalk behavior and activities are regulated based on principles of public safety and welfare. Who makes those decisions is the platform for debate. This is because the degree of “publicness” of Los Angeles’s city sidewalks has been on the decline as the city, and much of the world, has shifted into the neoliberal era following large economic downturns in the 1970s-1980s.¹⁸ The city is being used as a tool to generate wealth and capital which means more and more land is being delegated to private interests to generate revenue.¹⁹ What has been one of the many changing urban consequences of the neoliberal state is the privatization of public space. What does this mean for street vending? It means that regulation of the sidewalk, and therefore where vending business is conducted, is increasingly influenced by private interests. As street vendors are typically highly vulnerable residents based on their race, class, immigration and/or gender status, this opens up individuals to harassment. Police have regulated street vendors primarily from responding to complaints from neighboring businesses.²⁰ Businesses who look down on this “lower-class” work view vending as a nuisance. This is coupled with their power as land and/or business owners to remove these unwanted uses from the city regardless of the benefits to the city and its residents at-large.

An example of this type of regulation by private interests is the formation of Business Improvement Districts (BIDs). The formation of BIDs spurred a revolution of reduced government influence and increased delegation of public space to private oversight.²¹ BIDs tax themselves higher voluntarily in exchange for the ability to regulate use and aesthetics of the public space in their districts. BIDs maintain power by influencing city council and may lobby anti-vending legislation to reduce competition from vendors and stake claim to public assets (in this case the sidewalk) for the private gains of property owners. BIDs’ lobbying power and general discrimination against street vending, leaves this group out of traditional planning processes. In this context, street vending is viewed as a problem to be solved in order to attract more lucrative investments from businesses and tourists into specific areas of the city.

This anti-immigrant mindset plays out in Los Angeles’s formal planning processes. LADOT’s Complete Streets manual, as part of the larger mobility plan, outlines a very narrow concept of mobility which overlooks cultural actors such as street vendors.²² BIDs have a huge influence in this initiative as the public-private partnerships between BIDs and governmental departments are

¹⁸David Harvey, *A Brief History of Neoliberalism*, (New York, Oxford Press, 2005)

¹⁹Harvey Molotch, "The City as a Growth Machine: Toward a Political Economy of Place" (*American Journal of Sociology* 82, no. 2 (Sep., 1976): 309-332.)

²⁰Ryan Thomas Devlin, “An area that governs itself: Informality, uncertainty and the management of street vending in New York City” (*Planning Theory*, 10(1) 53-65, 2011)

²¹Kathleen Dunn, “Street Vendors in and Against the Global City” In *New Labor in New York: Precarious Workers and the Future of the Labor Movement*, edited by Ruth Milkman et.al., p. 134-149, (Ithaca, NY: Cornell University Press, 2014)

²²Hugo Sarmiento, *The Spatial Politics of Street Vending in Los Angeles*. (Los Angeles, UCLA Institute for Research on Labor and Employment, 2015)

the driving force of the implementation of the mobility plan. The parameters outlining acceptable behaviors is to be enforced with policing, therefore, criminalizing anyone who does not meet LADOT's criteria as acceptable public actor, i.e. food vendors or anyone participating in the informal economy. As BIDs have emerged as the most influential and loudest opponents of street vendors by regularly harassing vendors and complaining about negative impacts on neighboring businesses, it makes sense that their influence regarding acceptable public behavior excludes sidewalk vending.²³

Economic Impacts

This bleak understanding of the shrinking publicness of Los Angeles is rebuked with the changing language around street vendors in recent years as vendors gain mainstream popularity and support. Because of widespread public support and organizing governments are beginning to recognize street vending in part because of the economic development potential of vending on the local economy. The total economic contributions and costs of street vending cannot be explicitly known because of the historic informality of this industry, however, a few studies have been done which aim to highlight the economic contributions of street vending. A study conducted by The Economic Roundtable in 2015 studied various economic and safety consequences of street vending in three Los Angeles neighborhoods. The study found that street vendors have a net positive contribution to both the economy broadly and neighboring businesses. Vendors contribute to the economy a few ways. The input goods they buy are sourced predominately in Los Angeles County, generating \$517 million in economic stimulus in 2012.²⁴ Additionally, vending generated over \$100 million in income for vendors in the same year.²⁵ The report estimates that for every dollar earned by a street vendor, \$1.60 in total economic benefit is generated.²⁶

One of the largest anti-vending narratives that exist regarding economic impact is their assumed negative impact on neighboring brick and mortar businesses. This claim is not supported in the literature. Street vendors are fundamentally different than brick and mortar establishments in that they have less variety of goods they sell, limited seating and amenities and no protection from weather, therefore, the clientele who seeks out a restaurant for its atmosphere and amenities would not find vendors a suitable substitute.²⁷ There may be some competition between fast food establishments and street vendors, although, fast food chains mostly attract people in automobiles looking for convenient drive-through options while street vendors target pedestrians, setting up near transit stops and heavy foot-trafficked areas. If anything, brick and mortar businesses may

²³Dunn (2014)

²⁴ Economic Roundtable, Sidewalk Stimulus: Economic and Geographic Impact of Los Angeles Street Vendors (2015)

²⁵ Ibid.

²⁶ Ibid.

²⁷ Gregg Kettles, "Legal Responses to Sidewalk Vending: The Case of Los Angeles, California." In *Street Entrepreneurs: People, Place and Politics in Local and Global Perspective*, edited by John Cross and Alfonso Morales, p. 58–78 (London, United Kingdom: Routledge, 2007)

see increased patronage from the increased pedestrians near their storefronts. Vendors bring people onto sidewalks, therefore, pedestrians are more likely to linger for longer and window shop.

Public Health, Safety, and General Welfare

It is relevant to talk about the impacts of street vending on public health, safety, and welfare as it is the only basis for which a city in California can restrict vending in public. There are dichotomous narratives about the roles of street vending on public health, safety, and welfare. Some argue that street food helps alleviate access in food deserts because vendors are bringing produce and other healthier prepared food options in working class neighborhoods. Others criticize the practice as lacking the sanitary procedures required by brick and mortar businesses by local health departments. Similarly, there are arguments that vendors make streets safer for pedestrians which is accompanied by arguments that street vendors are hubs of gang activity.

Street vending has the potential to provide necessary food access in food deserts. Both street vending and food deserts typically can be found in low-income communities of color. Historic disinvestment in inner cities led to a decrease in amenities in general, including grocery stores. For example, between 1968 and 1984 Hartford, Connecticut lost eleven of its thirteen grocery chains as a result of white-flight.²⁸ Additionally, a 2002 multi-state study found four times as many grocery stores in predominantly white neighborhoods and predominantly black neighborhoods.²⁹ Vendors have the ability to provide these areas with produce as well as inexpensive and healthy prepared meals. An example of how vendors can fill the gaps in health care by uneven development is through New York City's Green Cart program. In 2008, New York legislature established 1,000 permits for Green Carts, which are mobile fruit and vegetable businesses.³⁰ Green Carts deployed to food deserts have the ability to accept SNAP benefits and offer diverse selections of produce to appeal to a wide variety of consumers.³¹ This is a planning tool that has been used to legitimize the presence of food carts in communities in a way that is not an eyesore while providing essential services.

There are other arguments that say vendors decrease the public health because they are dirty or messy. Businesses have been known to complain about the cleanliness and aesthetics of vendors near their storefronts. There is little formal research studying this claim, but a study in Portland found that there was no noticeable increase in trash due to street vending on public property

²⁸ Alfonso Morales and Gregg Kettles, *Healthy Food Outside: Farmers' Markets, Taco Trucks, and Sidewalk Fruit Vendors*, (26 J. Contemp. Health L. & Pol'y 20, 2009)

²⁹ Ibid.

³⁰ Margaret Leggat et.al., "Pushing Produce: The New York City Green Carts Initiative" (Journal of Urban Health, Vol. 89, No. 6, 2012)

³¹ Ibid.

because of publicly available trash receptacles. The study did, however, see an increase in trash on private property where trash facilities were not established.³²

The aesthetic argument can be rooted to classist and racist sentiments towards this community. Regardless of the type of complaint from the business community, there is a broader question regarding the appropriateness of a city government to regulate competition. Police power of a jurisdiction can allow cities to regulate public health, safety, and general welfare and street vending ordinances can only be enforced on those ground.

³² Renia Ehrenfeucht, Designing Fair and Effective Street Vending Policy: It's Time for a New Approach, pp. 11-26 (Cityscape , Vol. 18, No. 1, Contesting the Streets, 2016)

Research Design and Methods

Research Context

SB 946 was enacted September 2018 and under the state law the cities cannot restrict the number of street vendors in the public right-of-way unless the restriction is directly related to objective health, safety, or welfare concerns and the local regulation was passed by January 1, 2019.³³ The City maintained interest in having local restrictions, therefore, the Los Angeles Bureau of Street Services (BSS) submitted a report outlining recommendations for enforcement of sidewalk vendors on November 21, 2018. The report found that requiring the 50,000+ street vendors in Los Angeles to obtain individual permits was infeasible because of the large financial burden it would place on the department's office and enforcement staff.³⁴ The department instead recommended a hybrid approach where the majority of the city would operate on a regulatory system without site-specific permits but specific "zones" of the city would require a location-based permit.³⁵ The areas which will be designated as zones are areas where "vendors currently compete for the spaces with the most economic potential" with the aim of issuing around 10,000 site-specific permits in these areas.³⁶ These zones have not yet been released by city staff.

In addition to these zones, the ordinance gives BSS the authority to restrict or prohibit vending based on health, safety, and welfare constraints laid out in the state legislation. BSS subsequently prohibited vending within 500 feet of The Hollywood Walk of Fame, Universal Studios, El Pueblo de Los Angeles Historical Monument, Staples Center/ LA Live, Dodger Stadium, the Hollywood Bowl, LA Coliseum/ Banc of California Stadium (only on event days), Venice Beach (except for First Amendment protected expressive activities), schools or any postsecondary educational facility, and private kindergarten, elementary, or secondary school facilities.³⁷ See Appendix A for "No Vending Zone" Maps.

The ordinance gives similar authority to the Department of Recreation and Parks (RAP) to limit vending in parks based on the state regulation. SB 946 allows vendor restrictions of stationary vendors in parks if the park has signed a concessions agreement that exclusively permits the sale of food or merchandise by the concessionaire.³⁸ The state bill also allows for vending restrictions regulating the time, place, and manner of sidewalk vending in parks if the restrictions are:³⁹

³³ SB 946

³⁴ Bureau of Street Services (November 2018) "Council File No. 13-1493-S5 Sidewalk Vending, Recommendations for Effective Enforcement" Retrieved from http://clkrep.lacity.org/onlinedocs/2013/13-1493-S5_rpt_BOSS_11-21-2018.pdf

³⁵ Ibid.

³⁶ Ibid.

³⁷ Bureau of Street Services (December 2018) "General Rules and Regulations, Sidewalk Vending" Retrieved from <https://bss.lacity.org/PDFs/StreetVendingProgram/Rules%20and%20Regulations.pdf>

³⁸ SB 946

³⁹ Ibid.

1. “Directly related to objective health, safety, or welfare concerns”
2. “Necessary to ensure the public’s use and enjoyment of natural resources and recreation opportunities”
3. “Necessary to prevent an undue concentration of commercial activity that unreasonably interferes with the scenic and natural character of the Park” or
4. “Necessary to comply with a condition in a deed conveying the property to the City”

Under these guidelines, RAP has prohibited vending within 2,500 feet of the Greek Theatre on concert or event nights, within 2,500 feet of the Griffith Observatory and its upper parking lot, anywhere in Elysian Park three hours before and after Dodger Stadium events, and in Leimert Park.⁴⁰ Vendors are prohibited within 500 feet of any school site, camp youth activity center, or senior center located on park property and within 500 feet of a permitted farmer’s market or swap meet.⁴¹ Stationary vendors are prohibited in parks with concessions agreements.⁴² Finally, in all other parks, vending is limited to 2 vendors per acre and no vendor may be within 25 feet of another vendor.⁴³

Scope

This research is predominantly focused on the physical and spatial barriers to vend in popular vending areas. The report does not largely consider the impact of the regulations on the economy or communities. This type of analysis, however, is immensely important and should be carefully considered in future research and policy decision-making.

Methods

In order to understand how the rules and regulations of the Los Angeles ordinance affect current street vendors, three methods were deployed; participant observation, mapping, and comparative study.

Participant Observation

To learn how vending operations will be impacted by the City ordinance, four site visits were conducted to observe street vending patterns and categorize impacts of the new regulation. Site visit locations and methods for choosing each site is described below.

⁴⁰ Board of Recreation and Park Commissioners (December 2018) “Updated Rules and Regulations for Vending of Food and Merchandise in City Parks” Retrieved from http://clkrep.lacity.org/onlinedocs/2013/13-1493-S2_misc_1__12-14-18.pdf

⁴¹ Ibid.

⁴² Ibid.

⁴³ Ibid.

Location	Date and Time	Reason for visit location
Main Street between 46th- 50th Streets “47 th and Main”	Saturday 2/23/2019 10 AM-11 AM	Accompanied LA Street Vendor Campaign tour of popular weekend vending market with BSS enforcement staff in a residential neighborhood
Hollywood Walk of Fame “Hollywood Blvd”	Friday 3/1/2019 7 PM-- 8 PM	Hollywood Blvd is a popular vending area where tourists and vendors “compete” for sidewalk space. It is also listed as a “No-Vending Zone”
Staples Center	Sunday March 3rd 11:30 AM - 12:30 PM	Site visit was conducted in the hour leading up to a Clippers game to see how vendors interacted with patrons and competition for space in crowd conditions. This is a “No-Vending Zone”
9th Street between South Central Ave- Maple Ave “Pinata District”	Sunday 3/3/2019 1 PM- 2 PM	Another weekend vending market in a commercial warehousing district in downtown Los Angeles to see how vendors and customers make claims to commercial settings

Data was collected during site visits through participant observation and photography. In all cases, I spent at least one hour in each location. The types of observations documented were:

- How much sidewalk space vendors occupy related to the pedestrians and businesses in the area
- How pedestrians interacted with vendors
- How law enforcement interacted with vendors
- Understanding the “street life” of the area and whether vendors hinder or contribute its vibrancy and safety

Mapping

In order to gain a more detailed understanding of how the rules and regulations affect vendors, I mapped the legal “vendable” areas for the 47th and Main vending site, using the restrictions outlined in the rules and regulations, see Appendix B. I wanted to see how the specific spatial restrictions outlined in the published Rules and Regulations affect the number of vendors allowed to sell their products at the 47th and Main location. The restrictions I studied in particular dictate vendors must be outside of:

- 3 feet of above ground utility structures
- 18 inches from the curb
- 2 feet from a subsurface utility box
- 3 feet from a parking meter
- 3 feet from a street light

- 3 feet from the edge of a tree well
- 5 feet from a fire hydrant
- 5 feet (ahead) and 45 feet (behind) a marked bus stop
- The smaller of 5 feet or 1/3 depth of the existing sidewalk
- 18 inches from existing driveways
- 20 feet from the entrance way to any building, store, theater, movie house, house of worship or place of public assembly

Comparative Study

To contextualize street vending within Los Angeles’s city-wide development goals and regulations, I compared the street vending rules and regulations to other city documents. I studied, LA Department of Transportation’s (LADOT) Great Streets Strategic Plan, LA Department of City Planning’s Complete Streets Design Guide, and The Bureau of Engineering’s R-permit rules.

LADOT’s Great Streets Strategic Plan is a plan which lays out goals for “delivering safe, comfortable streets that ease travel for all modes and give Angelenos a wide of transportation choices to meet the needs of a thriving, growing city”.⁴⁴ The document outlines goals for a liveable, sustainable, safe, and prosperous Los Angeles. I used this document to compare the City’s goals for mobility to attitudes about vending and gain the perspective of the DOT regarding delineation and uses of public right-of-way space.

LA Department of City Planning’s Complete Streets Design Guide is a manual outlining best practices for implementing the California Complete Streets Act of 2008, which has the stated goal of ensuring safety, accessibility, and convenience of all transportation users.⁴⁵ This document was used for it’s classification of streets and its consideration of sidewalk activities. As this document was published prior to street vending legalization, there is no discussion of the role of street vending as an acceptable sidewalk use.

The Bureau of Engineering’s R-permit rules outline the procedure for a business to get the appropriate clearances for encroaching into the public right-of-way. This document was used for a direct comparison of the rules that obtain to brick and mortar businesses versus sidewalk vendors. This comparison looked to compare street vending rules within Los Angeles’s larger goals in order to determine how vending can merge into the city fabric through legalization.

⁴⁴ City of Los Angeles Department of Transportation (2014) “Great Streets Strategic Plan” https://ladot.lacity.org/sites/g/files/wph266/f/LACITYP_029076.pdf

⁴⁵ LA Department of City Planning, “Complete Streets Design Guide” <https://planning.lacity.org/documents/policy/CompleteStreetDesignGuide.pdf>

Findings

Through the methods listed above, I have three major findings.

1. There are varied types of vending which are impacted differently by regulations.
2. Under the current rules and regulations many vending operations are still illegal and are vulnerable to fines, citations, and loss of economic opportunity.
3. The regulations are inconsistent with other City documents designating acceptable use of sidewalks.

Finding 1: There are varied types of vending which are impacted differently by regulations

The first finding classifies types of street vendors based on their role in the urban environments. There may be other roles street vendors are fulfilling in their communities, but for the scope of this work, the two types of vendors observed were:

- 1. Community market vendors**
- 2. Event and tourism vendors**

Community market vendors set up informal open-air markets for community members to come and shop for a variety of products including but not limited to home goods, produce, prepared food, clothing, electronics, etc. This types of vending was observed at the 47th and Main site in South LA as well as the Piñata District in downtown. Vendors sold products on tables set up on the sidewalk and typically underneath pop-up tents for shade. Customers walked through the market at a leisurely pace and many families and individuals were seen eating meals on chairs and tables set up around the market and engaging in casual conversations with vendors. A vast majority of the people visiting these markets appeared Latinx and were speaking Spanish. These types of vendors are most affected by the BSS Rules and Regulations which dictate how far vendors must be from certain street elements, such as fire hydrants, bus stops, etc. These rules also dictate how much of the sidewalk area can be consumed by vendors. Notably, the rules and regulations would not allow for vendors to use tents for shade, even if patrons can safely pass underneath, because the width of the tent would be considered part of the vending operation. See images below.



Entrance to Piñata District community market vendor stall



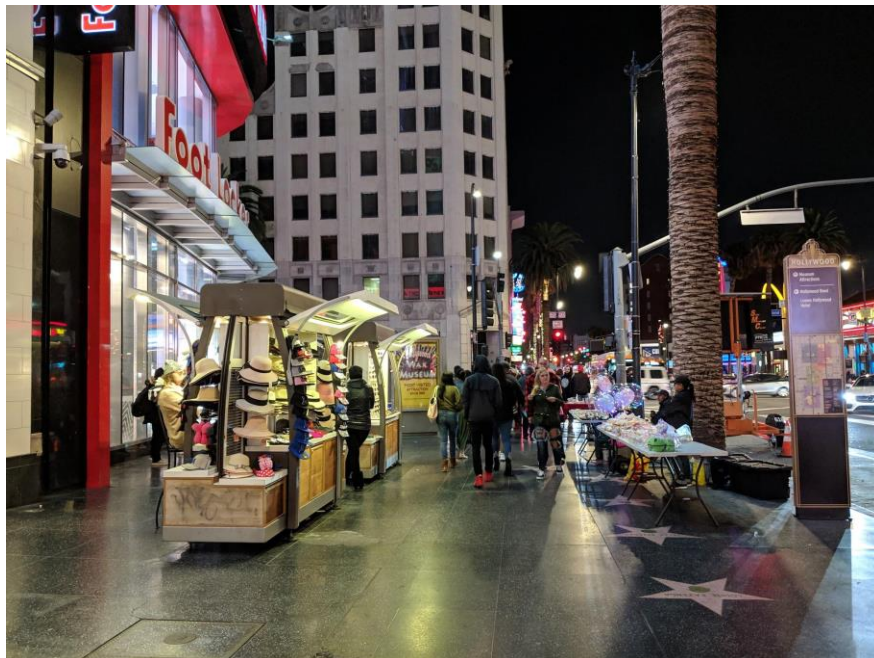
Patrons make their way through the market

Event and tourism vendors are more individual in nature than the prior category, selling bacon-wrapped hot dogs, fruit, other prepared food, and souvenirs to tourists and other pedestrians in areas where this is consistent foot traffic. There appeared to be some coordination in regard to spacing, as vendors at the Staples Center appeared in a line at somewhat regular intervals. These vendors set up in areas where there are typically wide sidewalks, the case in both areas visited, Hollywood Blvd and the Staples Center.

These vendors are most vulnerable to the “No-Vending Zones”. Both of the sites where event and tourism vendors were observed are no vending zones which means that the city believes the presence of vendors threatens the public health, safety, or welfare and should not be allowed within 500 feet. Vendors would be forced to move farther away, and it’s unclear how the change in location would affect their businesses. See images below:



Vendors occupy closed roadway prior to LA Clippers game



Permanent vending (left) and sidewalk vendors (right) on Hollywood Blvd

It important to recognize there are different types of vendors operating differently throughout the city because the regulations affect them differently. Recommendations for implementation will be different for these different types of vendors. The second finding builds upon this categorization to elaborate on the direct effects of regulation.

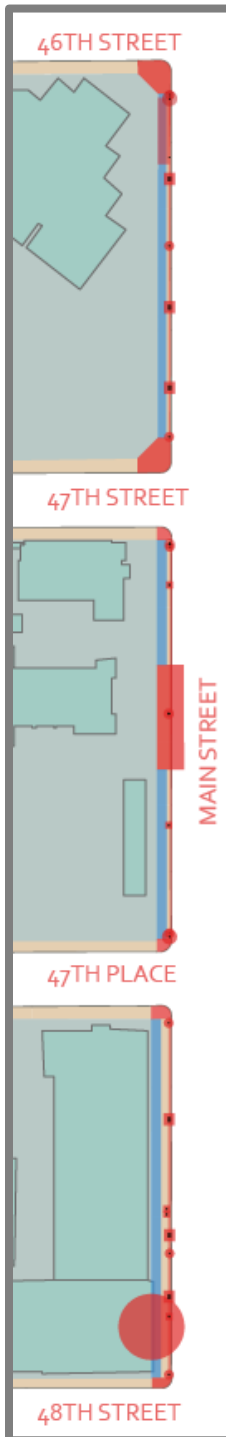
Finding 2: Under the current rules and regulations many vending operations are still illegal and are vulnerable to fines, citations, and loss of economic opportunity.

This research operates on the assumption that vendors locate in areas across the city that have access to the types of customers required to be successful. This is an important distinction because one cannot assume that outlawing vending in one area means equal opportunity in another. If regulations prohibit vendors from being able to work in popular vending areas explicitly or inherently they may not be able to support their business.

Restrictions are obviously expressed for event and tourism vendors. BSS “No-Vending Zones” outlaw vending within 500 feet of where many event and tourism vendors conduct their work. These are all areas that vendors are attracted to due to the heavy foot traffic. Additionally, many of these places are spaces that are meant to be hubs of sidewalk activity. Sidewalks here are wider than in most other places throughout the city to accommodate large volumes of pedestrians. It is unclear whether vendors would have the same economic viability on the outskirts of these areas and whether the presence of vendors in these areas is an objective public health, safety, or welfare concern.

The Rules and Regulations restrictions have a more nuanced effect on community market street vendors operating outside the no vending zones. The rules and regulations outline specific distances from a variety of street objects, see maps below. This creates a confusing and cumbersome regulatory framework for vendors.

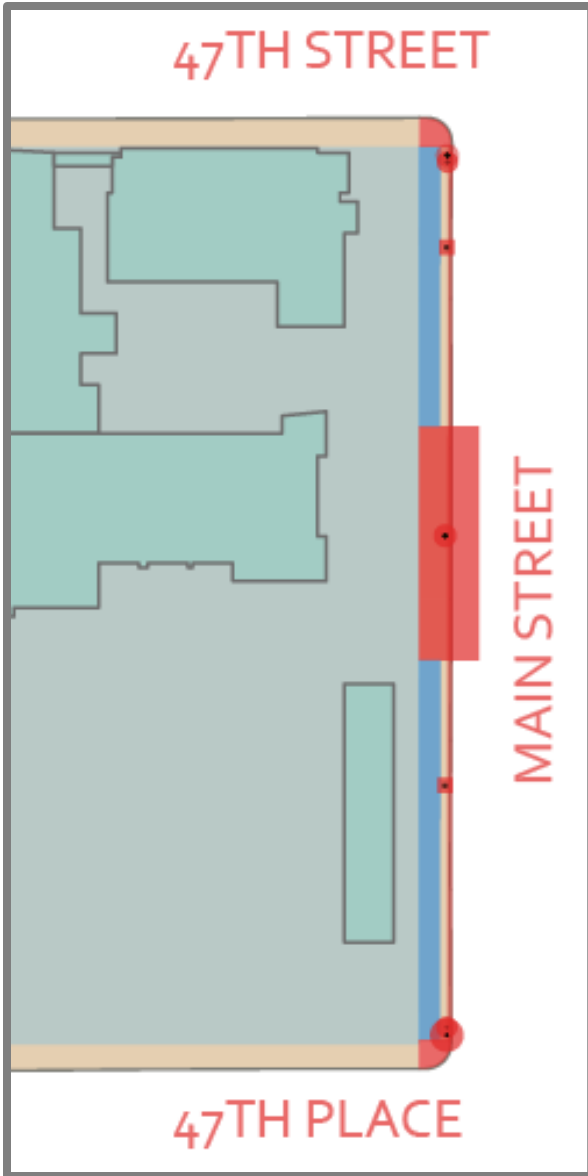
To better understand how these specific on-the-ground regulations would impact the 47th and Main Street community vendors, I mapped the restrictions throughout the corridor I walked during my site visit. Areas in blue show pedestrian throughways and areas in red show areas where vending is not allowed. Therefore, beige areas are “vendable” areas under the new regulations.



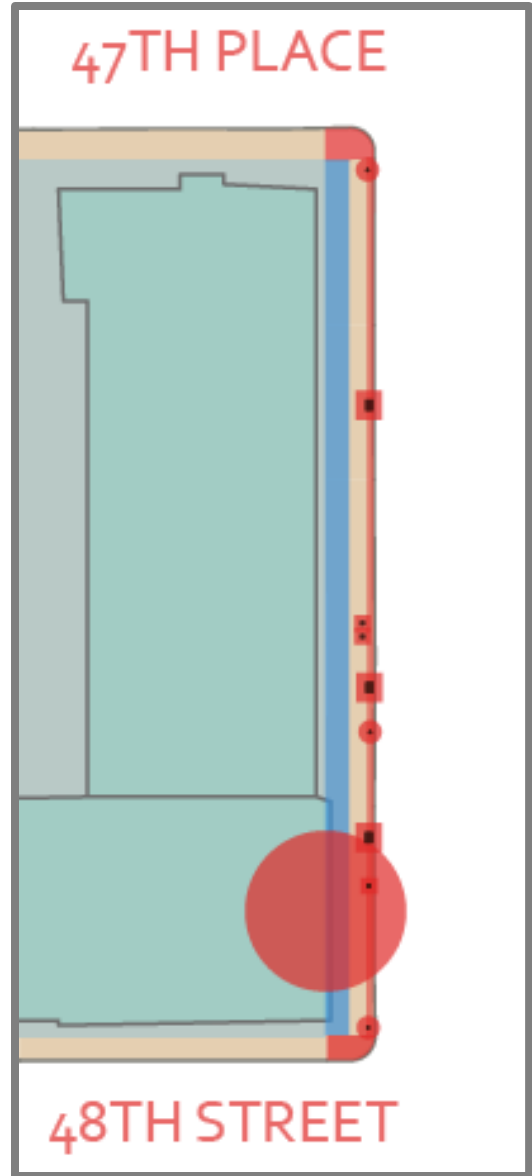
Map Area



Main Street between 46th Street and 47th Street



Main Street between 47th Street and 47th Place



Main Street between 47th Place and 48th Street

This mapping exercise shows that the vending market at 47th and Main will be impacted by the regulations, especially near community centers or areas where there is typically regular pedestrian traffic. For example, the bus stop near 46th Street and Main Street means vendors are banned from a large percentage of that street. Similarly, there is a church along Main Street between 47th Street and 47th Place where people gather for services and vendors also gather to sell wears. The regulations ban vending from directly outside the church. It is unclear exactly how this type of regulation specifically contribute to public safety. Finally, there is an entrance to an apartment building near 48th Street which significantly impacts vending in the immediate area. This part of Los Angeles does not contain many commercial building entrances, however, one can imagine the impacts this type of regulation -- 20 feet from the entrance way to any building-- may have on commercial corridors such as Downtown LA, Koreatown, and Boyle Heights.

A quick note about challenges and ambiguity in regard to interpreting the rules and regulations. There was no convenient way to obtain a list of all the street elements the city is regulating. Google Earth and in person observations were used to interpret what kind of street elements were onsite. In particular, it was challenging to interpret what “counted” as an underground versus an above ground utility. Additionally, the regulations do not clearly outline how to measure the entrance of a building. For example, there is a library near the corner of Main Street and 46th Street which is set back from the sidewalk quite a bit. A vendor may see the building being so far back and set up nearby to sell fruit to patrons, but it is unclear whether this is a violation of the BSS Rules and Regulations.

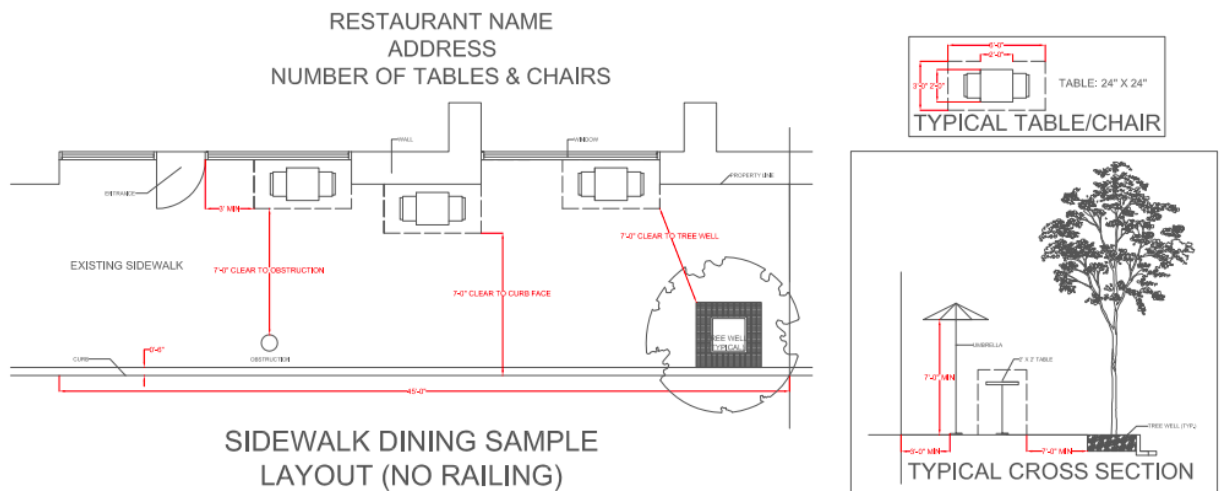
Finding 3: The regulations are inconsistent with other City documents designating acceptable use of sidewalks.

There are numerous city departments who have a say in how the City’s public sidewalks get used, but no central authority. I compared the BSS Rules and Regulations to a variety of documents pertaining to sidewalk regulation and acceptable use published by other city departments as described in the Methods section previously.

The BOE’s R-permit for businesses, in this case I focus on restaurants specifically, allows a private business to encroach on the public-right-of-way who would not normally be authorized to occupy the sidewalk outside of their establishment.⁴⁶ Restaurants who want to provide outdoor seating must get a permit from the BOE and these are approved on a case-by-case basis. Because R-permits lack uniformity, it’s difficult to compare all the regulations imposed on vendors to those of brick and mortar businesses thoroughly. However, what is known about R-permit grantees is they must maintain 7 feet from the edge of their encroachment to the nearest

⁴⁶ Bureau of Engineering “The R-permit” <http://eng2.lacity.org/techdocs/permits/chapter9.pdf>

obstruction, utilities, street lights, trees, etc., see below.⁴⁷



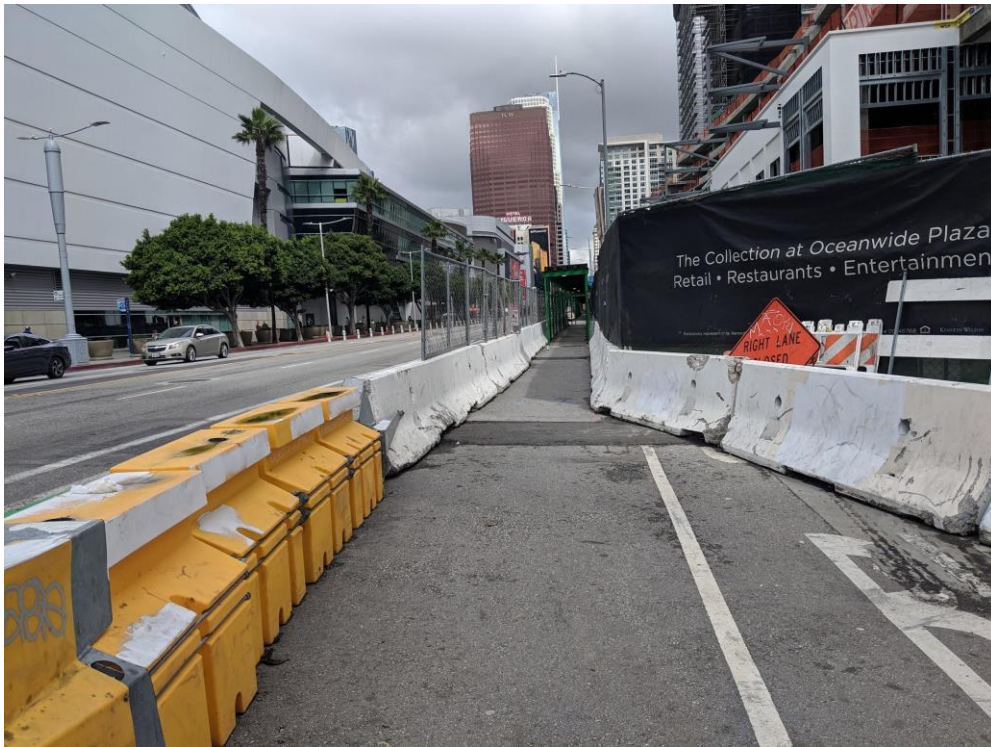
Sidewalk regulations that must be followed by restaurants are similar, but more lenient than vending regulations.

This type of use was found during a site visit to the Staples Center. The series of three photos below show how three different private uses-- restaurant, housing development, and street vendors—all use the public space to some degree. The restaurant in the first image is intruding on the public right-of-way while allowing for adequate pedestrian passage and keeping the recommended distance from physical street objects. Effectively, this business is claiming part of the public right-of-way for its own private gains, in this case outdoor seating for its restaurant. Another type of claim to public space was observed across the street from this business, a new high-rise development in construction. The developer, construction company and other businesses involved in creating this building are also, albeit temporarily, claiming public space for construction. The pedestrian thoroughfare is limited to a very small path where only one person can comfortably walk down the temporary sidewalk. Again another example of how a private entity uses space devoted for pedestrians for their private gains. Finally, street vendors sell bacon-wrapped hotdogs along a stretch of road that is closed for the LA Clippers game. The relative impact on sidewalk accessibility by vendors in this area was relatively insignificant and throngs of people moved into and out of the Staples Center with ease before and after the basketball game.

⁴⁷ Bureau of Engineering “Revocable Permit for Sidewalk Dining”
https://engpermits.lacity.org/rpermits/public/control.cfm?action=Sidewalk_Dining_Handout&frames=2&cfid=1505511&cftoken=168910417759fed4-30F90B6D-0079-5245-F36355533AC26CB1



Restaurant outside of the Staples Center complying with R-permit rules



New housing development across the street from the Staples Center greatly impacts pedestrian experience in the area.



Vendors interacting with patrons and pedestrians outside of the Staples Center

Comparing brick and mortar restrictions and vending restrictions is not exactly an apples-to-apples comparison because business encroachments occur in the “frontage zone” while street vendors occupy the “amenity zone” of the sidewalk as defined in the Complete Streets Guide .⁴⁸

⁴⁸Complete Streets Design Guide



Frontage
Zone

Pedestrian
Zone

Amenity
Zone

LA City Planning defines the sidewalk in three distinct zones

However, this is a useful metric to base this finding because under the BSS Rules and Regulations, vendors are only permitted to occupy “the smaller of 5 feet or $\frac{1}{3}$ the depth of the existing sidewalk” on the street side of the sidewalk. To compare allocation of sidewalk space allowed by brick-and-mortar businesses and vendors, outside of no-vending zones, a cross-section was created using Streetmix. Displayed below is a standard 15-foot commercial sidewalk with street vending regulations displayed on the left and R-permit user on the right. Storefronts can encroach up to 8- feet, therefore, leaving a 7-foot pedestrian walkway. Vendors can occupy 5 feet on the street-side, thereby leaving a 10-foot pedestrian walkway.

Vendors

Brick and Mortar



By law, brick and mortar storefronts consume more right-of-way than street vendors

This is a useful comparison because it shows that legally street vendors are not encroaching or making more claims to public space than a brick-and-mortar business. The sidewalk around a vendor may become crowded if the business is successful, causing patrons to queue, however, vendors themselves cannot be solely the cause of pedestrian crowding in the public right-of-way if legally sidewalk cafes are allocated more space. The amount of relative space vendors consume can be seen below.



Street vendor on Hollywood Blvd helping patron and leaving adequate pedestrian thoroughfare.

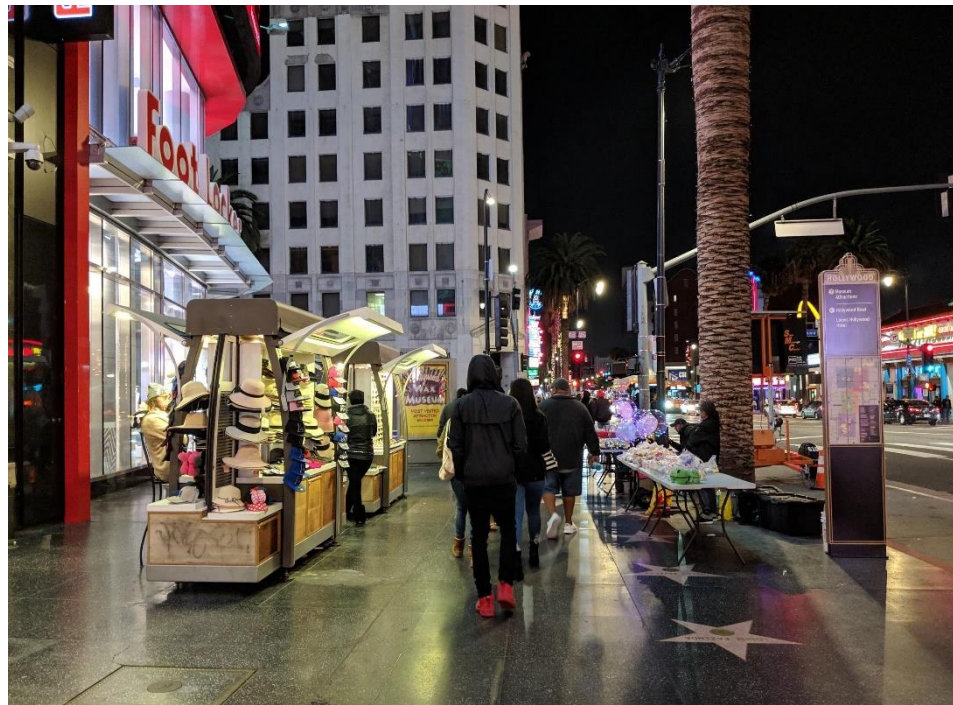


Pedestrians traveling past a street vendor on Hollywood Blvd.

During my Friday night Hollywood site visit there were many users of Hollywood Blvd. Mainly, I noticed vendors, vendor patrons, pedestrians, and window shoppers. The images below show that window shoppers, and fixed kiosks, respectively, are also creating congestion.



Window shoppers, vendors, and pedestrians share the sidewalk and interact amicably.



The fixed kiosks, pedestrians, and street vendors are accommodated by this very large stretch of sidewalk on Hollywood Blvd.

It is important to recognize street vendors are one of many actors on the sidewalk at any given moment. There are countless activities happening on the sidewalk and the volume of pedestrians

is constantly in flux. Additionally, how the City regulates the sidewalk is vague and disjointed across departments. Currently, vending is regulated as a sidewalk obstruction, instead of a dynamic and complicated part of the economy.

Recommendations

The Los Angeles Sidewalk Vending program aims to include street vending as part of the formal economy across the entire city for the first time in Los Angeles's history. The language of the ordinance alludes to the importance of vending but does not address the economic, social or community aspects of street vending. If anything the rules and regulations appear to assume that vendors are hindering pedestrian access throughout the city's sidewalks and lack consideration for how other private users claim space in the right-of-way. This research presses policy-makers to expand their perceptions of what street vending means in Los Angeles and its role in the city's cultural identity.

There are small changes to the current political framework as well as larger more institutional changes that can facilitate long-term success of Los Angeles's street vending program. Below I propose recommendations at two degrees of transformative power. The first recommendation in each category are implementation strategies under the current regulation. The second recommendation assumes more political feasibility to change the regulations.

Enforcement

- 1. BSS should run an education-first type of enforcement to help vendors adapt and learn about the new restrictions.**

Vendors are accustomed to evading law enforcement in order to run their vending businesses. To encourage cooperation and ease the transition to the formal economy, an education-first enforcement strategy should be used to build trust between vendors and the City. To avoid the same failures of the past special vending district program, vendors should be educated and informed about how to comply with the new law instead of only penalized for breaking it. It's especially true for community market vendors, because the laws dictating "vendable" sidewalk vending areas can be vague and open to interpretation.

- 2. Study pedestrian patterns in no-vending zones and other restricted areas to revise cumbersome restrictions allowing for economic inclusion of street vendors into Los Angeles's economy.**

Many of the economic benefits vendors generate occur in high tourism areas which are also typically no-vending zones. Based on observation and mapping, it appears there is adequate ability for both vendors and high-volumes of pedestrians to occupy public space together. The City should strive to understand how to use vendors as a way to activate the sidewalk which simultaneously stimulates the local economy.

In undertaking this study it would be helpful to document the objective health, safety, or welfare criteria being used to create the no-vending zones. This information can be used by the vending

community to work in cooperation with city enforcement staff. Additionally, having more explicit reasoning for the restricted zones ensures the City is compliant with SB 946.

Allocation of Public Space

- 1. BSS should create maps of “vendable” areas along corridors in popular community market vending areas to show “slots” where vendors can set up to reduce confusion over what is acceptable and what isn’t.**

The new regulations are not accompanied with a narrative of how spatial restrictions will impact the current state of vending in Los Angeles. Many vendors are still at-risk of operating illegally, because of the many minute restrictions that have compounding impacts on one’s ability to vend. To remedy this, BSS could create vending maps for sections of the city, specifically for community market vendors, to give precise understanding of how popular vending areas are impacted. Additionally, vendors would be able to use the maps as a guide to determine where they can set up their businesses. Finally, this type of work could inform a future permit system in areas under consideration for that type of regulation -- which would allocate one “spot” per vendor.

- 2. Space restrictions should adhere more strictly to accessibility as defined by ADA and objective safety concerns.**

The rules and regulations are a first attempt to translate SB 946 to a usable and workable program in the City of Los Angeles. The sentiment that vendors cause unsafe or congested sidewalks is not universally true as sidewalks are dynamic and the amount of users are constantly changing. Therefore, the largest immediate threat vendors impose on pedestrian accessibility is through ADA compliance. Vendors intuitively know that pedestrian access must be maintained, therefore, simplifying the regulations to maintain adequate space for ADA compliance and standard commercial pedestrian traffic will strengthen the integrity of the regulations. Additionally, regulations should consider the need for shade and revisions should be made to allow for safe passage under shade structures.

Regarding distance from utilities, I recommend removing space restrictions from street elements that may be hard to see or define, mainly, underground utility boxes, with the caveat that vendors will be asked to clear the space if there is a technician maintaining the equipment. This is because determining what is an underground utility is not straightforward, potentially leading to misunderstanding and misinterpretation of the regulation. Additionally, the structures are designed to bear weight, therefore, there does not appear to be a reason why vendors cannot be near utilities in the same way all other street actors are.

Representation

- 1. The City should facilitate regular working groups with vendors**

The ability of vendors to work cooperatively with law enforcement will begin to build the trust necessary to create and maintain a sustainable vending program in Los Angeles. If vendors are shut out of the evaluation process, there will continue to be up to thousands of vendors operating

outside the legal system, which is counterproductive to the ordinance's intention. If vendors are to be thought of as small businesses, then their input over rules that impact them is essential.

2. Create an autonomous vendor-led representation organization.

In the long term, vendors will most likely continue to face discrimination from surrounding businesses and pedestrians. Therefore, it's vital that vendors stories and needs are continuously heard and advocated for. Allowing vendors to create a union-type organization where they can build political power will create a stronger coalition of vendors, but also ease enforcement for the City.

Programmatic

1. Invest money in grants and workshops to help vendors

The Los Angeles Street Vending Program claims that “a well-regulated vending program would enliven the City's streetscape by creating a vibrant marketplace”⁴⁹, however, implementation of the ordinance continues to view vendors as nuisances to be regulated rather than opportunities to be incubated and protected. Therefore, I recommend creating a pipeline to invest in Los Angeles's street vendors. Grants can be used to help finance free or reduced commissary storage for carts, financial training programs, and workshops to help vendors succeed. Vendors and their representatives should predominantly be designing the types of opportunities and collaborations with the City they'd like to see.

2. Work with other City departments (planning, transportation, community development) to create a robust vending economy

Street vending is a seemingly simple practice which is the outcome of many forces in a city including economic and workforce development programs, immigration policy, transportation and housing policy, and more. Therefore, if the city believes vending is important, it should be discussed at a higher level of planning. Creating processes for involving vending programs and policies at different departments in the City only continues to strengthen the vending community.

⁴⁹ Sidewalk Vending Program LAMC § 42.13 (2018)

Conclusions and Areas for Future Study

In conclusion, street vending exists as a way for residents who may be unable to find adequate work in the formal economy to provide for their families. It also is a way that immigrants share their cultural identity and create spaces of belonging in Los Angeles. Street vendors have been a part of Los Angeles for over a century without formal recognition until SB 946 was passed in 2018 legalizing street vending throughout California. The City of Los Angeles's local ordinance elaborates on the state legislation while enforcing restricted vending areas throughout the city through its rules and regulations and no-vending zones. While SB 946 caters to protecting street vendors' ability to work, Los Angeles ordinance seems to regulate street vendors as if there are obstructions on the sidewalk posing a risk to pedestrians without recognizing the complex social, economic, and community aspects of street vending. This work aims to show how the regulations address issues of pedestrian safety and highlight the effects of privatization of public space throughout the city. I hope this work allows those who read it to take a broader look at street vending and question the narrow conception for which the current rules and regulations view their work.

That being said, legalized street vending in Los Angeles is extremely new and there are still many battles being fought on behalf of street vendors and their opponents. This work focused only on the spatial dynamics of street vending in Los Angeles, but there is now an opportunity, because of legalization, to work with vendors to measure their contributions to the local economy and create narratives around vendor experiences. In addition, creating knowledge on the gaps street vendors are filling in communities-- economic, social, nutritional, creation of public space, etc.-- is essential for telling the story and forcing decision-makers to understand the role of street vending. There are also many more questions to answer if the geography of street vendors is broadened to unincorporated Los Angeles and the cities encompassing Los Angeles County. As southern California is home to many immigrant communities, it's important their rights to their city are protected as well.

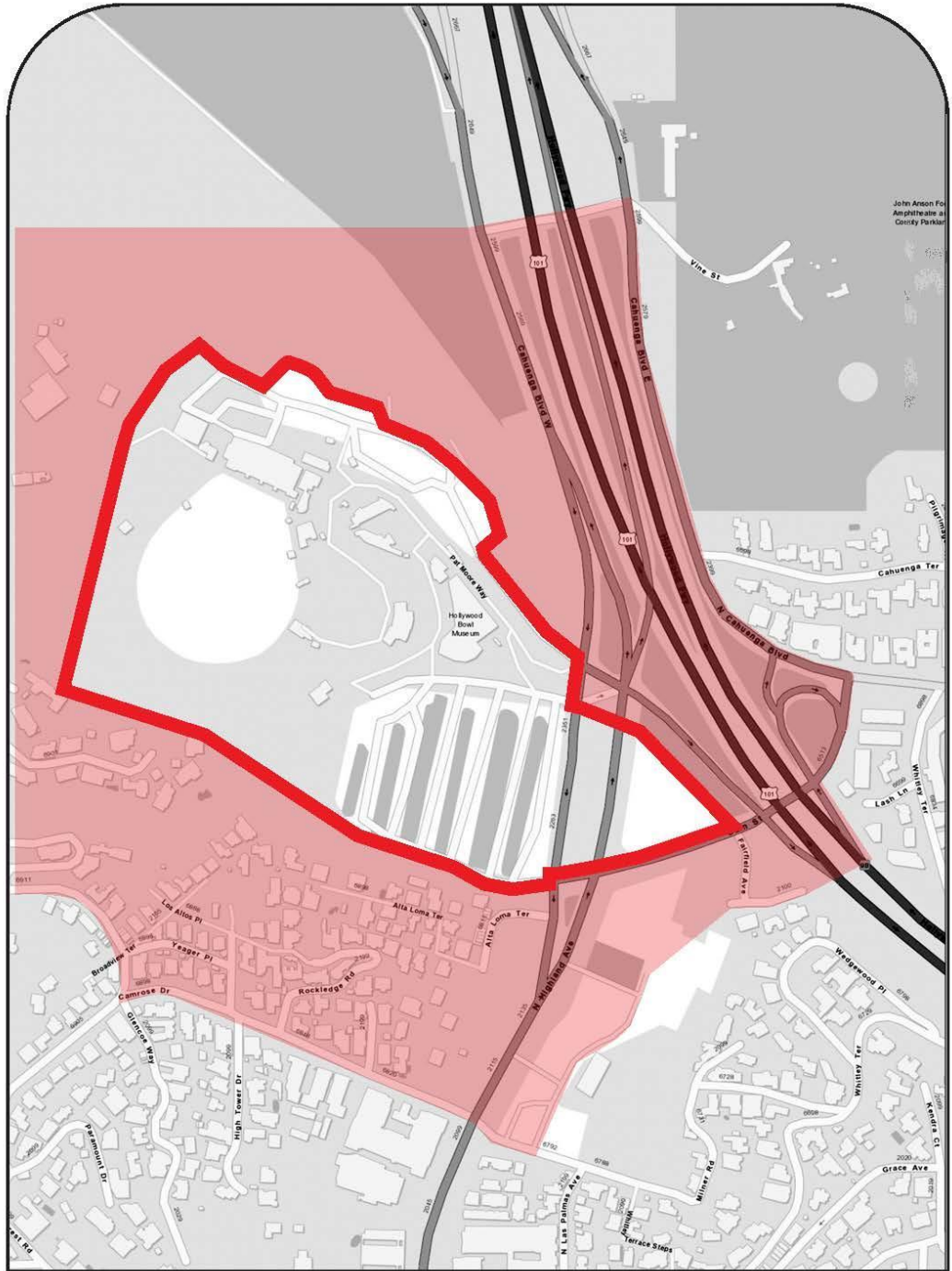
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Appendices

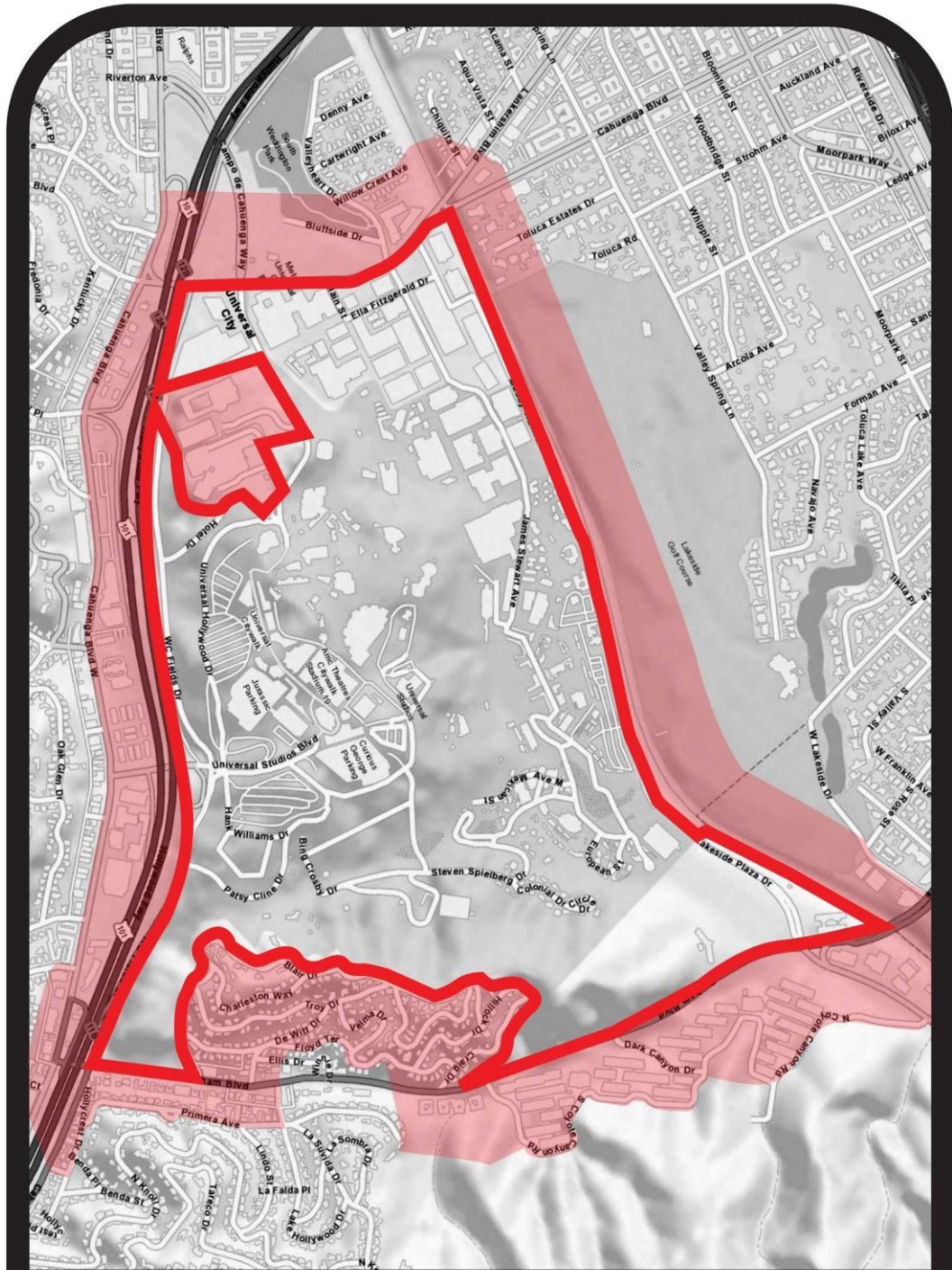
Appendix A: Bureau of Street Services “No Vending Zones”



John Anson Ford Amphitheatre at County Park

HOLLYWOOD BOWL

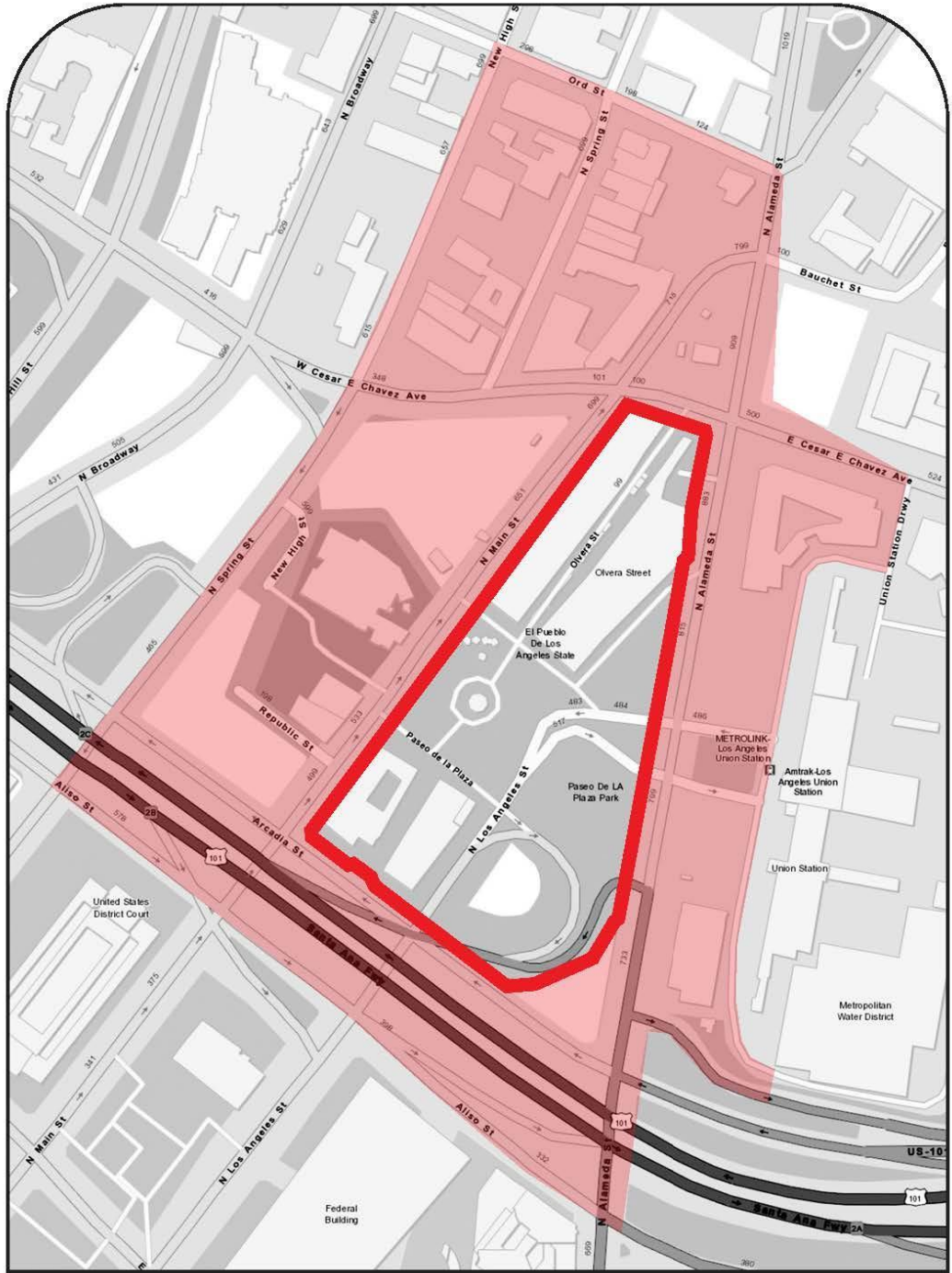
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UNIVERSAL STUDIOS/CITYWALK

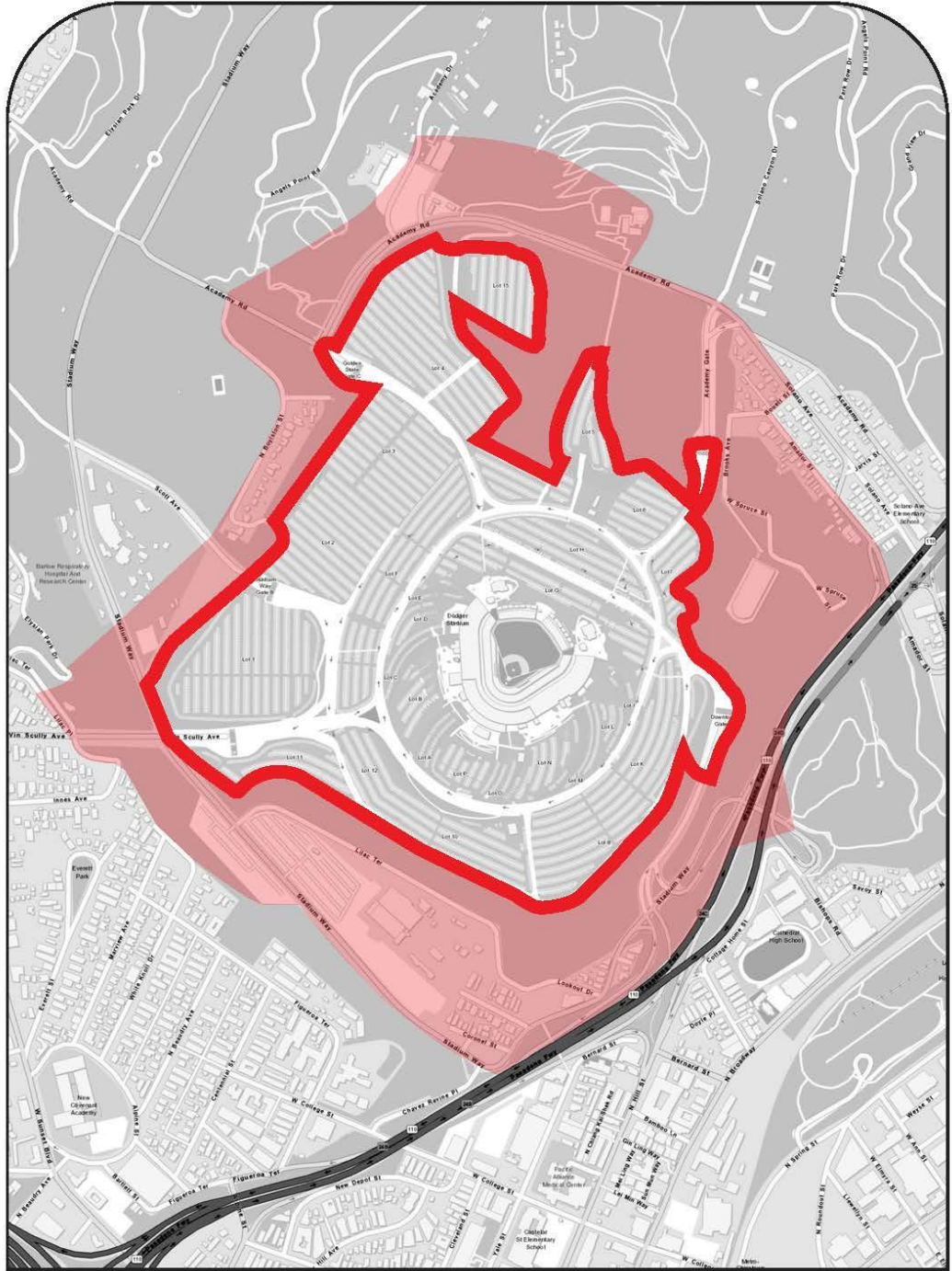
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 RESTRICTED ZONE/ZONA PROHIBIDA

L.A.M.C. 42.13 For more information call/Para más información llame al (213) 847-6000



EL PUEBLO DE LOS ANGELES HISTORICAL MONUMENT

PROPERTY LINE/LÍNEA DE PROPIEDAD
 RESTRICTED ZONE/ZONA PROHIBIDO

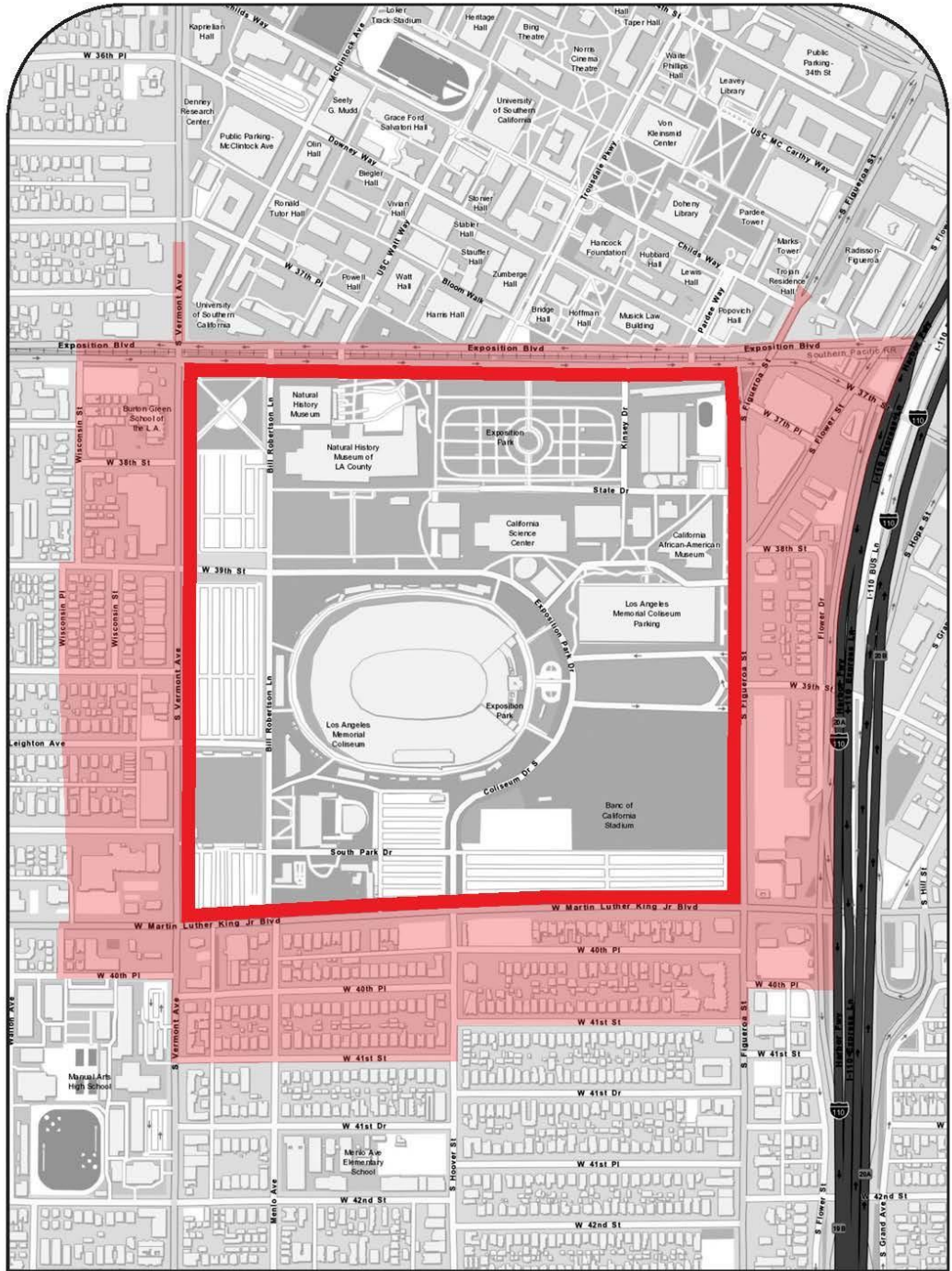


DODGER STADIUM



PROPERTY LINE/LÍNEA DE PROPIEDAD

RESTRICTED ZONE/ZONA PROHIBIDO



LOS ANGELES COLISEUM



PROPERTY LINE/LÍNEA DE PROPIEDAD

RESTRICTED ZONE/ZONA PROHIBIDO

Appendix B: Bureau of Street Services Rules and Regulations

The Bureau of Street Services (BSS) in support of the City of Los Angeles' (City) sidewalk vending ordinance for Council File No. 13-1493-S5, prepared the following general rules and regulations for all sidewalk vendors in the public right-of-way. All sidewalk vending from January 1, 2019 onward would be governed by these rules.

1. *Trash*: All food vending carts or kiosks shall be equipped with refuse containers large enough to contain all refuse generated by the operation of such cart or kiosk, and the operator of the food vending cart or kiosk shall pick up all refuse generated by such operation within a 50-foot radius of the cart or kiosk before such cart is moved. All recyclable materials shall be separated from other refuse and disposed of in a manner consistent with the current City of Los Angeles (City) recycling policy.

2. *Placement*: No person shall install, use, or maintain any vending cart or kiosk which projects onto, into, or over any sidewalk or parkway when such installation, use or maintenance endangers the safety of persons or property, or when such site or location is used for public utility purposes, public transportation purposes or other governmental use, or when such cart or kiosk unreasonably interferes with or impedes the flow of pedestrian or vehicular traffic, the ingress into or the egress from any residence or place of business, or the use of poles, posts, driveways, traffic signs or signals, hydrants, mailboxes, or other objects permitted at or near said locations. No vending cart or kiosk shall be so placed that the clear space for the passage of pedestrians upon the sidewalk is reduced to a width of less than five feet. No mobile or street vendor shall obstruct or cause to be obstructed the passage of any sidewalk, street, avenue, alley or any other public place, by causing people to congregate at or near the place where goods, wares, food, or merchandise of any kind is being sold or offered for sale.
 - a) Distances from the following above ground facilities (AGF) shall be no less than three feet:
 - (1) Street lights
 - (2) Edges of tree wells
 - (3) Parking meters
 - (4) Above ground utility structure
 - b) Distances from fire hydrants shall be no less than five feet.
 - c) Distances from any existing subsurface utility box, valve, or vault shall be no less than two feet.
 - d) Distance from face of curb and from edge of existing driveways shall be no less than 18 inches (see Diagram 1).
 - e) Distances between vendors shall be three feet clear (see Diagram 2).
 - f) No vending spaces will be permitted at bus stop locations, or at locations where there are existing above ground amenities such as street furniture (benches, bike racks), newsstands, and red curbs (see Diagram 3).
 - g) No vending spaces will be permitted in roadway, medians, pedestrian islands, and bikeways.
 - h) No stationary vending location shall be placed directly in front of any building. All stationary vending locations shall be placed 18 inches from the curb face.
 - i) Distance from permitted activities including but not limited to construction related street or lane closures, special events, swap meets, filming, and farmer's markets

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shall be no less than 500 feet any boundary line of the permitted activity.

- j) Distance from an entrance way to any building, store, theatre, movie house, house of worship or place of public assembly shall be a minimum of 20ft.
- k) Distance from any restricted vending location as defined in Los Angeles Municipal Code Section 42.13(c) shall be no less than 500 feet any property line of the restricted location.

3. *Prohibited vending locations:*

- a) Vending is prohibited within 500 feet of:
 - (1) The Hollywood Walk of Fame, Universal Studios and the El Pueblo de Los Angeles Historical Monument, Staples Center/LA Live (as described in Chapter 25 of Division 22 of the Los Angeles Municipal Code);
 - (2) Dodger Stadium, the Hollywood Bowl, and the LA Coliseum/Banc of California Stadium on events days; and
 - (3) Any other venue as determined by the Board of Public Works.
- b) Vending at Venice Beach is limited to First Amendment protected expressive activities.
- c) Schools or any postsecondary educational facility attended by secondary pupils or private kindergarten, elementary, or secondary school facilities.

A map for each location will depict the boundaries. Appropriate signs with the no vending area will be posted at these locations.

4. *Vending of produce:* All produce regulated by the California Department of Food and Agriculture (CDFA) shall be handled, transported, displayed or disposed of in accordance with all CDFA regulations as they now exist or as amended from time-to-time, but not limited to, the following:

- a) All produce or commodities under quarantine by the CDFA will be protected or safeguarded in an approved manner by being bagged or screened to prevent infestation; any open display is prohibited.
- b) All produce, commodities, or their husks, cores, rinds, or pits shall be sealed in plastic bags before disposing.
- c) Every food vendor shall have a receipt, invoice, bill of lading or other acceptable proof of origin of all produce or commodities under quarantine.
- d) All produce or commodities under quarantine that are sold, offered for sale, or transported within the quarantine area, must be of commercial origin.
- e) Any violation of this section may result in the seizure of produce or commodities.

5. *Permits:* All sidewalk vendors must possess all applicable business, tax and health permits required by the State, County, and or City.



Diagram 1

**"Beginning of curb return" BCR means the area that includes the intersection of two sidewalks bounded by the adjoining corner.

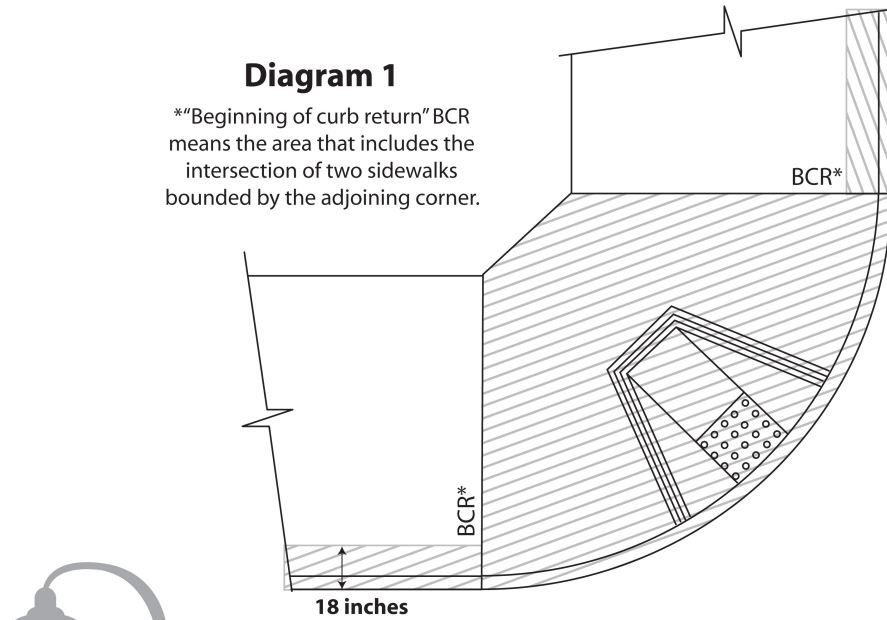


Diagram 2

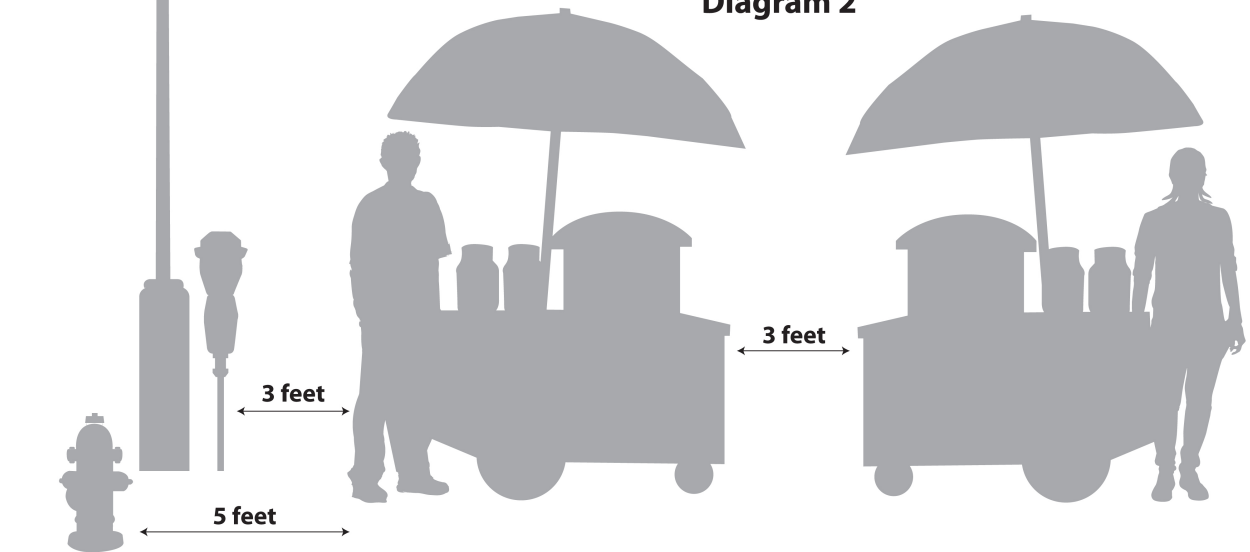
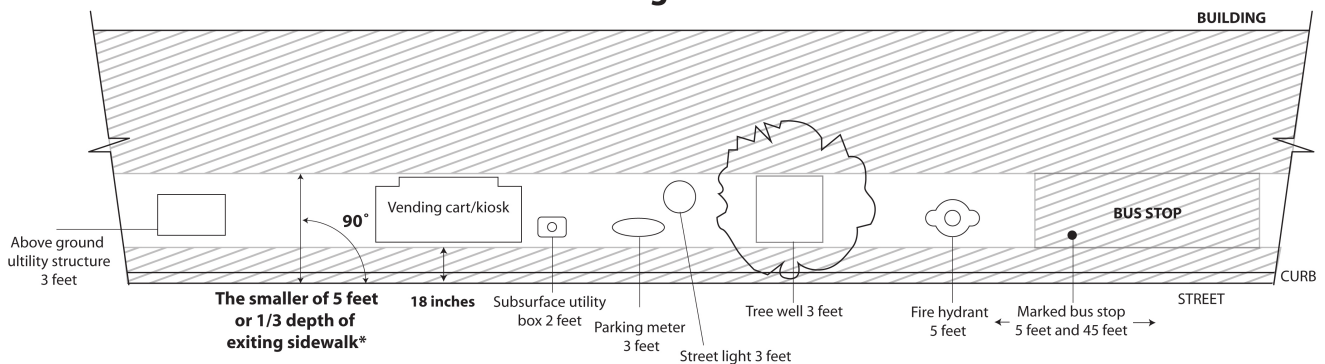


Diagram 3



* Examples: 1/3 of depth of 9' wide sidewalk vendor space would be 3', 6' wide sidewalk vendor space would be 2'.