

AGENDA

WORK SESSION OF THE CITY COUNCIL OF THE CITY OF COTTONWOOD, ARIZONA, TO BE HELD MAY 14, 2013, AT 6:00 PM., AT THE COUNCIL CHAMBERS, 826 NORTH MAIN STREET, COTTONWOOD, ARIZONA 86326.

- I. CALL TO ORDER
- II. ROLL CALL
- III. ITEMS FOR DISCUSSION

Comments regarding items listed on the agenda are limited to a 5 minute time period per speaker.

1. [SETTING THE CITY'S STREET CONSTRUCTION PRIORITY LIST.](#)
2. [SETTING STANDARDS FOR MOBILE VENDING PERMITS WITHIN THE CITY LIMITS.](#)

- IV. ADJOURNMENT

Pursuant to A.R.S. 38-431.03.(A) the Council may vote to go into executive session on any agenda item pursuant to A.R.S. 38-431.03.(A)(3) Discussion or consultation for legal advice with the attorney or attorneys of the public body.

The Cottonwood Council Chambers is accessible to the disabled in accordance with Federal 504 and ADA laws. Those with needs for special typeface print or hearing devices may request these from the City Clerk (TDD 634-5526.) All requests must be made 24 hours prior to the meeting.

Members of the City Council will attend either in person or by telephone conference call.

**City of Cottonwood, Arizona
City Council Agenda Communication**



 Print

Meeting Date:	May 14, 2013
Subject:	Streets Priority List
Department:	Development Services
From:	Morgan Scott, Development Services Manager

REQUESTED ACTION

Provide direction to staff concerning the street construction priority list.

SUGGESTED MOTION

If the Council desires to approve this item the suggested motion is: N/A

BACKGROUND

City council has requested that staff provide a list of proposed street projects for council to review, discuss, comment on and provide direction to staff concerning the priority of the projects. The purpose of this staff report is provide a list of proposed streets that are to be chip sealed, reconstructed and receive sidewalks. This report will also discuss another common situation throughout the city where streets shoulders are crumbling and degrading. Staff would like to request that council review the lists and provide feedback such as if the priorities should be different or if there are any projects that are missing from the lists which council would like to see added.

Chip Seal Projects

Rather than provide a list of proposed streets to be chip sealed a map has been compiled that describes the age of streets throughout the City. This map is attached and displays (in dark bold lines) the year that streets were originally constructed. Also, the map is color coated to show the year that a street was chip sealed. For instance the oldest chip seal was in 1996 and 1997 and these streets are displayed in red and green.

The second attachment is the same map with the proposed upcoming streets to be chip sealed highlighted. Staff suggests that newly constructed streets receive the highest priority to be chip sealed. These streets are highlighted in yellow. The second highest priority has been placed on the streets which were last sealed in 1996 and 1997. These streets have been highlighted in red on the second attachment.

Finally, if the streets highlighted in yellow and red on the attached map can be completed

within the next two chip seal projects staff would suggest the following public parking lots be the third priority to be sealed. Parking lots will likely not be chip sealed, but rather receive another type of seal to be specified by the Engineering Department.

- 1) Public Safety
- 2) Library
- 3) Recreation Center
- 4) Finance
- 5) Council Chambers
- 6) Tavern Parking Lot (NW corner of Pima and Main)
- 7) Orion Parking Lot (Cactus Street)
- 8) Bux Parking Lot (NW corner of Pinal and 1st street)
- 9) CATS
- 10) Development Services
- 11) Court
- 12) Public Works
- 13) Riverfront Park
- 14) Gardner (North Old Town) Parking Lot

Sidewalk Projects

The third item attached to this report is a list of 27 areas that staff has found which are either missing sidewalk or which the existing sidewalks are in poor condition. Staff has provided a rough cost estimate of these projects, but it should be noted that only the sidewalk and adjacent curb and gutter was priced. Some of these projects may have other hindrances such as cut and/or fills, driveways, ramps etc. These hindrances would add to the cost of the project. Currently \$80,000 is budgeted each year for the installation/repair of sidewalks.

Street Reconstruction Projects

Also attached is a list of streets which will require complete reconstruction. These projects have been divided into two separate categories. The first is major streets which will include curb, gutter, sidewalk and complete design of the street. The second is streets in which only asphalt is being placed and therefore will be considerably less expensive and may not require complete design.

Degraded Shoulder Projects

As staff compiled the above lists it became apparent that there was another common problem throughout the City. Many streets which have been chip sealed multiple times do not have the structural strength at the edge of the street to support vehicles exiting and entering the streets. This has resulted in degraded shoulders as can be seen in the attached pictures. Staff has developed a few possibilities to correct the issue and has developed a cost estimate for just one street in town. This estimate is meant to provide an example of the cost difference between the many options.

The first option, which is the cheapest, is to chip seal the street which is a temporary fix and not recommended. A second option is to place a 4 foot wide strip of asphalt along the edge of the street in order to reinforce the shoulder and then chip seal the street which would seal the joint between the existing street and the new asphalt.

Third, the asphalt could be completely replaced, but still leaving a rural edge without curb. The fourth option developed was to place curb, gutter and sidewalk along side the existing street in

order to protect the shoulder. Finally, the road could be completed redesigned and reconstructed with new asphalt, curb, gutter and sidewalk which is the most expensive option.

A list of some of the streets which will require shoulder work is attached and below is an example of the costs for each option.

#	A 1,320 foot long road was used as an example	Estimated Cost
1	Chip Seal	\$30,622
2	4' wide asphalt strip and chip seal	\$74,789
3	Remove and replace asphalt (no chip seal)	\$306,031
4	Add on curb, gutter, sidewalk and chip seal	\$78,322
5	Complete reconstruction with curb, gutter, sidewalk and chip seal	\$384,353

If council chooses option #4 the 16 streets listed on the final attachment for shoulder repair would be added to the 27 sidewalk projects previously mentioned.

JUSTIFICATION/BENEFITS/ISSUES

NA

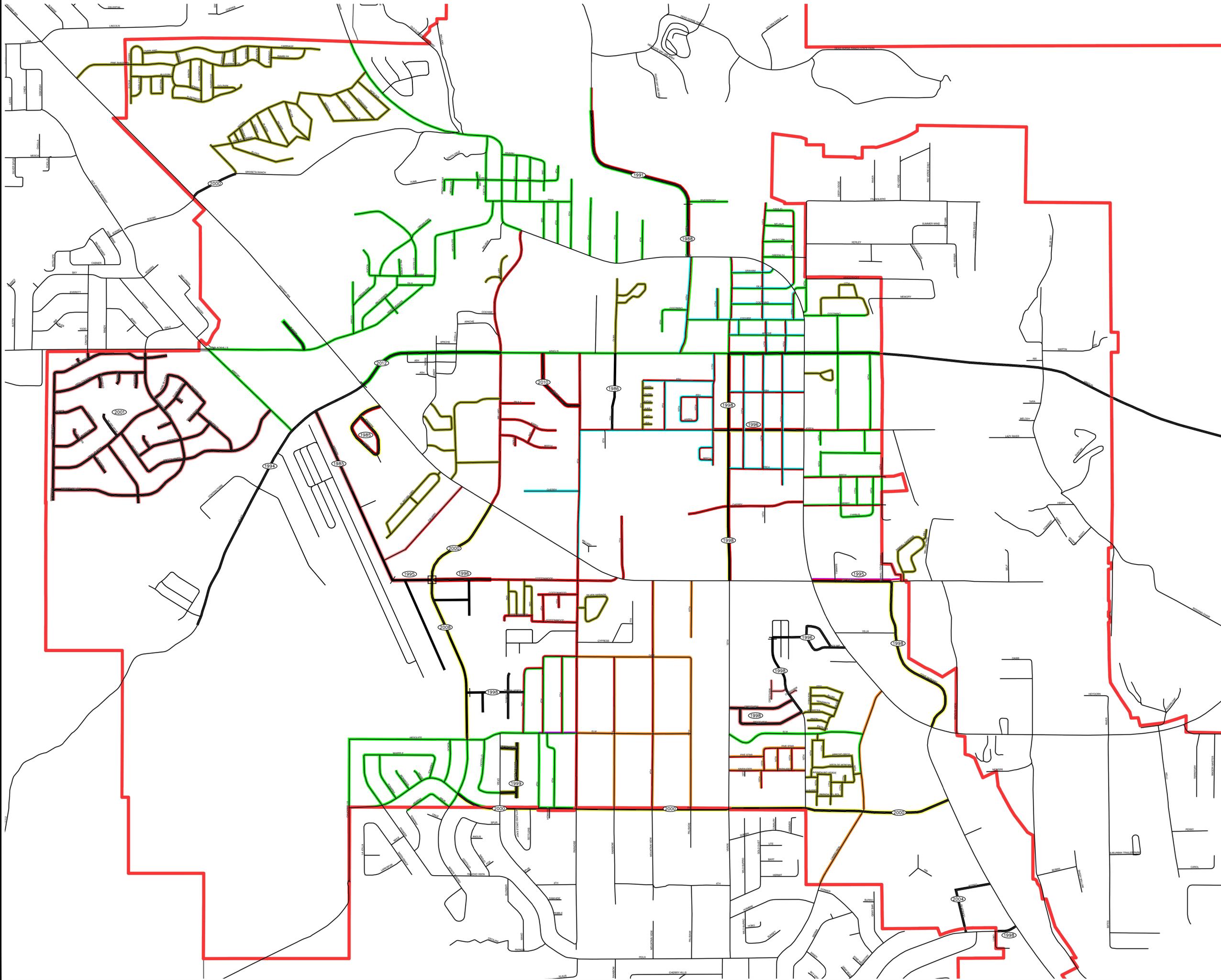
COST/FUNDING SOURCE

General Fund/HURF

ATTACHMENTS:

Name:	Description:	Type:
 1 Street Age and Chip seal map.pdf	Pavement History Map	Cover Memo
 2 Proposed Chip seal map.pdf	Proposed Chip Seal Map	Cover Memo
 3 Sidewalks.pdf	Sidewalks	Cover Memo
 4 Street Reconstruction.pdf	Street Reconstruction	Cover Memo
 5 Shoulder degradation Pictures.docx	Pictures of degrading shoulders	Cover Memo
 6 Edge Reconstruction.pdf	Edge Reconstruction	Cover Memo

CITY OF COTTONWOOD STREET AGE & LATEST CHIP SEAL APPLICATION

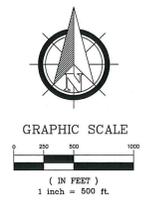
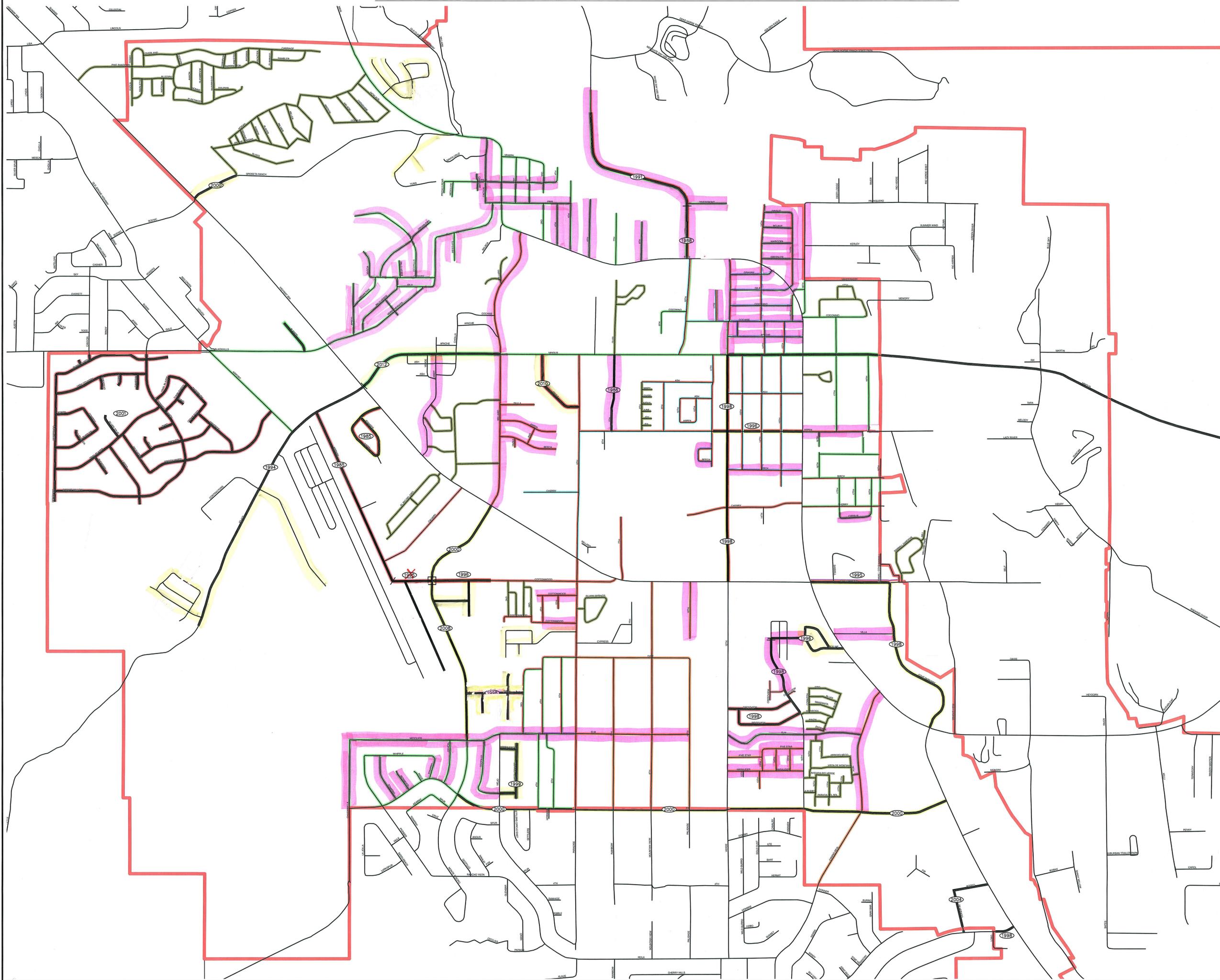


GRAPHIC SCALE
1 inch = 500 ft.

- LEGEND**
- CHIP SEALED 2011
 - CHIP SEALED 2010
 - CHIP SEALED 2009
 - CHIP SEALED 2007
 - CHIP SEALED 2000
 - CHIP SEALED 1999
 - CHIP SEALED 1998
 - CHIP SEALED 1997
 - CHIP SEALED 1996
 - CHIP SEALED (PRIVATE)
 - XXXX YEAR STREET WAS CONSTRUCTED



CITY OF COTTONWOOD STREET AGE & LATEST CHIP SEAL APPLICATION



- LEGEND**
- CHIP SEALED 2011
 - CHIP SEALED 2010
 - CHIP SEALED 2009
 - CHIP SEALED 2007
 - CHIP SEALED 1999
 - CHIP SEALED 1998
 - CHIP SEALED 1997
 - CHIP SEALED 1996
 - CHIP SEALED (PRIVATE)
 - YEAR STREET WAS CONSTRUCTED



**CITY OF COTTONWOOD
SIDEWALK PRIORITY LIST**

#	Project Name/Location	Distance	Width	Area	Cost Est. Does not account for hindrances	curb and gutter	Street Category	Adjacent Private land	other hindrances	Public Requests
1	Cottonwood Street across from Safeway	800	6	4,800	\$67,200.00	yes	Minor Collector	Developed	bus stop, 3 HC ramps, 3 driveways, crosswalk	Hearing officer, former council member, CATS users
2	Main Street near cemetery, replace	100	6	600	\$8,400.00	yes	Arterial	Developed	existing sidewalk	Risk management concerns
3	Main Street, old town jail to Hippie Emporium	450	6	2,700	\$48,600.00	no	Arterial	Developed	Bridge, driveways	Council
4	12th Street, Cherry to DMV	215	7	1,505	\$21,070.00	yes	Collector	Developed	one driveway	
5	12th Street, Cherry to Pueblo Apartments	220	8	1,760	\$24,640.00	yes	Collector	NOT	None	
6	Marauder and Five Star neighborhood (Replace)	4000	5	20,000	\$280,000.00	yes	residential	Developed	multiple driveways and ramps, remove old sidewalk	Risk management concerns
7	Marauder and Five Star neighborhood (new)	3550	5	17,750	\$248,500.00	yes	residential	Developed	multiple driveways and ramps	Risk management concerns
8	Verde Heights, Pima to bend in road at top of hill	1300	5	6,500	\$162,500.00	no	residential	Dev/Und	multiple driveways and ramps	
	1st St, Yavapai to Pinal, both sides	900	4	3,600	\$72,000.00	no	residential	Developed	multiple driveways and ramps	
9	Aspen Street	2090	5	10,450	\$188,100.00	No	Minor Collector	Developed	15 driveways and 8 ramps	schools and rec center
10	Main Street Hippie Emporium to Grey Fox sidewalk	450	6	2,700	\$48,600.00	no	Arterial	Developed	5 driveways	
11	Camino Real West side, south of Elm St	300	6	1,800	\$32,400.00	No	Collector	Developed	None	High school use
12	Elm Street, South side near Camino Real	550	5	2,750	\$38,500.00	yes	Minor Collector	Developed	Retaining wall needs to be moved back	church (one corner) has requested the sidewalk and offered to hold pay.
13	Camino Real near 89A, west side	250	6	1,500	\$27,000.00	No	Collector	Developed	one driveway	
14	Camino Real near 89A east side	720	6	4,320	\$77,760.00	No	Collector	Developed	one driveway	
15	Camino Real near Fir St, east side	490	6	2,940	\$52,920.00	No	Collector	Developed	one driveway, Oak wash crossing	
16	Willard, 89A to Cottonwood St, west side	700	6	4,200	\$58,800.00	yes	Collector	NOT	None	
17	Willard, 89A to Mingus Ave, east side	450	6	2,700	\$48,600.00	No	Collector	Developed	4 driveways	
18	Willard, 89A to Mingus Ave, west side	2600	6	15,600	\$280,800.00	No	Collector	Developed	7 driveways, RR wash and AC water line	Hospital, schools, Heavy use
19	Willard, Mingus to Main, west side	2313	6	13,878	\$249,804.00	No	Collector	NOT	2 driveways, Needs a large retaining wall	Schools
20	Mingus, Airport Rd to 89A east side	1390	6	8,340	\$116,760.00	Yes	Collector	Developed	6 driveways, slope and utility problems	
21	Mingus, Airport Rd to 89A west side	1390	6	8,340	\$150,120.00	Yes	Collector	Developed	5 driveways, slope and utility problems	
22	6th St, 89A to Aspen, west side	Road to be reconstructed in 2016								Schools
23	Mingus, Willard to Main St.	Road to be reconstructed in 2014-15								
24	10th St, Mingus to Main, east side, reconstruct in 2013	Road to be reconstructed in 2013-14								Schools
25	10th St, Mingus to Main, west side, reconstruct in 2013	Road to be reconstructed in 2013-15								Schools

**CITY OF COTTONWOOD
STREETS RECONSTRUCTION PRIORITY LIST**

#	Project Name/Location	Estimated Cost
1	12th Street, Fir to 89!	\$3,500,000
2	10th St, Main to Mingus	\$570,000
3	Mingus Ave, Willard to 10th	\$2,500,000
4	Mingus Ave, 10th to Main	\$1,500,000
5	6th St, Mingus Ave to SR 89A	\$1,300,000
6	6th St, SR89A to Fir	Unknown
7	Main St mill-n-fill	Unknown
SMALLER PROJECTS		
1	Odgen Ranch Road, Sr260 to top of hill	\$52,200
2	Cottonwood St, Clover to 6th St.	Unknown
3	Yavapai Street, Main to 3rd	Unknown
4	Yuma St, Main to Kindra Heights	Unknown

Shoulder degradation Pictures











**CITY OF COTTONWOOD
STREETS EDGE RECONSTRUCTION PRIORITY LIST
COST ESTIMATE**

#	Street Name	Length of Street	Chip Seal	Edge Reconstruct and chip seal	Complete Reconstruction no curb, gutter, SW	Curb, gutter and sidewalk and chipseal	Complete Reconstruction with curb, gutter, SW
1	4th St, Elm to Date and most of unit 8	1320	\$30,622	\$74,789	\$306,030.83	\$78,322	\$384,353.06
2	Ridge Circle, Fir to end		Not yet available				
3	Neighborhood near cemetery		"				
4	8th Street, Fir to 89A		"				
5	17th Pl, Birch to Cherry		"				
6	17th St, Aspen to Coconino		"				
7	18th St, Birch to Cherry		"				
8	Cherry St, Main to 18th		"				
9	Cypress, 6th to end		"				
10	Date St, 10th to 3rd		"				
11	Graham, Verde Heights to Yucca		"				
12	Ocotillo, Organ Pipe tp end		"				
13	Organ Pipe, Graham to end		"				
14	Palo Verde, Verde Heights to Graham		"				
15	Prickly Pear, Pinal to end		"				
16	Yucca, complete street		"				

**City of Cottonwood, Arizona
City Council Agenda Communication**



 Print

Meeting Date:	May 14, 2013
Subject:	Permit process for Mobile Vending in the City of Cottonwood
Department:	Development Services
From:	Berrin Nejad Community Development Manager

REQUESTED ACTION

Direction regarding to setting standards for Mobile Vending permits.

SUGGESTED MOTION

If the Council desires to approve this item the suggested motion is: N/A

BACKGROUND

Per City Council request, staff has reviewed the process of permitting for Mobile Venders in the city and conducted a study of other cities' processes. Attached is the narrative of staff findings.

JUSTIFICATION/BENEFITS/ISSUES

Staff is asking for Council's direction in creating an ordinance.

COST/FUNDING SOURCE

n/a

ATTACHMENTS:

Name:	Description:	Type:
 Vending Ord-Final.docx	Vending Ordinance	Backup Material
 Publication1.pdf	Article	Backup Material

MOBILE VENDING

Mobile vendors have proven to be active business participants of the urban settings by providing traditional and ethnic foods, goods, and entertainment. Some serve workers in industrial areas and construction sites and some are push cart operators offering their goods to passersby in highly dense areas; others are located on a single site in a group in the city. Mobile Vending is becoming a very diverse business ranging from small push carts to the fully self-contained customized trucks or trailers with modern kitchen facilities. Well-managed mobile vending/mobile food vending services offer low cost, culturally diverse goods and food options to the community, attracting customers and creating a more vibrant retail business climate. Mobile Vending also offers a low-cost, entry-level business opportunity to help entrepreneurs develop a business track record and build clientele. They can also be a valuable socio and economic point-of-entry for the immigrant and refugee communities. This white paper attempts to answer the following questions:

- What is it?
- How we do it?
- Problems
- How the other local governments have addressed?
- Staff recommendations to consider
- Process
- Conclusions

What is it?

In general, **mobile vendor** is defined as: any person who peddles, vends, sells, serves, displays, offers to sell or give away goods, wares, or merchandise from a mobile vending unit which is parked or located on a parcel of public or private property.

Mobile Food Vending means any person who sells, serves, offers for sale, or gives away only food from a mobile vending unit parked or located on a private or public parcel of property. Mobile food vending includes catering trucks and ice cream trucks.

How do we do it in Cottonwood?

Currently, the City of Cottonwood handles mobile vending either as a peddlers license through the Finance Department or a Temporary Use Permit (TUP) process which is approved by the Planning and Zoning Department. The approved TUP is only good for commercial, industrial, planned unit development (PUD) or community facility zoning districts for 7 days in a 30-day period and can be used a maximum of four (4) times in a year.

Problems:

- Absence of location regulations on where and what distance from existing businesses
- Background check requirement
- Absence of license revocation
- Need for clear and concise time and place restrictions
- Need for specific regulations on amplified music sound
- Some stand locations can be potential traffic hazards
- Visual impact on the city – possibly poor image of the city
- Creation of competition to the existing businesses

How others do it?:

Most of the cities have a special process for Mobile Vending businesses including an application, application fee, detailed requirements list, background check, time and place restrictions, exemptions, appeal process, and reviewed by several departments.

Recommendations to Consider:

1. Location
 - a. City owned properties
 - i. Designated locations
 - ii. Minimum 50- 100- or 150 feet away from a commercial area
 - iii. Old Town district (designate the boundaries) is prohibited
 - iv. Mobile vending is prohibited in residential districts except ice-cream vendor trucks
 - b. Private properties – TUP required or;
 - c. Mobile Vending on city right-of-way is prohibited.
 - d. If the land is vacant, no use is allowed whether or not permission is granted by the owner.
- 2- Time
 - a. 6:00 am to 7:00 pm
 - b. Sport event until 9:00 pm
 - c. If parked on one location more than one (1) hour, must provide porta-jon for public use.
- 3- Amplified music
 - a. Limited to single vendor case
 - b. If more than one (1) vendor, music is restricted to only one (1) amplifier or totally prohibited.
 - c.
- 4- Downtown Vending District- Street vending within the district shall be prohibited.
- 5- Food shall be limited to the permitted food items
- 6- Streets are prohibited
- 7- Streets abutting a commercial zoning district with food establishments within 150' are prohibited.
- 8- Sporting event vending- until 9:00 p.m.-no music after 7:00 pm
- 9- No operation between 9:00 pm to 6:00 am
- 10- Unit must be removed at the end of the day or event
- 11- Amplified music shall cease 10:00 p.m.
- 12- Lighting

How to Process:

All Mobile Vending and Mobile Food Vending activities should go through the permit approval process.

A- Applicants must submit the following items at the time of application:

- 1- Completed Mobile Vendor /Mobile Food Vendor Business License Application
- 2- Two (2) identical passport pictures (one inch by one inch)
- 3- Finger prints for background check (May take 10-14 days)

- 4- Transaction Privilege Tax (TPT) License – Valid Copy
- 5- Payment of Occupational license tax (Do we have it)
- 6- Food Manager / Food Handler Card
- 7- Yavapai County Department of Health Services Permit to Operate
- 8- A detailed plot plan showing location that is in compliance with all zoning ordinance requirements.
- 9- Copy of valid driver's License ,
- 10- Current auto insurance card
- 11- Vehicle registration
- 12- Applicant must carry the City issued photo ID with them while operating.
- 13- One of the 12 authorized forms of identification as mandated by Arizona House Bill 2745.

B- Appeal process – applicant will have right to appeal a denial.

Fees:

1. Application Fee: \$25.00
2. Monthly Permit: \$50.00
3. Annual Permit for Mobile Vendors: \$100.00
4. Annual Permit for Mobile Food Vendors: \$150.00

Review Process:

- a. Planning and Zoning Department
 - b. Building Safety Division
 - c. City Clerk's Office
 - d. Police Department
 - e. Fire Department
 - f. Finance Department
 - g. Human Resources/Risk Management (for ID and records?)
 - h. Public Works

Conclusion:

The City of Cottonwood should have a system for Mobile Vending to make the process smooth and understandable for the applicants. Staff needs directions from the City Council setting the parameters and establishing the standards. After, staff will start to work on the details of writing an ordinance, education materials such as a brochure, a check list, and creation of an application.

• READ ABOUT DROOL-WORTHY DISHES LIKE → TACOS DE CARNITAS → HONEYCRISP APPLE & KALE SALAD → PAELLA → SALTED CARAMEL ICE CREAM → FENNEL-SAUSAGE PIZZA → THAI CRABCAKE → •

**EAT
YOUR WAY
ACROSS
10 STATES**

**BRING
YOUR
APPETITE!**

The Food Lover's Guide TO THE WEST

**16
TANTALIZING
RECIPES**



The Food Issue

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MAGIC ON THE MENU	78

A Golden Age of Eating *By Margo True*

We have huge appetites, we Westerners. We can get our hands on an unparalleled range of good, fresh food pretty much year-round, and we're not shy about devouring it. Or thinking up new ways to use it: Our appetite for change, for the next new thing, is as strong as our hunger. Food trends build and crest here like the waves of the Pacific—garden-to-table, locavorism, backyard farming, raw food, veganism, Paleo—and most of the time they flow right on across the country, tantalizing and sometimes scandalizing all those states to the east.

We're in a golden age of eating in the West, where the spell of processed foods is losing its power, and the goal, for more and more of us, >50

• SOUP DUMPLINGS → SLOW-ROASTED LEG OF LAMB → BUTTERSCOTCH *BUDINO* → GREEN BUZZ AÇAÍ BOWL → ENCHILADAS *SUIZAS* → CRISPY DRUNKEN CHICKEN BAGUETTE → DROOLING YET? •

LETTERING: ALICE CHO



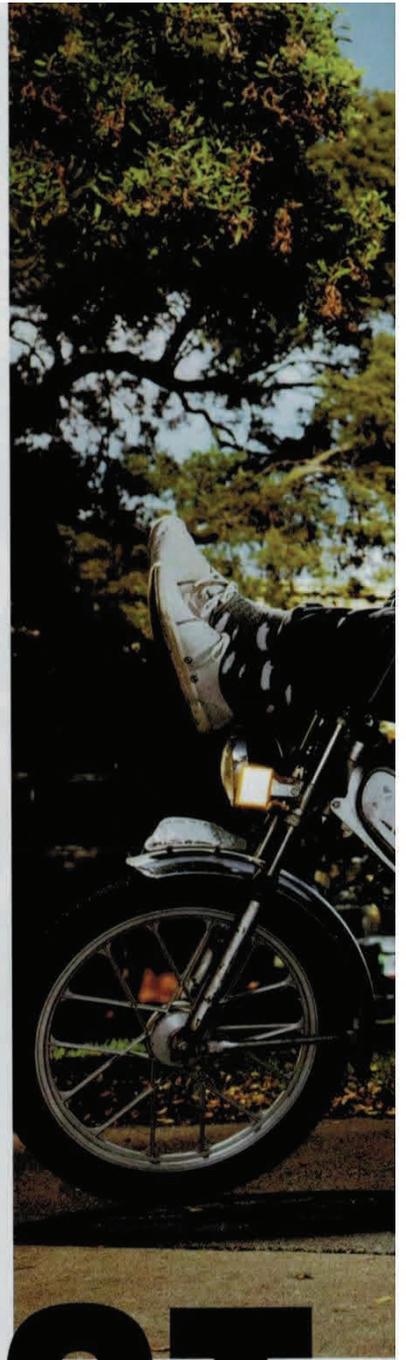
is fresh food on the table every day. Where the flavors of the world—especially from Latin America and Asia—season our markets (or have entire markets dedicated to them), making cooking and eating a thrill. And where chefs both skilled and fearless serve beautiful ingredients in ways that seem crazy but taste surprisingly good. Salted oak leaves with pine broth and matsutake mushrooms? More, please.

We don't have to spend that much to eat well, either. The food truck boom—which has transformed L.A. and Portland and rolls through streets in just about every major city—gets ever more diverse, and now there are genius vendors serving a single, inexpensive snack from a vehicle custom-built for that food: bread baked in a tandoor oven fitted into a cart pulled by moped, for instance (right). This is food as focused and creative as haiku.

We're not entirely about trend here in the West, though. Beneath the crackle and snap lies a depth of tradition that for decades has shaped the way we eat. Ranching and farming remain a major way of life for us, and it's exciting to see (and taste) how we've improved our practices over time. Ethical treatment of animals and the land, once considered impractical and out-there, is now genuinely starting to revolutionize how we raise food—resulting in all kinds of benefits to our health and to flavor.

And then there are certain places, certain weathered old restaurants that, like mountains or canyons, hold some essence of who we are, and we are lastingly grateful. As much as we love terrific street food or the latest, greatest food sensation, what often matters most is to share a table with people you know, in a place that's rooted in the land around it. Walter Kirn's essay on page 78 is about such a restaurant, in rural Montana. Called the Land of Magic, it reminds us that, truly, this is where we Westerners live.

MAY-OUT WEST



[MyRecipes](#) & [RL Networks](#)

Sunset

[« Return to 5 amazing food carts](#)

5 amazing food carts

The food cart revolution just keeps on going—and getting wonderfully wackier. The newest spin: vehicles designed to serve a single perfect food



Photo by John Lee; written by Ivy Manning, Alex Pulaski, and Joel Warner

Satellite Republic, San Francisco & Napa

Specialty: Flatbread from the republic of Georgia, served out of a 1970s moped equipped with a tandoor oven, which is fueled partly by grapevine clippings (“I live in Napa!” owner Boris Portnoy explains).

Catch the spectacle: Portnoy slaps his dough onto the walls of the 600° tandoor, the bread puffing up in seconds. “I love the showmanship of having an open kitchen,” says Portnoy, a former pastry chef who grew up in Moscow. satellite-republic.com



Photo by John Lee; written by Ivy Manning, Alex Pulaski, and Joel Warner

The Grilled Cheese Grill, Portland

Specialty: Twenty kinds of grilled cheese served inside a 1954 double-decker former Mount St. Helens tour bus that owner Matt Breslow outfitted with tables and painted on the sides to look like a big checkerboard. “It fits grilled cheese,” he says. “It makes you feel like a kid.”

Indulge nostalgia (or not):

Sandwiches range from the crusts-cut-off Pre-schooler to the artery-clogging Cheesus, a burger sandwiched between two grilled cheeses. All offerings are in keeping with the company motto: “Come by for a taste of childhood. Unless your childhood sucked, and then we’ll let ya have a taste of ours.”

grilledcheesegrill.com



Photo by John Lee; written by Ivy Manning, Alex Pulaski, and Joel Warner

Sweet Lucie's, Los Angeles

Specialty: Organic ice cream made in and served from a 1950s truck. Owners Geri and Mike Czako (she has an MBA; he works in advertising) refurbished the truck after buying it from a retiring ice cream man.

Forget vanilla: Dreamy flavors include pistachio with truffle-caramel swirl and Earl Grey. And you can thank pregnancy cravings for that: A few years ago, pregnant and on an organic diet, Geri found “there wasn’t much organic ice cream available and [it was in] very limited flavors.” She started making it at home, and when their daughter, Lucie, was born, so was the business.

iovelucies.com



Photo by John Lee; written by Ivy Manning, Alex Pulaski, and Joel Warner

Fresh Local Wild, Vancouver

Specialty: Local, responsibly harvested oysters, spot prawns, and other delicacies from the Pacific, cooked in a brushed-aluminum trailer powered by the vegetable-oil waste from the truck's fryers.

Snag a seat: The luckiest customers dine on the trailer's tiny built-in patio (it seats six). "My idea was to use every little inch for some kind of efficiency," says owner Josh Wolfe. "We're making sustainable seafood more accessible by charging less than a restaurant would."

freshlocalwild.com



Photo by John Lee; written by Ivy Manning, Alex Pulaski, and Joel Warner

Trailhead Coffee Roasters, Portland

Specialty: Fair-trade, small-batch-roasted, pour-over coffee served at bike events on an extra-wide "box bike" from local maker Metrofiets. Owner Charlie Wicker built the aerodynamic coffee bar himself, modeling it after art deco trains.

Pay as you please: Wicker doesn't put a price on his coffee—just one of the ways Trailhead is the anti-Starbucks. "The thing about vending in a mobile unit is that you're standing entirely upon the quality of what you're making," says Wicker. "There's no ambience, shiny packaging, or cushy chairs ... it's just your product and what the custo-

mer tastes. I like that.”

trailheadcoffeeroasters.com

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