



City Council
**Maintennace &
Development Meeting**

36 Court Street
Springfield, MA 01103
<http://www.springfieldcityhall.com>

Councilor Lavar Click-Bruce
(Chair)

~Final~

January 28, 2026

5:00 PM

City Hall - Room 200

Call To Order

5:00 PM Meeting called to order on January 28, 2026, in Hybrid Room 200, 36 Court Street, Springfield, MA 01103.

Roll Call

In Person:

Chris Cignoli
Various Food Truck Owners

Virtual:

Officer Made
Jason - Eversource
Leslie Gulluni - Eversource
Various Food Truck Owners

Attendee Name	Title	Status	Arrived
Brian Santaniello	City Councilor At Large	Excused	
Gerry Martin	City Councilor — Ward 7	Virtual - LME	
Maria Perez	City Councilor — Ward 1	Virtual	
Malo Brown	City Councilor — Ward 4	Excused	
Zaida Govan	City Councilor — Ward 8	Excused	
Kateri Walsh	City Councilor At Large	Virtual	
Justin Hurst	City Councilor At Large	Virtual	
Victor Davila	City Councilor — Ward 6	Present	

Michael Fenton	City Councilor — Ward 2	Excused	
Jose Delgado	City Councilor At Large	Excused	
Lavar Click-Bruce	City Councilor — Ward 5	Present	
Melvin Edwards	City Councilor — Ward 3	Excused	
Tracye Whitfield	City Councilor At Large	Virtual	

Public Portion

1. **EVERSOURCE** - Parker Street

Sent to the Council for a formal vote

2. **Amending Chapter 279: Peddling and Soliciting**

Sent to Committee

Minutes:

Purpose: Review and refine proposed regulations governing mobile food trucks operating on **private property**, with the goal of aligning them with existing public right-of-way rules while balancing neighborhood impacts and small-business sustainability.

Overview

The Springfield City Council subcommittee convened to review a draft ordinance regulating mobile food trucks operating on private property. Participants included Councilors **Lavar Click-Bruce (Chair)**, **Maria Perez (Member)**, **Tracye Whitfield (President)**, **Kateri Walsh**, **Gerry Martin**, **Victor Davila**, and **Justin Hurst**, along with **Director of DPW Chris Cignoli**, food truck owners, and community members. Discussion focused on permit requirements, operational restrictions, fees, enforcement, and economic impact. No formal action was taken; the ordinance remains in committee for further review.

Key Ordinance Proposals Discussed

- **Mobile Food Truck Parks:** Prohibited on private property without a special permit from the City Council. Defined as three or more food trucks operating on the same parcel and remaining overnight.
- **Buffer Requirements:**
 - Minimum of 50 feet from residential property lines

- Increased to 100 feet if generators are used
- Prohibited within 100 feet of gasoline pumps or fuel dispensaries
- **Hours of Operation:** Food trucks would not be permitted to operate between 11:00 p.m. and 6:00 a.m. on private property. Operating hours should align with the primary business use of the parcel.
- **Permit Process:**
 - Six-month permits with six-month renewals
 - Site sketches required detailing truck placement, parking, and access.
 - Special permits required for deviations from ordinance standards
- **Proposed Fees:**
 - \$450 for an initial six-month permit
 - \$150 for six-month renewals
- **Enforcement and Fines:** Enforcement shared among police, fire, DPW, health, and code departments. A \$100 fine per incident would apply, assessed to vendors on public property and to property owners on private property.
- **Policy Objective:** Align private-property regulations with existing public right-of-way ordinances to ensure consistency and fairness.

Councilor and Staff Perspectives

- **Councilor Tracye Whitfield (Chair)** supported developing an ordinance but emphasized the importance of balancing neighborhood concerns with the financial realities of small food truck businesses. She expressed concern about proposed fees and encouraged comparison with surrounding municipalities.
- **Councilor Kateri Walsh** stressed the need to hear directly from food truck operators before advancing the ordinance, noting that high fees and operational limits could negatively impact small businesses.
- **Councilor Gerald Martin** requested additional time to gather information from vendors and constituents and supported keeping the ordinance in committee.
- **Councilor Davila** highlighted the economic contribution of food trucks and supported continued committee discussions. He suggested the formation of a food truck association to improve coordination and communication.
- **Councilor Justin Hurst** questioned how the proposed fees were calculated and whether

they accurately reflected administrative costs compared to other cities.

- **Chris Cignoli (DPW)** explained that the draft ordinance was modeled after existing public right-of-way regulations. He noted that complaints are typically received through police ordinance officers and 311 calls, primarily related to noise, parking, and late-night operations. He indicated openness to adjusting fees and operational standards while maintaining safeguards for residents.

Food Truck Owner Input

Food truck owners in attendance raised several concerns:

- Proposed fees are significantly higher than those in neighboring municipalities such as Chicopee, West Springfield, Hadley, and Amherst.
- Buffer requirements could severely limit viable operating locations given Springfield's density.
- Startup and maintenance costs for food trucks are substantial, with vehicle costs ranging from approximately \$37,000 to \$60,000.
- Requests were made for extended operating hours, particularly on weekends, potentially with hired security or police details.
- Vendors supported creating a local food truck association and advocated for a dedicated food truck park with access to utilities to reduce generator noise and operational challenges.
- Concerns were raised that winter business is already difficult and that additional regulatory burdens could threaten business viability.

Key Issues Identified

- Fee levels relative to regional standards
- Practicality of residential buffer requirements
- Noise impacts related to generator use
- Operating hour limitations
- Enforcement responsibility on private property
- Need for improved coordination, data collection, and stakeholder engagement

Consensus and Next Steps

- The ordinance will **remain in committee** for further refinement.
- Future meetings will address:
 - Fee adjustments to better align with neighboring communities
 - Reassessment of residential buffer distances
 - Broader input from food truck operators and residents
 - Exploration of dedicated food truck park options
 - Consideration of extended operating hours with security provisions
- City staff will collect and review complaint data and share updates with neighborhood councils and business owners.
- Food truck owners are encouraged to submit written recommendations and collaborate through a proposed food truck association.
- A tentative target for implementation remains **April**, contingent upon revisions and further review.

[MIN_SIGNATURES]