

IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS  
COUNTY DEPARTMENT, CHANCERY DIVISION

GREG BURKE, KRISTIN CASPER,  
AND LMP SERVICES, INC.,

Plaintiffs,

v.

THE CITY OF CHICAGO,  
ILLINOIS,

Defendant.

2013 MAR -7 AM 3:41

No. 12 CH 41235  
Hon. Peter Flynn

**NOTICE OF FILING**

To: Mardell Nereim  
Andrew W. Worseck  
City of Chicago Department of Law  
Constitutional & Commercial Litigation Division  
30 North LaSalle Street, Suite 1230  
Chicago, IL 60602

PLEASE TAKE NOTICE that on March 7, 2013, the undersigned filed with the Clerk of the Circuit Court of Cook County, at the Richard J. Daley Center, 50 West Washington Street, Chicago, Illinois, Plaintiffs' **Amended Complaint for Declaratory Judgment and Injunctive Relief**, a copy of which is attached and hereby served upon you.

Dated: March 7, 2013

Respectfully submitted,

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GREG BURKE, KRISTIN CASPER, )  
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v. )

THE CITY OF CHICAGO, )  
ILLINOIS, )

Defendant. )

CLERK  
DOROTHY BROWN

No. 12 CH 41235

**AMENDED COMPLAINT  
FOR DECLARATORY JUDGMENT AND INJUNCTIVE RELIEF**

Plaintiffs Greg Burke, Kristin Casper, and LMP Services, Inc., bring this complaint pursuant to 735 ILCS 5/2-701 and the Illinois Constitution for declaratory and injunctive relief against Defendant City of Chicago, Illinois, and state as follows:

**Preliminary Statement**

This civil-rights lawsuit seeks to vindicate the fundamental rights of Plaintiffs, who own and operate mobile-vending vehicles, to earn an honest living free from unreasonable and anticompetitive government restrictions. Mobile vending has long been an entry point to entrepreneurship in cities across America, whereby those with a strong work ethic but little capital can strike out on their own. Through that hard work, mobile vendors around the country create jobs, offer consumers tasty food at reasonable prices, and energize urban spaces.

Although food trucks have grown increasingly popular around the country, they remain rare in Chicago largely due to burdensome and anticompetitive laws that the City has put in place. On July 25, 2012, the Chicago City Council passed an ordinance that overhauled mobile vending within the city. That ordinance maintained a rule that bans Plaintiffs and other food trucks from operating within 200 feet of any fixed business where food and drink is prepared and

served for the public. This restriction does not address any public health or safety concern; instead, it exists simply to protect brick-and-mortar businesses from competition. Accordingly, the 200-foot proximity rule unconstitutionally interferes with Plaintiffs' rights to pursue a lawful occupation as protected by the Due Process and Equal Protection Clauses of Article I, Section 2 of the Illinois Constitution.

To help enforce the 200-foot proximity rule, the City is also requiring that Plaintiffs and other food-truck entrepreneurs permanently install Global Positioning System (GPS) devices on their trucks so that City officials and the general public may track a truck's whereabouts whenever and wherever it is operating. Ensuring that food trucks do not operate within 200 feet of a brick-and-mortar competitor, however, is not a legitimate government interest and cannot be the basis for this highly unusual and highly intrusive measure. This requirement therefore violates Plaintiffs' rights to be free of unreasonable searches and seizures, as protected by the Searches, Seizures, Privacy and Interceptions Clause of Article I, Section 6 of the Illinois Constitution.

### **JURISDICTION AND VENUE**

1. At all times pertinent to this action, the acts complained of have occurred in or are occurring in the City of Chicago, Cook County, Illinois.
2. This action arises under Article I, Section 2, of the Illinois Constitution (Due Process and Equal Protection Clauses); Article I, Section 6, of the Illinois Constitution (Search, Seizure, Privacy and Interceptions Clause); and 735 ILCS 5/2-701 (Declaratory Judgment).
3. This Court has jurisdiction over the subject matter pursuant to Article VI, § 9 of the Illinois Constitution. Venue is proper in this Court pursuant to 735 ILCS 5/2-103 because the City is a municipal corporation with its principal office in Cook County.

## **PARTIES**

4. Plaintiff Greg Burke is a citizen of Illinois and a resident of the City of Chicago.
5. Mr. Burke is the owner of Schnitzel King, a licensed mobile food vending vehicle that operates on both public and private property in the City of Chicago.
6. Plaintiff Kristin Casper is a citizen of Illinois and a resident of the City of Chicago.
7. Ms. Casper is the Director of Media Relations for Schnitzel King.
8. Plaintiff LMP Services, Inc. is an Illinois-based corporation with its principal place of business in Elmhurst, Illinois.
9. LMP Services, Inc. operates a licensed mobile-food vending vehicle named Cupcakes for Courage, which operates on both public and private property within the City of Chicago and elsewhere.
10. LMP Services, Inc. is wholly owned by Laura Pekarik, a citizen of Illinois and a resident of Lombard, Illinois.
11. Defendant City of Chicago is a municipal corporation organized under the laws of the State of Illinois.

## **FACTS**

### **The Food-Truck Industry in the United States**

12. Mobile-food vending vehicles (more commonly known as “food trucks”) are commercial vehicles that let entrepreneurs travel from place to place in order to sell and serve food to private groups or the public at large.
13. Food trucks take many different forms. Some food trucks, including Plaintiff LMP Services, Inc.’s cupcake truck, only serve food that is prepared and prepackaged in a

licensed commercial kitchen. Other food trucks are self-sufficient mobile kitchens that let those working onboard prepare and serve fresh food directly from the truck.

14. Historically, the typical clientele for food-truck fare were construction workers. Food trucks that served construction sites typically served coffee, tacos, and sandwiches.

15. The late 2000's saw the rise of the modern "gourmet" food truck. These trucks differ in several ways from their predecessors. Rather than sandwiches and coffee, these newer trucks serve a wide variety of ethnic and high-end fare, including Korean fusion, freshly baked pizzas, and traditional New England lobster rolls.

16. Gourmet food trucks also differ in how they connect with their customers. Using both their websites and social media sites such as Twitter and Facebook, modern trucks can communicate directly with their customers to let them know where the trucks will be serving food.

17. Lastly, modern gourmet food trucks serve a different clientele than traditional trucks. Rather than sit on a construction job site, most modern food trucks serve the general public. This can occur both on the public right of way (for example, by having the truck park in a legal parking space) and on private property (for example, by having the truck park on a private lot with the owner's permission).

18. Food trucks provide a number of benefits for their customers, their employees, and their communities. Being mobile gives food trucks a broader customer base, which allows the trucks to offer more "niche" products than a brick-and-mortar store may offer. And the lower overhead involved with opening a food truck can lead to lower prices for the customer.

19. Food trucks create jobs, not just for those people who work on the truck itself, but for those who build the trucks, equip them, and maintain them.

20. Food trucks also help make streets safer and revitalize moribund areas. Food trucks increase foot traffic by drawing people out of their homes and offices, which in turn reduces the likelihood of criminal activity. Food-truck “rallies” are popular social events that can attract hundreds, if not thousands, of visitors. Locally, a food-truck rally held in April 2012 on the University of Chicago campus drew over 300 attendees.

21. Food trucks serve as complements to restaurants, with the two working together on joint ventures. Many food-truck entrepreneurs later open restaurants, and vice versa.

### **Chicago’s Small Food-Truck Industry**

22. Chicago, when compared to other cities of similar size, has historically had few food trucks. Despite having a population of 2.7 million, Chicago had only 127 food trucks as of July 2012. By way of comparison, Travis County, Texas, which includes Austin, has a population of 1 million and 1,200 mobile food vendors.

23. One reason there historically have been few food trucks in Chicago is the city’s laws. Until recently, Chicago was the only major city in the United States to prohibit cooking onboard food trucks. Under the old law, food trucks had to serve only prepackaged items and could not take any final step to “finish” an item, such as by putting ketchup on a hot dog.

24. The law in Chicago also limited food trucks’ hours of operation. Under the old law, food trucks could only operate during twelve hours of each day, between 10:00 am and 10:00 pm.

25. Chicago has also historically attempted to “protect” restaurants from competition by vendors through legislation. In the 1980s, Section 130-4.12(d) of the Municipal Code of Chicago (“City Code”) forbade food trucks from operating “within two hundred feet . . . o[f] a place of business which deals in like or similar commodities such as are sold by the mobile unit.”

26. On October 15, 1986, Judge Thomas O'Brien of the Circuit Court of Cook County, Chancery Division, struck down Section 130-4.12(d) as unconstitutional in a challenge brought by two food-truck providers whose clients used the trucks to serve construction crews.

27. In 1991, Chicago passed a slightly modified version of the proximity restriction that this Court struck down five years earlier. That new restriction prohibited food trucks from operating within 200 feet of *any* fixed business that sold food for immediate or later consumption.

28. Contemporaneous news reports from 1991 about the introduction of the 200-foot rule reported that its purpose was to protect restaurants from competition from mobile vendors.

29. In a 1991 article entitled "City Cracks Down on Mobile Food Vendors," Chicago Tribune reporter Janet Ginsburg recounted the words of then-mayoral press secretary Avis LaVelle, who according to the article asserted that permanent restaurants deserve protection from competition from mobile vendors.

30. Unlike the proximity restriction that this Court struck down in 1986, the 1991 law expressly exempts food trucks that are serving construction crews from the 200-foot proximity restriction. Plaintiffs are aware of no other litigation on the constitutionality of the City's proximity restriction that has occurred before the filing of this lawsuit.

### **Plaintiffs' Food-Truck Businesses**

#### **Schnitzel King**

31. Greg Burke is the owner and operator of the Schnitzel King food truck.

32. Greg earned a degree in mechanical engineering and worked in the construction trade. He found himself without a job, however, when his company was forced to lay off him and all of his fellow employees in response to the collapse of the commercial real-estate market. Greg searched for another job but was unable to find one.

33. Greg, along with most people in Chicago, is a Bears fan. For years, he tailgated at Chicago Bears games, and there he would fry schnitzel (a hand-breaded and fried pork, chicken, or lamb cutlet), put it between two slices of bread, and top it with grilled onions and peppers.

34. Greg served his schnitzel sandwiches to his fellow tailgaters, who told him both that they loved the sandwiches and that Greg should sell them for a living.

35. With no job options, Greg went into business for himself. He pulled together his life savings, bought a vintage 1970s Jeep that he turned into the Schnitzel King food truck, and rented out space in a commercial kitchen.

36. Kristin Casper is Greg Burke's fiancée and the Director of Media Relations for Schnitzel King. After helping get the food truck opened, Kristin planned on helping manage the social media and public relations for Schnitzel King while working her own full-time job. But then Kristin herself was laid off and she joined Greg to work on the food truck full time.

37. Because Chicago prohibited cooking on board a food truck, Greg prepared and cooked Schnitzel King's sandwiches in a commercial kitchen. He then kept the sandwiches in a warmer on the food truck until selling them to consumers.

38. The Schnitzel King food truck operates both on public property and on private property with the owners' permission.

39. As described below, the 200-foot proximity restriction contained in Section 7-38-115(f) of the City Code has caused, and continues to cause, injuries to Plaintiffs Casper and Burke.

### **Cupcakes for Courage**

40. Laura Pekarik is the sole shareholder of LMP Services, Inc., a corporation registered in Illinois. LMP Services, Inc., in turn, owns the Cupcakes for Courage food truck.

41. Laura's pathway to being a food-truck entrepreneur had its start in tragedy. When Laura's sister Kathryn was diagnosed with Non-Hodgkin's lymphoma, Laura and her mother both quit their jobs to take care of her. In order to keep Kathryn's mind off of her cancer treatments, Laura and her sister baked, developing many cupcake recipes and perfecting each cupcake's base and icing.

42. Kathryn's cancer thankfully went into remission. Laura originally thought about returning to her previous job, but instead decided that she wanted to go into business for herself.

43. Like many new entrepreneurs, Laura didn't have the money to open a storefront location, so she instead chose to sell cupcakes out of a food truck.

44. Laura, through LMP Services, Inc., opened the Cupcakes for Courage food truck in June 2011. Laura donates ten percent of Cupcakes for Courage's proceeds to the Leukemia & Lymphoma Society and a local non-profit organization called Ride Janie Ride that helps cancer patients with their financial needs.

45. Cupcakes for Courage has been successful enough that Laura, through LMP Services, Inc., had the resources to open Courageous Bakery, a bakery and coffee shop located in Elmhurst, Illinois, in September 2012. The bakery serves as the home and commercial kitchen for the food truck, which continues to operate throughout all of Chicago.

46. The Cupcakes for Courage food truck operates both on public property and on private property with the owners' permission.

47. As described below, the 200-foot proximity restriction contained in Section 7-38-115(f) of the City Code has caused, and continue to cause, injuries to Plaintiff LMP Services, Inc. and Laura Pekarik.

### **Chicago's New Food-Truck Ordinance**

48. On June 27, 2012, Mayor Rahm Emanuel, along with seven aldermen, introduced Ordinance O2012-4489 ("Ordinance"), entitled "Amendment of Titles 2, 4, 7, 9, 10 and 17 of Municipal Code regarding mobile food vehicles."

49. Section I of the Ordinance (which is codified at Section 4-8-010 of the City Code) created a new category of mobile food vehicle called a "mobile food preparer," defined as "any person who, by traveling from place to place upon the public ways, prepares and serves food from a mobile food truck."

50. Part C of Article II of the Ordinance (which is codified at Section 7-38-134(a) of the City Code) stated that "[a]ny food sold or served by a mobile food preparer shall be prepared or wrapped in the mobile food vehicle or a [sic] in a duly licensed food establishment."

51. The Ordinance also gave "mobile food dispensers," i.e., those food trucks that "serve[] previously prepared food or drink that is enclosed or wrapped for sale in individual portions," more flexibility. Part B of Article II (which is codified at Section 7-38-130(a)(1) of the City Code) states that food served by mobile food dispensers "may undergo a final preparation step immediately prior to service to a consumer, provided such final preparation steps conform with the rules and regulations of the board of health."

52. The Ordinance's original language repealed the limitation on food trucks' hours of operation so that food trucks could serve their customers whenever they wished. A substitute version of the Ordinance that was introduced on July 19, 2012 amended Section 7-38-115(d) of the City Code to prohibit food trucks from operating between the hours of 2:00 a.m. to 5:00 a.m.

53. The Ordinance also maintained the 1991 proximity restriction that restricts how close food trucks may operate to fixed businesses that sell food. Section 7-38-115(f) of the City Code states that “[n]o operator of a mobile food vehicle shall park or stand such vehicle within 200 feet of any principal customer entrance to a restaurant which is located on the street level.” The Ordinance modified Section 7-38-115(f) to clarify that the 200-foot proximity restriction was not in effect between the hours of midnight and 2:00 a.m.

54. Section 7-38-115(f) of the City Code describes a “[r]estaurant” as “any public place at a fixed location kept, used, maintained, advertised and held out to the public as a place where food and drink is prepared and served for the public for consumption on or off the premises pursuant to the required licenses. Such establishments include, but are not limited to, restaurants, coffee shops, cafeterias, dining rooms, eating houses, short order cafes, luncheonettes, grills, tearooms and sandwich shops.”

55. Accordingly, businesses such as 7-Eleven (of which there are approximately 117 locations in Chicago), Starbucks (179 locations in Chicago), and Dunkin’ Donuts (193 locations in Chicago) all trigger the 200-foot proximity restriction listed in Section 7-38-115(f).

56. The Ordinance maintained Section 7-38-115(h) of the City Code, which since 1991 has exempted food trucks that “are being used to provide food and drink to persons engaged in construction in the City of Chicago” from the 200-foot proximity restriction, although the Ordinance added that food trucks serving construction workers must be “standing or parked in a legal parking spot.”

57. Section 7-38-115(k) to the City Code permits food trucks to operate on private property with the owners’ written permission.

58. The 200-foot proximity restriction in Section 7-38-115(f) applies to food trucks no matter whether they operate on public or private property. If an office building, for instance,

invites a food truck onto its property to sell to the building's occupants, the truck may not do so if it would be within 200 feet of the principal entrance of a nearby restaurant.

59. For trucks operating on private property, the only exception to the 200-foot proximity restriction is for restaurants that are located on the property the truck would be vending from. Section 7-38-115(k)(1)(iii). In other words, if Pizzeria Uno invites a food truck to vend from its parking lot, the truck may legally operate there, but only if there are no restaurants other than Pizzeria Uno within 200 feet.

60. The Ordinance also dramatically increased the fines imposed on a food truck for violating the 200-foot proximity restriction laid out in Section 7-38-115(f).

61. Previously, Section 7-38-575 of the City Code levied fines of \$250.00 to \$500.00 upon mobile-food vehicles that violated the 200-foot proximity restriction.

62. The Ordinance quadrupled the fines applicable to trucks that violate Section 7-38-115(f) of the City Code. The Ordinance added Section 7-38-128(d) to the City Code, which now says that “[a]ny person who violates sections 7-38-115 and 7-38-117 of this chapter shall be fined not less than \$1,000.00 and not more than \$2,000.00 for each offense. Each day that the violation occurs shall be considered a separate and distinct offense.”

63. The Ordinance also created Section 7-38-117 in the City Code, which requires the City to establish “mobile food vehicle stands”—designated spaces on the public way where mobile-food vehicles may operate without being subject to the 200-foot proximity restriction. No food trucks may operate on a block where a food-truck stand has been established unless they are located at the stand. The Ordinance requires the City to establish at least five (5) mobile food vehicle stands “in each community area . . . that has 300 or more retail food establishments.”

64. The same part of the Ordinance that retained the City's 200-foot proximity restriction also added language requiring food trucks to purchase and permanently install a GPS

tracking device to aid the City in enforcing that restriction. Section 7-38-115(l) of the City Code now states that “Each mobile food vehicle shall be equipped with a permanently installed functioning Global-Positioning-System (GPS) device which sends real-time data to any service that has a publicly-accessible application programming interface (API).”

65. The GPS tracking device will permit both City officials and the general public to monitor the whereabouts of a food truck. The GPS tracking device will also let City officials access a record of a food truck’s movements that can be later used to prove that the truck violated the City’s 200-foot proximity restriction.

66. The Chicago Board of Health adopted regulations on December 21, 2012 that, in part, govern the GPS requirements for food trucks.

67. Under Rule 8 of those regulations, “[t]he [GPS] device must be an ‘active,’ not ‘passive’ device that sends real-time data to a GPS tracking service provider.”

68. Rule 8 of the regulations require that the GPS tracking device be permanently installed in the food truck and broadcast the truck’s location at least once every five minutes.

69. Rule 8 of the regulations state that the GPS tracking device must function at all times while the food truck is in “operation,” although the regulations do not specify what “operation” means or if it includes the time that a truck is travelling to and from vending locations or when the truck is parked and heating up its fryer and other cooking equipment.

70. Under Rule 8 of the regulations, a GPS tracking service provider (i.e., the company that sells or rents the GPS tracking device to the food truck and monitors the truck’s location) must be able to provide City officials “[r]eports of each transmitted position including arrival dates, times, address, and duration and each stop” along with “[a]t least six (6) months of historical information/reports, in a downloadable format.”

71. Rule 8 of the regulations require that “[t]he device must be accurate no less than 95% of the time.” The regulations do not specify, however, what the term “accurate” means precisely.

72. In any event, GPS tracking devices are not 100 percent accurate. The common commercial standard of GPS tracking gives the device’s exact location plus/minus 9.8 to 16.4 feet 95% of the time, while the other 5% of the time GPS tracking may mistake the exact location of the device by 32.8 feet or more. That means that even an “accurate” device will routinely be off by up to 15 feet. The accuracy of GPS tracking devices further degrades in downtown areas where tall buildings make it difficult for a device to “lock” onto GPS satellites.

73. Despite this, Section 7-38-115(l) of the City Code states that “[f]or purposes of enforcing this chapter, a rebuttable presumption shall be created that a mobile food vehicle is parked at places and times as shown in the data tracked from the vehicle’s GPS device.”

#### **Chicago Enacts Its New Food-Truck Ordinance**

74. The 200-foot proximity restriction has the sole purpose and effect of protecting brick-and-mortar restaurants from competition. Statements by Chicago officials confirm that protectionism is the interest the proximity restriction was designed to advance.

75. In a June 26 press release, the Office of the Mayor confirmed that the restriction “protects traditional restaurants” from having to compete with food trucks.

76. On that same day, Monica Eng at the Chicago Tribune reported that Alderman Joe Moreno, in “explaining the reasoning behind keeping the trucks away from restaurants,” said that “[y]ou want to not infringe on the brick-and-mortars but not interfere with entrepreneurship.”

77. In a July 3, 2012 debate on the ordinance, Alderman Moreno stated that the 200-foot rule is meant to “dispel the competitive concerns of established businesses.”

78. On July 19, 2012, the Chicago City Council Committee on License and Consumer Protection held a hearing to discuss the Ordinance.

79. Alderman Brendan Reilly, who represents an area of Chicago with many restaurants, stated at the July 19 hearing that “we want to make sure that we are guarding those folks who make substantial investments in the City of Chicago by buying restaurants.”

80. Witnesses representing the interests of some restaurants testified at the July 19th hearing and voiced support for the 200-foot restriction as a means of reducing competition.

81. Glenn Keefer, the owner of Keefer’s Restaurant, stated that restaurants “deserve a little protection from other businesses and people parking in front of businesses and siphoning off our customers.”

82. Sam Toia, the acting President of the Illinois Restaurant Association, testified in support of the ordinance, which protects the “interests of brick and mortar restaurants.”

83. Jay Steiber, the Executive Vice President of Lettuce Entertain You Enterprises, a company that owns and operates multiple restaurants throughout Chicago, testified that “[w]e think that it is essential to maintain with the ordinance, the 200 foot rule that is being promulgated to protect brick and mortar restaurants.”

84. Food-truck operators, including Kristin Casper and Laura Pekarik, testified in opposition to provisions of the Ordinance, including its retention of the 200-foot proximity restriction in the City Code.

85. Members of the Illinois Food Truck Association and Plaintiffs asked that the existing 200-foot proximity restriction located at Section 7-38-115(f) of the City Code be eliminated, arguing that it both unconstitutionally restricted competition and made it virtually impossible for food trucks to succeed.

86. Alderman John Arena of the 45th Ward noted at the committee hearing that under the ordinance, a serious health violation results only in a fine of \$250, while a violation of the 200-foot proximity restriction results in a fine that is *at least* four times as large.

87. After testimony, the members of the Committee on License and Consumer Protection passed the Ordinance out of committee by voice vote, which Alderman John Arena opposed.

88. Six days later, on July 25, 2012, the full Chicago City Council approved the Ordinance by a vote of 45-1.

89. Statements made by aldermen at the July 25 hearing echoed the protectionist statements made six days earlier.

90. Alderman Tom Tunney, who co-sponsored the ordinance, owns four Ann Sathers restaurants, and is the former chairman of the Illinois Restaurant Association, stated that the ordinance “regulates competition” between restaurants and food trucks.

91. Alderman Walter Burnett, Jr. also said that “[n]ot only do we want food trucks to make money, but we don’t want to hurt the brick and mortar restaurants.”

92. The sole “Nay” vote came from Alderman John Arena, who said, “I think restraint of trade is what this ordinance serves up,” and “A brick-and-mortar restaurant lobby got ahold of [the ordinance], and it was stuffed with protectionism and baked in the oven of paranoia.”

### **Chicago Establishes Food-Truck Stands**

93. On October 3, 2012, Mayor Rahm Emanuel introduced Ordinance O2012-6638, which was entitled “Designation of mobile food vehicle stands at various addresses.” With six community areas in Chicago that have 300 or more restaurants, Section 7-38-117 of the City

Code requires that the City establish 30 food-truck stands. Despite that, Ordinance O2012-6638 designated only 23 locations throughout the six community areas.

94. On October 24, 2012, the Committee on License and Consumer Protection passed a substitute ordinance, SO2012-6638, out of committee. This substitute ordinance removed two designated locations, including one at 2934 North Broadway in the Lakeview community area. A Chicago Tribune article that ran the day after SO2012-6638 passed out of committee indicated that City officials removed the Broadway location in order to block mobile vendors from competing with area restaurants. The full City Council passed the substitute ordinance, which designated only 21 locations for food-truck stands, on October 31, 2012.

95. The substitute ordinance designated only four locations in “the Loop” community area despite it being the busiest lunchtime area in Chicago. Furthermore, one of the locations is adjacent to Buckingham Fountain, which is a considerable distance from the office buildings where most food-truck customers work, and none of the locations is south of Jackson Boulevard.

96. The food-truck stands do nothing to alleviate the problems caused by the 200-foot proximity restriction.

### **INJURIES TO PLAINTIFFS**

97. The proximity restriction in Section 7-38-115(f) of the City Code prohibits Plaintiffs and other mobile vendors from operating within 200 feet of a fixed location where food and drink is prepared and served for the public, including restaurants, coffee shops, and grocery and convenience stores.

98. Due to the ubiquity of brick-and-mortar businesses that serve food, the 200-foot proximity restriction prohibits Plaintiffs from vending in large swaths of Chicago, including virtually the entire downtown area known as “the Loop.”

99. The average block in the Loop is approximately 450 feet long, although some blocks measure only 225 feet. Having only one or two restaurants, coffee shops, or grocery and convenience stores on a block means that no food trucks may operate on that block.

100. Some blocks in Chicago, particularly in the Loop, have several restaurants on each block. The block of East Madison Street between State Street and Wabash Avenue, for instance, has five different restaurants and a 7-Eleven convenience store.

101. By preventing one potential class of competitors—food trucks—from operating within 200 feet of a restaurant, coffee shop, or grocery or convenience store, Chicago's proximity restriction reduces the competition that those fixed businesses face.

102. Laura Pekarik, owner of Plaintiff LMP Services, Inc., would like to operate the Cupcakes for Courage food truck on public property near the corner of North Franklin Street and West Randolph Street in the Loop. But she may not legally do so because the principal entrances of several ground-level brick-and-mortar restaurants, including Jimmy Figs (located at 160 North Franklin Street) and Potbelly Sandwich Works (located at 225 West Randolph Street), are located within 200 feet of where she would operate. But for the 200-foot proximity restriction located in Section 7-38-115(f) of the City Code, Ms. Pekarik would be able to legally operate at this location and would do so.

103. Laura Pekarik would also like to have Cupcakes for Courage operate at the corner of West Madison Street and South Wells Street in the Loop. She cannot legally do so, however, because the principal customer entrances to several brick-and-mortar restaurants, including Jamba Juice (located at 190 West Madison Street) and Dunkin' Donuts (located at 201 West Madison Street) are within 200 feet of where Cupcakes for Courage would vend. But for the 200-foot proximity restriction located in Section 7-38-115(f) of the City Code, Ms. Pekarik would be able to legally operate at this location and would do so.

104. Plaintiffs Casper and Burke would like to operate the Schnitzel King food truck on public property at various parking spaces at the corner of West Monroe Street and North Dearborn Street. But they may not legally operate at the majority of parking spaces there because the principal customer entrances of several ground-level brick-and-mortar restaurants, including Caribou Coffee (located at 55 West Monroe Street) and The Grillroom Chophouse & Wine Bar (located at 33 West Monroe Street), are located within 200 feet of where they would operate the food truck. But for the 200-foot proximity restriction located in Section 7-38-115(f) of the City Code, Plaintiffs Casper and Burke would be able to legally operate at those now-prohibited parking spaces and would do so.

105. Plaintiffs Casper and Burke would also like to operate at locations that are outside the Loop but which they are barred from due to the proximity restriction found in Section 7-38-115(f) of the City Code. For instance, they would like to vend at the intersection of West Addison Street and North Sheffield Avenue near Wrigley Field, but may not legally do so because the principal customer entrances of several ground-level brick-and-mortar restaurants, including Sports Corner Bar & Grill (located at 956 West Addison Street) and Subway (located at 951 West Addison Street), are located within 200 feet of where they would operate the food truck. But for the 200-foot proximity restriction located in Section 7-38-115(f) of the City Code, Plaintiffs Casper and Burke would be able to legally operate at this location and would do so.

106. Plaintiffs Casper and Burke would like to operate on public property at the corner of West Jackson Boulevard and South Jefferson Street on the Near West Side. They may not legally do so, however, because the principal customer entrance for Lou Mitchell's (located at 565 West Jackson Boulevard) is within 200 feet of where they would operate. But for the 200-foot proximity restriction located in Section 7-38-115(f) of the City Code, Plaintiffs Casper and Burke would be able to legally operate at this location and would do so.

107. The vending stands that Section 7-38-117 of the City Code calls upon the City to establish do not fix or ameliorate the problems caused by the 200-foot restriction.

108. The proximity restriction contained in Section 7-38-115(f) also applies to mobile food vehicles that operate on private property with the property owner's permission.

109. Laura Pekarik, through Plaintiff LMP Services, Inc., would like to operate from the parking lot of Maria's Packaged Goods & Community Bar, located at 960 West 31st Street, and has gotten permission from Maria's to vend there in the past, but cannot legally do so because the principal entrances of two restaurants, the Bridgeport Coffeehouse (located at 3101 South Morgan Street) and Carlito's Way Pizzeria (located at 964 West 31st Street), are both within 200 feet of where Cupcakes for Courage would be operating. But for the 200-foot proximity restriction located in Section 7-38-115(f) of the City Code, Ms. Pekarik would be able to legally operate at this location and would do so.

110. Plaintiffs Casper and Burke have reached agreements with private property owners to operate on their property and would do so but for the 200-foot proximity restriction. Plaintiffs Casper and Burke have received consent from Heritage Bicycles, a retailer located at 2951 North Lincoln Avenue, to operate on its private lot. They cannot do so, however, because the principal entrances of two restaurants, Rice Bistro (located at 2964 North Lincoln Avenue) and the Golden Apple diner (located at 2971 North Lincoln Avenue), are both within 200 feet of where Schnitzel King would be operating. But for the 200-foot proximity restriction located in Section 7-38-115(f) of the City Code, Plaintiffs Casper and Burke would be able to legally operate at this location and would do so.

111. Plaintiffs Casper and Burke also reached an agreement with Fischman's Liquors, located at 4780 North Milwaukee Avenue, to operate on its private lot. They may not legally do so, however, because the principal entrance of Krakus Homemade Sausage, a Polish deli located

at 4772 North Milwaukee Avenue, is within 200 feet of where they would operate. But for the 200-foot proximity restriction located in Section 7-38-115(f) of the City Code, Plaintiffs Casper and Burke would be able to legally operate at this location and would do so.

112. Plaintiffs earn their livings from vending. They seek to do nothing more than offer food for sale from their trucks without being hampered by the City's 200-foot proximity restriction around restaurants, coffee shops, and grocery and convenience stores.

113. Because Plaintiffs cannot legally operate within 200 feet of brick-and-mortar businesses that serve food, they are limited to vending where that restriction does not apply. Given how many fixed businesses sell food for immediate or later consumption, permissible areas to vend from are difficult to identify. In addition, many of the areas where vending may legally occur are not profitable places to operate a mobile-vending business.

114. Plaintiffs' businesses have suffered due to the proximity restriction contained in Section 7-38-115(f) of the City Code.

115. But for the City's enforcement of Section 7-38-115(f), Plaintiffs could and would legally vend within 200 feet of existing restaurants.

116. Plaintiffs Casper and Burke's business is the Schnitzel King food truck. The proximity restriction contained in Section 7-38-115(f) makes it difficult for Plaintiffs Casper and Burke to reach potential customers. Plaintiffs Casper and Burke would like to operate the Schnitzel King at the locations identified in Paragraphs 104-106 and 110-111 of this Complaint. But for the proximity restriction contained in Section 7-38-115(f), Plaintiffs Casper and Burke would operate the Schnitzel King food truck at those locations.

117. Laura Pekarik, through Plaintiff LMP Services, Inc., owns both the Cupcakes for Courage food truck and the Courageous Bakery in Elmhurst, Illinois. The proximity restriction contained in Section 7-38-115(f) makes it difficult for Plaintiff LMP Services, Inc., to reach

potential customers. Laura Pekarik, through Plaintiff LMP Services, Inc., would like to operate Cupcakes for Courage at the locations identified in Paragraphs 102-103 and 109 of this Complaint. But for the proximity restriction contained in Section 7-38-115(f), Laura Pekarik, through LMP Services, Inc., would operate the Cupcakes for Courage food truck at those locations.

118. The same section of the City Code ordinance that establishes the 200-foot proximity restriction also requires Plaintiffs to permanently install and operate a GPS tracking device as a means to enforce that restriction.

119. Section 7-38-115(l) of the City Code mandates that the GPS tracking devices send real-time data regarding the whereabouts of their food trucks to both City officials and the general public.

120. The GPS tracking devices allow the City to collect and store indefinitely the movements of each of Plaintiffs' food trucks.

121. Nothing in the Ordinance or Rule 8 of the regulations the Chicago Board of Health adopted on December 21, 2012 places any restrictions on when City officials may access or analyze the location data that the GPS tracking devices transmit.

122. Nothing in the Ordinance or Rule 8 of the regulations the Chicago Board of Health adopted on December 21, 2012 places any restrictions on how City officials may use the location data that the GPS tracking devices transmit.

123. Nothing in the Ordinance or Rule 8 of the regulations the Chicago Board of Health adopted on December 21, 2012 places any restrictions on who will have access to the location data that the GPS tracking devices transmit.

124. The GPS tracking device required by the City will broadcast the whereabouts of Plaintiff LMP Services, Inc.'s Cupcakes for Courage food truck to the world even when the truck is outside Chicago's city limits.

125. The GPS tracking device required by the City will broadcast the whereabouts of Plaintiffs Casper and Burke's Schnitzel King food truck to the world when they operate the truck outside Chicago's city limits.

126. Plaintiffs do not wish to pay hundreds of dollars to install a GPS tracking device along with an activation and monthly monitoring fee.

127. Through the arbitrary acts of the City as alleged above, Plaintiffs are injured irreparably by the deprivation of their due process and equal protection rights to earn an honest living free from arbitrary and irrational government interference as protected by the Illinois Constitution.

128. Through the arbitrary acts of the City as alleged above, Plaintiffs are injured irreparably by the deprivation of their right to be free from unwarranted searches, seizures, inspections and invasions of privacy as protected by the Illinois Constitution.

**COUNT I**  
**(Violation of Article I, Section 2 of the Illinois Constitution**  
**Due Process)**

129. Plaintiffs incorporate Paragraphs 1 through 128 by reference as though fully alleged in this Paragraph 129.

130. Article I, Section 2 of the Illinois Constitution provides that "[n]o person shall be deprived of life, liberty or property without due process of law nor be denied the equal protection of the laws."

131. The Due Process Clause of the Illinois Constitution protects the right of Illinoisans to pursue legitimate occupations, subject only to regulations that are rationally related to a legitimate government purpose.

132. The proximity restriction contained in Section 7-38-115(f) of the City Code violates Plaintiffs' right to due process of law under the Illinois Constitution both on its face and as applied to the extent that it prohibits Plaintiffs from selling food within 200 feet of any restaurant, coffee shop, grocery or convenience store, or any other fixed business that sells food for immediate or later consumption.

133. The sole purpose of the proximity restriction contained in Section 7-38-115(f) of the City Code is to protect fixed businesses from competition by mobile vendors, including Plaintiffs.

134. The statements made by Chicago officials, including those reflected in paragraphs 29, 75-77, 79, and 90-92, demonstrate that the purpose of the 200-foot proximity restriction, in the words of Alderman Joe Moreno, is so that food trucks would "not infringe on the brick-and-mortars."

135. Protecting non-mobile businesses at the expense of mobile vendors is not a valid exercise of the City's police power to protect public health and safety.

136. Prohibiting food trucks from operating within 200 feet of a restaurant is not rationally related to any legitimate government interest.

137. In its memorandum in support of its motion to dismiss, the City contends that the 200-foot proximity restriction furthers three non-protectionist government interests: preventing sidewalk congestion near restaurants, guarding against litter being deposited on the public way, and eliminating "food deserts" and expanding retail food options in Chicago.

138. Preventing food trucks from operating within 200 feet of any fixed business that sells food for immediate or later consumption is not rationally related to any of the City's purported health and safety rationales.

139. For example, the 200-foot proximity restriction is not rationally related to the City's pretextual interest in preventing sidewalk congestion.

140. No studies demonstrate that food trucks operating in an area create or exacerbate sidewalk congestion. The only research looking at the link between food trucks and sidewalk congestion is a 2011 empirical study undertaken by the Institute for Justice. Its findings failed to support the notion that food trucks create or increase sidewalk congestion.

141. The City of Chicago already has laws in place to alleviate both street and sidewalk congestion. Section 4-8-037 of the City Code gives the City Council the authority to "define areas, in the interest of preserving public health and safety or avoiding traffic congestion, which no mobile food vendor may prepare or dispense food from a wheeled vehicle."

142. Section 9-80-180 of the City Code makes it illegal for a person to willfully and "unnecessarily hinder, obstruct or delay . . . any other person in lawfully driving or travelling along or upon any street or who shall offer to barter or sell any merchandise or service on the street so as to interfere with the effective movement of traffic or who shall repeatedly cause motor vehicles travelling on public thoroughfares to stop or impede the flow of traffic."

143. Chicago's disorderly-conduct statute gives police officers the authority to order persons and vehicles to move along should their presence disturb the peace by causing a sidewalk to become congested. City Code § 8-4-010.

144. Section 4-8-036(d) of the City Code gives Chicago officials the power to limit the number of mobile food vendor licenses "in the interest of preserving public safety or avoiding traffic congestion."

145. The ordinance requires the City to place at least five food-truck stands, which are exempt from the 200-foot proximity restriction, in high-density areas that have more than 300 restaurants. This fact contradicts the notion that the 200-foot proximity restriction is meant to address sidewalk congestion.

146. The 200-foot proximity restriction listed in Section 7-38-115(f) extends to food trucks operating on both public and private property, even though food trucks located on private property do not park alongside a sidewalk.

147. Similarly, prohibiting food trucks from operating within 200 feet of a restaurant is not rationally related to the City's pretextual interest in preventing trash from being deposited on the public way.

148. The City of Chicago already has laws in place to prevent the placement of trash or litter on the public way, which the City Code defines as "any sidewalk, roadway, alley or other public thoroughfare open to the use of the public." City Code § 9-4-010.

149. Section 9-80-030 of the City Code makes it illegal for individuals to "cast, throw or deposit any litter . . . upon any public way."

150. Section 4-4-310(b) of the City Code prohibits "any [business licensed by the City of Chicago] to litter or to permit the accumulation of any paper, rubbish or refuse upon that portion of the public way."

151. Section 7-38-124 of the City Code requires licensed food trucks to "maintain a suitable, tight, non-absorbent washable receptacle for refuse. The operator shall be responsible for sanitation of the environs of the place of operation, including the mobile food vehicle stand area used by the operator. Said refuse receptacle shall be adjacent to, but not an integral part of, the mobile food vehicle. The operator of a mobile food vehicle shall dispose refuse collected

from the mobile food vehicle and the environs of the place of operation at a commissary approved by the department of health.”

152. The ordinance requires the City to place at least five food-truck stands, which are exempt from the 200-foot proximity restriction, in high-density areas that have more than 300 restaurants. This fact contradicts the notion that the 200-foot proximity restriction is meant to prevent trash from being deposited on the public way.

153. Likewise, prohibiting food trucks from operating within 200 feet of a restaurant is not rationally related to the City’s pretextual interest in eliminating “food deserts” or increasing retail food options in Chicago.

154. The Healthy Foods Financing Initiative at the U.S. Department of Agriculture defines “food desert” as “a low-income census tract where a substantial number or share of residents has low access to a supermarket or large grocery store.”

155. The concern about “food deserts” is that citizens in those areas, in the words of the Centers for Disease Control and Prevention, will “lack access to affordable fruits, vegetables, whole grains, lowfat milk, and other foods that make up the full range of a healthy diet.”

156. Food trucks are neither supermarkets nor grocery stores, and they sell fully prepared meals rather than grocery items like uncut fruits and vegetables, bags of whole grains, or gallons of low-fat milk. Thus, the presence or absence of food trucks in an area does nothing to ameliorate the problems that an area faces as a “food desert.”

157. Like other businesses, food trucks will not operate where it is not economically viable. Barring Plaintiffs from operating near restaurants in economically viable areas has not caused them, will not cause them, and cannot rationally be expected to cause them to operate in areas that are not economically viable. Thus, the 200-foot proximity restriction serves only to decrease the total number of places where trucks will operate.

158. The 200-foot proximity restriction listed in Section 7-38-115(f) of the City Code applies throughout all of Chicago, including those areas that may be defined as “food deserts” or that City officials believe have insufficient retail food options. The presence of only a few restaurants, coffee shops, or grocery and convenience stores in a food desert or an area deemed to be underserved prevents Plaintiffs and other food trucks from operating in the area.

159. In sum, the rule requiring food trucks to stay 200 feet away from any fixed business selling food is not rationally related to any legitimate health and safety purpose; instead, the restriction only serves to protect fixed businesses that sell food from having to compete with food trucks.

160. Unless Defendant City of Chicago is enjoined from committing the above-described violations of the Due Process Clause of Article I, Section 2, Plaintiffs will continue to suffer great and irreparable harm.

WHEREFORE, Plaintiffs request the following relief:

- A. Entry of a declaratory judgment in favor of Plaintiffs and against the City providing that Section 7-38-115(f) of the City Code is unconstitutional both on its face and as applied to Plaintiffs, and that, as a consequence, it is void and without effect;
- B. Entry of a permanent injunction in favor of Plaintiffs and against the City prohibiting the City or its officers or agents from enforcing Sections 7-38-115(f) of the City Code;
- C. An award of nominal damages in favor of Plaintiffs and against the City in the amount of one dollar;
- D. An award of Plaintiffs’ costs and expenses of this action, together with reasonable attorneys’ fees; and

E. Such other and further relief as this Court deems just and proper.

**COUNT II**  
**(Violation of Article I, Section 2 of the Illinois Constitution  
Equal Protection)**

161. Plaintiffs incorporate Paragraphs 1 through 128 by reference as though fully alleged in this Paragraph 161.

162. Article I, Section 2 of the Illinois Constitution provides that “[n]o person shall be deprived of life, liberty or property without due process of law nor be denied the equal protection of the laws.”

163. The Equal Protection Clause of the Illinois Constitution prohibits “the government from according different treatment to persons who have been placed by statute into different classes on the basis of criteria wholly unrelated to the purpose of the legislation.” *Jacobson v. Dep’t of Pub. Aid*, 171 Ill. 2d 314, 322 (1996).

164. The proximity restriction contained in Section 7-38-115(f) of the City Code violates Plaintiffs’ right to equal protection both on its face and as-applied because it prohibits Plaintiffs from selling food within 200 feet of any restaurant, coffee shop, grocery or convenience store, or any other fixed business that sells food for immediate or later consumption.

165. The sole purpose of the proximity restriction contained in Section 7-38-115(f) of the City Code is to protect fixed businesses from competition by mobile vendors, including Plaintiffs.

166. The statements made by Chicago officials, including those reflected in paragraphs 29, 75-77, 79, and 90-92, demonstrate that the purpose of the 200-foot proximity restriction, in the words of Alderman Joe Moreno, is so that food trucks would “not infringe on the brick-and-mortars.”

167. In its memorandum in support of its motion to dismiss, the City contends that the 200-foot proximity restriction furthers three non-protectionist government interests: preventing sidewalk congestion near restaurants, guarding against litter being deposited on the public way, and eliminating food deserts and expanding retail food options in Chicago.

168. The proximity restriction contained in Section 7-38-115(f) treats food-truck operators like Plaintiffs differently than food trucks that serve construction workers on the basis of criteria wholly unrelated to any of the City's claimed legislative purposes.

169. As stated in paragraph 58, the 200-foot proximity restriction in the City Code applies to food trucks regardless of whether they operate on public or private property.

170. Section 7-38-115(h) of the City Code exempts food trucks that serve construction workers from the otherwise applicable 200-foot proximity restriction.

171. If a company invites a food truck to park and sell food to the company's employees, the food truck may legally operate only if it is not within 200 feet of a restaurant, coffee shop, grocery or convenience store, or any other fixed business where food and drink is prepared and served for the public.

172. If a company invites a food truck to park and sell food to construction workers that are renovating the company's building, however, the food truck is exempt from the 200-foot proximity restriction.

173. The construction and renovation of buildings often creates or exacerbates sidewalk congestion, yet Section 7-38-115(h) exempts food trucks serving those working on such construction and renovation from the 200-foot proximity restriction.

174. Exempting food trucks from the 200-foot proximity restriction solely based on the identity of the clientele they serve demonstrates that the restriction does not rationally further any legitimate health and safety interest.

175. The proximity restriction contained in Section 7-38-115(f) of the City Code causes the City of Chicago to treat food trucks differently than other entities for reasons that are wholly unrelated to the pretextual health and safety rationales the City identifies in its motion to dismiss.

176. For example, the 200-foot proximity restriction treats food trucks differently than other types of businesses that serve customers who might line up on the public way.

177. Although restaurants can often have long lines extending out onto the public way, no provision in the City Code prevents restaurants from opening and operating within 200 feet of other restaurants.

178. The Chicago restaurant Big Star is a popular Mexican restaurant located at 1531 North Damen Avenue. The line to get into Big Star often spills out onto the street and could potentially block access to Cippolina, an Italian sandwich shop located approximately 117 feet away at 1543 North Damen Avenue. Although no provision in the City Code imposes any proximity restriction on Big Star's restaurant, Big Star's food truck cannot park directly outside of Big Star without violating Chicago's 200-foot proximity restriction.

179. Similarly, theaters can often have long lines extending onto the public way, yet no provision in the City Code prevents theaters from operating within 200 feet of a restaurant.

180. The Chicago Theatre is a live performance hall located at 175 North State Street. Events at the Chicago Theatre can frequently cause long lines to form on State Street, which could potentially block access to the Halsted Street Deli, which is located next door at 177 North State Street. Yet no provision in the City Code prohibits the Chicago Theatre or other theaters from locating within 200 feet of a restaurant.

181. Street peddlers, as defined by Section 4-244-010 of the City Code, can have lines of customers in the public way, yet no provision in the City Code prevents them from operating within 200 feet of a restaurant.

182. Sidewalk cafes physically occupy the public way and reduce the space available for pedestrians to traverse the sidewalk, yet no provision in the City Code prevents sidewalk cafes from opening within 200 feet of another restaurant.

183. Similarly, prohibiting food trucks from operating within 200 feet of a restaurant treats food trucks differently than other types of businesses whose customers might choose to deposit refuse on the public way.

184. For example, although restaurants that serve items “to go” can create a large amount of refuse, and there is a risk that their customers might discard that refuse on the public way, no provision in the City Code prevents “to go” restaurants from operating within 200 feet of another restaurant.

185. Likewise, the City treats Plaintiffs’ food trucks differently than other types of businesses, such as restaurants, coffee shops, and grocery and convenience stores, which the City believes can help eliminate “food deserts” throughout Chicago and/or can provide Chicago residents with more retail food options.

186. Although restaurants, coffee shops, grocery and convenience stores, and other fixed businesses that sell food for immediate or later consumption can help eliminate “food deserts” and/or can serve as additional retail food options, no provision in the City Code prohibits any of these fixed businesses from opening or operating within 200 feet of a restaurant.

187. In sum, the 200-foot proximity restriction treats food-truck operators like Plaintiffs differently than restaurants, coffee shops, grocery and convenience stores, and food trucks that serve construction crews for reasons wholly unrelated to any legitimate legislative

purpose; instead, the restriction only serves to protect fixed businesses that sell food from having to compete with food trucks.

188. Unless Defendant City of Chicago is enjoined from committing the above-described violations of the Equal Protection Clause of Article I, Section 2, Plaintiffs will continue to suffer great and irreparable harm.

WHEREFORE, Plaintiffs request the following relief:

- A. Entry of a declaratory judgment in favor of Plaintiffs and against the City providing that Section 7-38-115(f) of the City Code is unconstitutional both on its face and as applied to Plaintiffs, and that, as a consequence, it is void and without effect;
- B. Entry of a permanent injunction in favor of Plaintiffs and against the City prohibiting the City or its officers or agents from enforcing Sections 7-38-115(f) of the City Code;
- C. An award of nominal damages in favor of Plaintiffs and against the City in the amount of one dollar;
- D. An award of Plaintiffs' costs and expenses of this action, together with reasonable attorneys' fees; and
- E. Such other and further relief as this Court deems just and proper.

**COUNT III**  
**(Violation of Article I, Section 6 of the Illinois Constitution**  
**Searches, Seizures, Privacy and Interceptions)**

189. Plaintiffs incorporate Paragraphs 1 through 128 by reference as though fully alleged in this Paragraph 189.

190. Article I, Section 6 of the Illinois Constitution provides that "[t]he people shall have the right to be secure in their persons, houses, papers and other possessions against

unreasonable searches, seizures, invasions of privacy or interceptions of communications by eavesdropping devices or other means. No warrant shall issue without probable cause, supported by affidavit particularly describing the place to be searched and the persons or things to be seized.”

191. Article I, Section 6 of the Illinois Constitution protects Illinoisans from unreasonable searches, seizures, and other technological invasions of their right to privacy.

192. The United States Supreme Court in *United States v. Jones*, 132 S. Ct. 945, 949 (2012), held that monitoring one’s movements through the placement of a GPS tracking device is a “search” for purposes of the Fourth Amendment to the U.S. Constitution.

193. Illinois courts construe the search and seizure provisions in Article I, Section 6 of the Illinois Constitution in a matter consistent with the Fourth Amendment to the U.S. Constitution.

194. Section 7-38-115(l) of the City Code requires Plaintiffs and all other food-truck operators to install and use a GPS tracking device at their own expense.

195. Forcing Plaintiffs to install a GPS tracking device in order to engage in a common occupation constitutes a search under Article I, Section 6 of the Illinois Constitution.

196. The GPS tracking device requirement in Section 7-38-115(l) of the City Code does not serve a legitimate, let alone substantial, government interest, is not necessary to further any legitimate government interest, and does not provide a constitutionally adequate substitute for a warrant.

197. The GPS tracking device requirement in Section 7-38-115(l) exists to enforce the 200-foot proximity restriction in that same section.

198. Nothing in the Ordinance or Rule 8 of the regulations the Chicago Board of Health adopted on December 21, 2012 places any restrictions on when City officials may access or analyze the location data that the GPS tracking devices transmit.

199. Nothing in the Ordinance or Rule 8 of the regulations the Chicago Board of Health adopted on December 21, 2012 limits City officials' ability to access the location data that the GPS tracking devices transmit to only certain purposes.

200. Nothing in the Ordinance or Rule 8 of the regulations the Chicago Board of Health adopted on December 21, 2012 places any restrictions on how City officials may use the location data that the GPS tracking devices transmit.

201. Nothing in the Ordinance or Rule 8 of the regulations the Chicago Board of Health adopted on December 21, 2012 places any restrictions on the people who will have access to the location data that the GPS tracking devices transmit.

202. Rather than require food trucks to install GPS units, other jurisdictions, including Austin, Texas and Los Angeles County, California, have food trucks submit periodic itineraries detailing where the food trucks will be making sales. By so doing, these jurisdictions have satisfied their legitimate health and safety concerns in a minimally invasive manner.

WHEREFORE, Plaintiffs request the following relief:

- A. A declaratory judgment in favor of Plaintiffs and against the City providing that Section 7-38-115(l) of the City Code and Rule 8 of the regulations concerning mobile food vehicles that the Chicago Board of Health adopted on December 21, 2012 are unconstitutional both on their face and as applied to Plaintiffs, and that, as a consequence, they are void and without effect;
- B. A permanent injunction in favor of Plaintiffs and against the City prohibiting the City or its officers or agents from enforcing Section 7-38-115(l) of the City Code

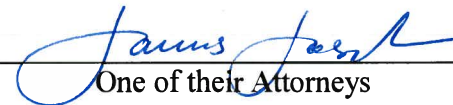
and Rule 8 of the regulations concerning mobile food vehicles that the Chicago Board of Health adopted on December 21, 2012;

- C. An award of nominal damages in favor of Plaintiffs and against the City in the amount of one dollar;
- D. An award of Plaintiffs' costs and expenses of this action, together with reasonable attorneys' fees; and
- E. Such other and further relief as this Court deems just and proper.

Respectfully submitted,

GREG BURKE, KRISTIN CASPER,  
and LMP SERVICES, INC.

By: \_\_\_\_\_

  
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Dated: March <sup>7</sup>8, 2013

**CERTIFICATE OF SERVICE**

The undersigned, an attorney for Plaintiffs, certifies that copies of the foregoing **Notice of Filing and Amended Complaint for Declaratory Judgment and Injunctive Relief** were served as indicated on March 7, 2013:

By Email (at approximately 2:00 p.m.)

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