

Ellinger  
Myers  
Lawless  
Beard  
Feigel  
Crosbie  
McChord  
Martin  
Henson  
Lane

## SERVICES COMMITTEE

October 6, 2009

1:00 P.M.

## A G E N D A

1. KU/EON Ice Storm Response - Gorton  
*Information will be provided at the meeting*
2. Slaughtering Livestock - Henson (1-3)
3. Chevy Chase Parking Meters - Feigel (6-28)
4. Right-Of-Way Signage Liability (4-5,28)
5. Animal Cruelty Amendment - Martin (30-31)
6. Items in Committee (32-33)

"Services Committee, to which should be referred matters relating to public safety, public works, urban county courts, and constitutional officers."

Council Rules & Procedures, Section 2.102(3)

ORDINANCE NO. \_\_\_\_-2009

AN ORDINANCE CREATING SECTION 10-33.1 IN ARTICLE III OF CHAPTER 10 OF THE CODE OF ORDINANCES OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT TO PROHIBIT WITHIN THE URBAN SERVICES BOUNDARY THE SLAUGHTER OF ANY ANIMAL, INCLUDING FOR PERSONAL CONSUMPTION, IN ANY AREA VISIBLE, AT GROUND LEVEL, FROM A STREET, SIDEWALK OR NEIGHBORING PROPERTIES; DEFINING THE TERM "SLAUGHTER"; AND PROVIDING A PENALTY FOR VIOLATION.

BE IT ORDAINED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 - That Section 10-33.1 in Article III of Chapter 10 of the Code of Ordinances be and hereby is created to read as follows:

**Sec. 10-33.1. Slaughter of Animals.**

- (a) For purposes of this section only, "slaughter" means to kill or butcher an animal for food.
- (b) No person shall, within the urban services boundary, slaughter any animal, including for personal consumption, in any area visible, at ground level, from a street, sidewalk, or neighboring properties.
- (c) Any person who violates the provisions of this section shall be punished by a fine of not more than one hundred dollars (\$100).

Section 2 - That this Ordinance shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CLERK OF URBAN COUNTY COUNCIL

PUBLISHED:

## SERVICES COMMITTEE MEETING 9-1-2009 SUMMARY

All committee members were present. The meeting was called to order at 1:00 pm

### 1. Slaughtering Livestock - Henson

Henson explained this issue was brought before the committee due to a complaint regarding an incident that occurred in the 11<sup>th</sup> council district. She asked the law department to cover details of the existing ordinance, noting there was nothing in the ordinance talking about consumption for personal use. Four citizens in the audience requested to speak on the matter. Some told the committee they raise chickens and were concerned at how this issue might affect them.

Lawless asked for confirmation on the issue, was it raising livestock or slaughtering livestock.

Henson said the issue is slaughtering and would like to amend the ordinance allowing requirement of a permit to slaughter livestock within the urban service boundary. A representative from the health department said no such permit exists at this time, adding this could include involvement of other agencies.

Lawless wanted to know if the health department has the means to issue such a permit. They were not sure but would discuss the matter and provide an answer.

Henson explained she would like to see a draft ordinance to review and discuss at a future meeting.

Crosbie asked how the proposed ordinance would be enforced and who would provide oversight of the permit process.

Henson replied the police department and asked for input from Public Safety.

Rick Curtis told the committee this would also take involvement of animal control and suggested addressing the community at large. He also called for the need to differentiate livestock versus wildlife.

Lane commented on current laws regarding animals on personal property adding restrictions should be for commercial applications and comply with zoning.

Beard asked about the scope of this complaint and the number of citizens slaughtering animals, adding he would like to know the background behind these complaints.

Feigel said she understands there are cultural issues involved, but would like to see some perimeters applied.

Martin expressed concern about the use of personal property and is in favor of reviewing a draft amendment to the current ordinance.

 Motion by Henson directing the law department to draft an amendment to the ordinance dis-allowing slaughter of livestock, not including fowl within the urban service boundary without a permit, seconded by Feigel, passed without dissent.

David Barbarie, Law Department noted the need to define livestock.

## 2. Sign Ordinance - Lane

Lane explained problems involved with the current sign ordinance as it relates to commercial and neighborhood association signage. Chris King, Planning told the committee, sign regulations are under the responsibility of zoning ordinances. He explained a number of ways they can be amended, either by initiation by council or the planning commission. He added, even land owners are allowed input on changes to sign ordinances. He said the Planning Commission must hold a public hearing on the proposed recommendations dealing with signs in the right-of-way or real estates signs. He noted the division of building inspection has received complaints regarding the size requirement of 6 square feet.

Lane asked King about addressing issue of commercial signs by defining specific areas and dealing with the one at a time. King said dealing with the entire sign ordinance would be a very lengthy process.

Martin agreed there are a number of sections of the ordinance that need to be addressed and wanted to know if we can come up with an amendment to just one section of the ordinance. Adding he would like to see the issue of neighborhood association and commercial signs fixed. He said many are not in compliance with the ordinance and do follow common practice for Fayette county (referring to size of 6 square feet).

Lane yielded the floor to Myers who had experience via another committee dealing with sign ordinance. Myers encouraged the committee to support changing the law in order to increase any applicable fines/fees regarding signage.

Beard referred on signage (bill boards) on Nicholasville Road, saying it was extremely innovative. He asked Harold Tate, DDA how signage played a part in the downtown master plan. Tate shared plans regarding signage and how technology is changing the way signage is applied.

Tandy Patrick, Greenebaum, Doll & McDonald, PLLC told the committee her firm has filed a text amendment on behalf of a neighborhood association, saying several members were fined for violations. She said the text amendment is asking that real estate signs also be held in compliance. Her

proposal also includes use of property as to what signage would apply and definition of commercial real estate.

Martin asked for a definition of real estate signs and outline of the proposal. Ms. Patrick said the proposal is based on *use of property*.

Crystal Blackburn, Lexington Board of Realtors spoke to the committee regarding the importance of real estate signage and the impact on tax revenues. Lane had a question on current sign application. Blackburn could not comment, but would get back to the committee with that answer.

Don Sebastian, real estate attorney spoke addressing enforcing the ordinance the way it is now would be detrimental to the real estate industry. Lexington Home Builder Association also commented on regulations and enforcement of the current sign ordinance. Lane summarized, to be on equal footing with other markets, commercial real estate signage should be addressed. He said issues specific to residential real estate seem to be working adequately.

Chris King recommended against amending the entire ordinance and to review sign regulations specific to Article 17-6. He said ultimately council would have to vote either up or down any amendment to the ordinance and planning commission recommendations.

Martin asked if any modification approved by council have to go before the planning commission King said they may not need to.

Martin said he would like to introduce a possible change to the time frame of putting signs out, but does not want to hinder needs of commercial signage.

Motion by Martin directing law department to draft an amendment to article 17-6: Permitted Signs In all Zones changing wording: from and to or, seconded by Lane, passed without dissent.

"Temporary signs related to events that are sponsored by residential neighborhood ~~and or~~ owners associations that are located with the public or private street right-of-way of that neighborhood, and that are located within the required sight triangle of any intersection under Section 17-4(j). such signs shall not exceed six (6) square feet in area and six (6) feet in height, and shall not be displayed more than ~~ten (10)~~ **seven (7)** day prior to the event, and must be removed within ~~five (-5-) two (2)~~ business days of the completion of the event." **And shall not exceed ten (10) signs per event.**

Emma Tibbs told the committee many neighborhoods have deed restrictions regarding signs and most neighborhood associations have no problem other than with temporary signs.

\*

Myers had several questions about temporary signs and enforcement. He asked King and Dewey Crowe, Building Inspection for recommendation to strengthen the law and collecting fees.



David Barberie explained this would require a change to KRS, (state law criminal code. Myers asked Barberie to draft legislation asking for a change to KRS.

Motion by Feigel making a friendly amendment to Martin's motion regarding neighborhood signs, add to the motion "shall not exceed ten (10) signs and change "not more than ten (10) prior to seven (7) days prior, seconded by Lane, passed without dissent.

Motion by Beard recommendation to amend "two (2) business days instead of five (5) days of the event". Seconded by Feigel, passed without dissent.

### 3. Items in Committee

Paul Schoninger, Council Staff went over items and advised the committee status of each.

Motion to adjourn, passed, meeting adjourned at 2:38 pm

### **Chevy Chase Meter Update 09/15/09**

Over the past six months, the Parking Authority has been monitoring and comparing the usage of the old style single space meters and the new solar powered pay & display meters.

There are four blocks, two on High Street and two on Euclid where the new pay & display meters were installed and we left the old style meters in place to compare the old and the new.

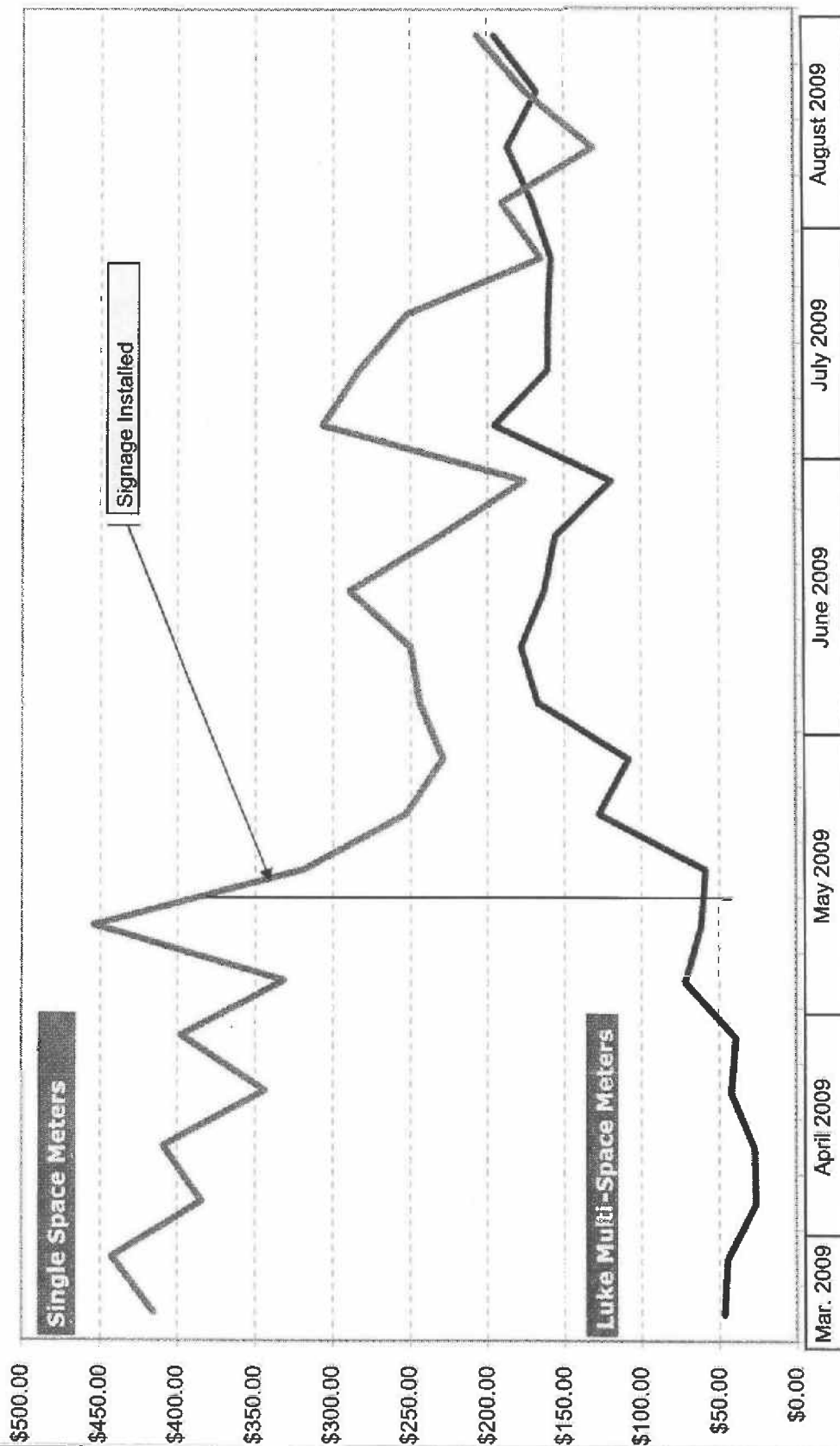
When the study first started back in March most parkers were used to and chose the old style meters over the new style meters, but very quickly the acceptance of the new style meters was noted. Around May 15, 2009 we removed the old single space meters on the East side of High Street (across from Great Clips etc.) as everyone agreed that people would end up walking across the street to get to a Chevy Chase merchant, so the walking to and from the new pay & display meters wasn't really an issue there. Also at that time we installed small signs on all the old meter posts just under the meters that were left on their posts, which indicated that you could use the new pay & display meters if you didn't have quarters. Immediately following the installation of these instructional signs the public began using the new meters and the usage of the old meters dropped off drastically. In August there was a week where more people actually chose to use the new pay & display meters over the old style meters while parking on these 4 blocks.

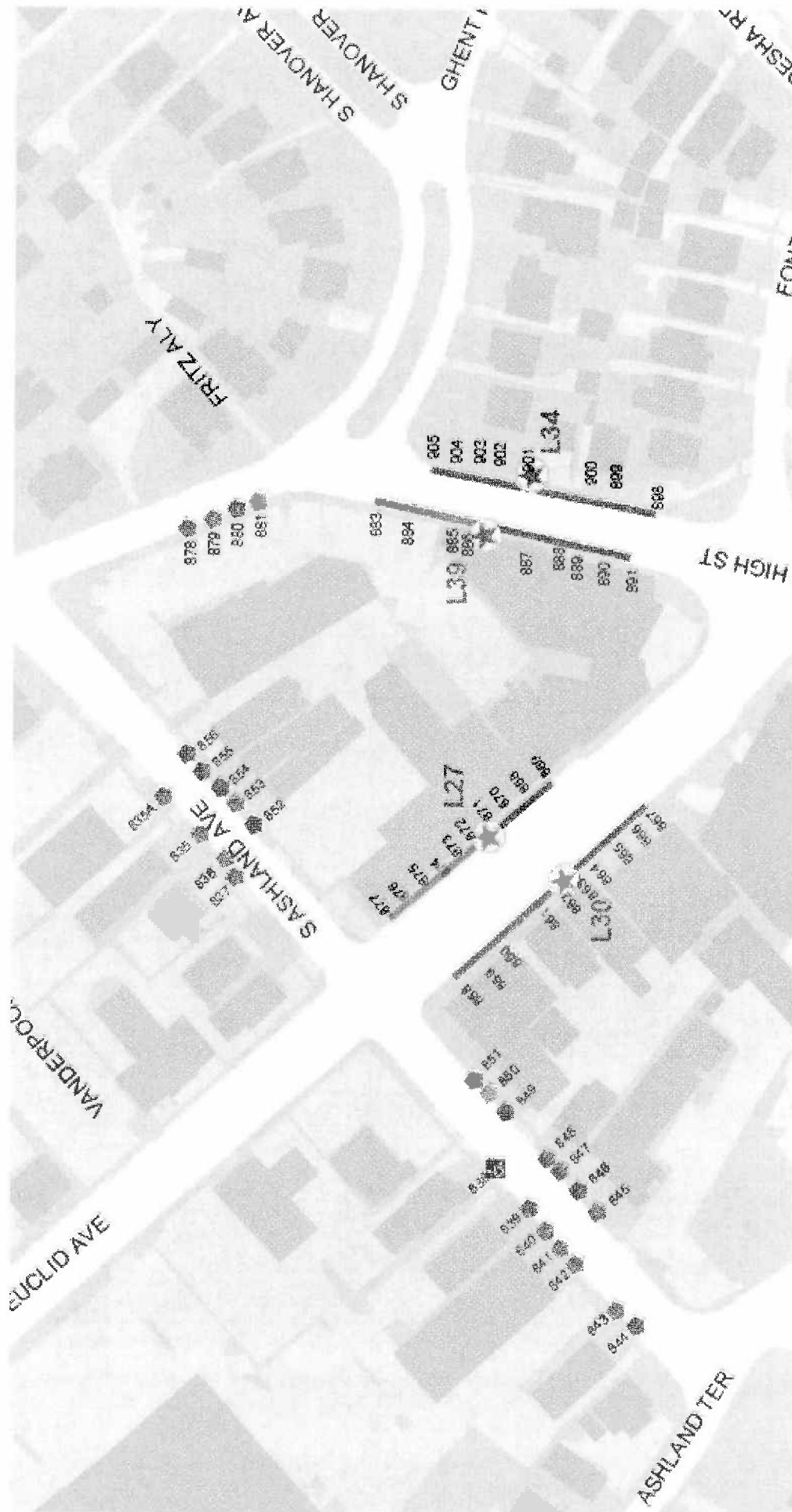
During the September 9, 2009 LFCPA board meeting upon reviewing this factual information the LFCPA board made the decision to remove the old meter heads and use them in other locations as needed.

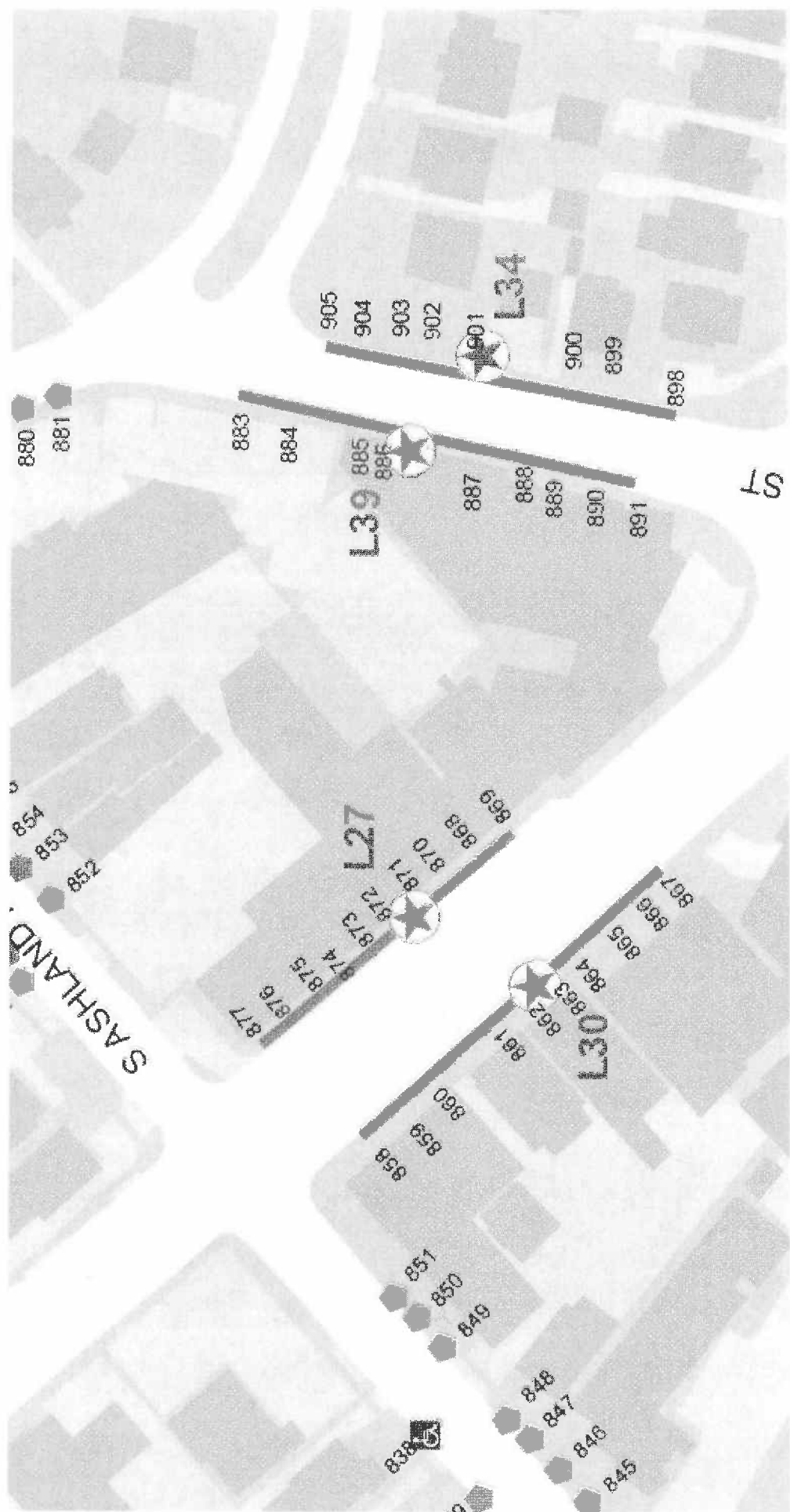
We then notified all the Chevy Chase Merchants who had attended our meetings that we planned on removing the old style meter head in the near future.

TO BE CONTINUED, {need to insert latest update from council work session here}

**Weekly LUKE Revenue vs. Single Meter Revenue  
Chevy Chase Zone (LUKE 34 Omitted)**









**PAY TO PARK**

**2 HOUR LIMIT**



**MON-FRI 8AM-5PM**



**Pay & Display meter  
accepts bills and  
credit/debit cards**



**MON-FRI 8AM-5PM**

**LEXINGTON-FAYETTE URBAN COUNTY COUNCIL**  
**Memorandum**

TO: Cheryl Feigel, Councilmember  
5<sup>th</sup> District

FROM: Paul Schoninger  
Staff to Council

DATE: September 25, 2009

SUBJECT: Chevy Chase Parking Meters

This memo is in response to your request for information regarding the parking meters that the Parking Authority planned to install in the Chevy Chase area.

Parking particularly in a mixed use area (with retail, office, residential uses) like Chevy Chase is a function of land use as much as a business decision. Each land use has distinct parking needs that may be complimentary to each other, but also may conflict with each's parking/transit/transportation needs.

The Chevy Chase area is very different than the downtown business area and therefore has different parking needs and demands. It has a mix of on street/off street, public/private, "free"/pay parking. In addition it has an adjacent residential parking permit district that impacts the area as well. Parking should be considered part of an overall theme within the Chevy Chase commercial area.

The appropriate mix of parking policies should consider various factors, such as local objectives, existing parking occupancy, turnover, land use, public/private investment, auto ownership and alternative travel modes availability.

Numerous jurisdictions have established parking authorities, which utilize many innovative technologies to manage parking, including the multi-space meter that is used by the Lexington Parking Authority.

In Boston, MA the Bay Area Parking Authority for examples uses the multi space boxes for much of its on street parking. However in some areas the customers designates what space the payment is for at the meter rather than walking back to the car with a receipt. This information is stored electronically at the meter and is periodically checked by enforcement staff.

In San Diego, the Parking Authority has reached an agreement with several merchants groups, neighborhoods and others to share parking revenue. The businesses groups and neighborhoods

Cheryl Feigel, Councilmember 5<sup>th</sup> District  
September 25, 2009  
Chevy Chase Parking Meters  
Page Two

becomes a partner to better manage and utilize parking. The funds are then to be used to improve the appearance of the areas, such as beautification projects, extra maintenance, security, etc.

Technology improvements have also fostered an array of new innovative parking management strategies. All of the tactics have their own unique advantages and disadvantages. By examining the parking needs, the most appropriate strategy be chosen.

The Parking Authority has provided a map (enclosed) of on street parking in the area along with monthly revenue since the test period started in Feb 09. What is missing is any evaluation of how parking is being utilized, including turnover and occupancy rates. In addition the other parking options in the area - unmetered off street spaces, the Chevy Chase garage, surface lots, etc. - are not included in the analysis. All of those missing elements impact on street-parking use.

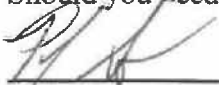
The attached chart of monthly revenue indicates that customers have gotten use to the new meter. However that along is not a true indicator that the new system is the most appropriate for the area.

The Parking Authority option of walking back to the vehicle to place receipt in dashboard is inconvenient for many users, as well as impractical for disabled or senior users. While the system has many advantages it may not be suited for an area like Chevy Chase.

There are many benefits to using the new meter design. Generally operating costs, collection costs and maintenance costs are reduced. To an extent the use of the multi-space equipment reduces clutter on the streetscape as there are fewer meters on the street. However as mentioned above it is very inconvenient for some customers/users. The types of businesses that are located in the Chevy Chase area have to be very sensitive to customer needs.

The Parking Authority has been granted the right to manage most public parking in Fayette County. The Urban County Council asked that they suspend the multi space system until Council discusses. Further I understand that the Authority has agreed to delay implementation. However I believe the Parking Authority has the right to go ahead without Council consent.

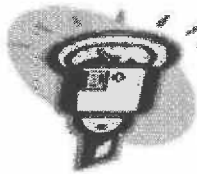
Should you need any further information please do not hesitate to contact me at 258-3208.



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Paul Schoninger  
Staff to Council

c: Jaime Bloyd



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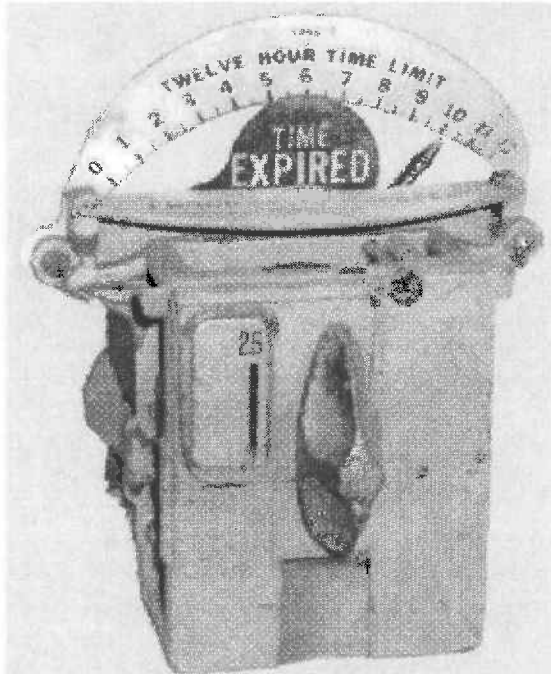
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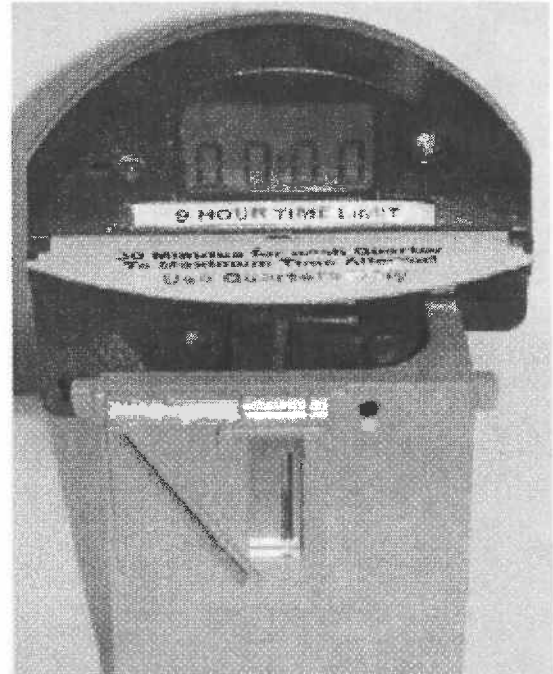
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June 26, 2009, 4:14pm

The City of Chicago **has released an official response** to a **report** released earlier this week by the Active Transportation Alliance (a Chicago bicycle & pedestrian advocacy group) which **claimed that the city had relinquished control** over its parking meter system in the \$1.15 billion, 75-year lease of the system to an investor operator team lead by Morgan Stanley.

Though the City's response is focused on the ATA report, it offers what I find to be a sound rebuttal of several prominent critiques of the half-year old deal. Among them:

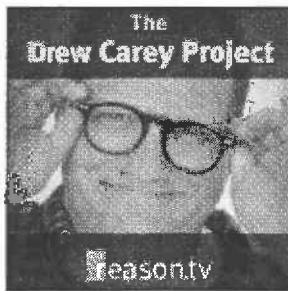
**Transaction Provides Optimal System Utilization**

As ATA notes, the objective of market-based pricing is to bring pricing to a level that will provide optimal utilization of the system. The meter rate increase implemented in early 2009 were intended to do just that, specifically reducing cruising for underpriced parking and promoting turnover and availability. This makes locations served by meters more popular. Before that, meter rates had not been increased at nearly 75% of the parking meters in more than two decades.

**Parking Meter Concession Will Help Maintain and Improve City Neighborhoods**

The ATA argues that revenues generated from parking meters should be earmarked for "filling potholes, repairing sidewalks, planting trees, replacing streetlights, and funding more efficient transportation options." First – net revenue from the parking meter system historically did not fund these specific items, but rather was part of the general corporate fund revenue stream.

But the proceeds from this transaction – as well as other long-term leases – have very much allowed the City to continue to invest in neighborhood improvements and quality of life. In fact, in 2005, after the City closed the Skyway transaction and set aside \$500 million in a long-term reserve, the City earned rating upgrades from all three rating agencies.

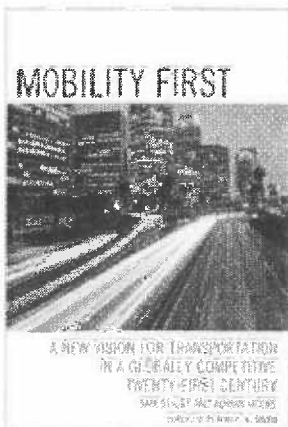
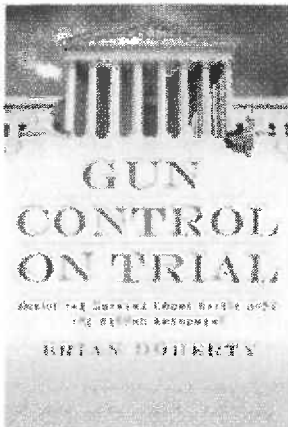


A strong credit rating has an substantial impact on the City's cost to issue debt – higher credit ratings mean lower borrowing costs, which is critical to funding transportation infrastructure projects that improve Chicago's neighborhoods and transportation system. And it is misleading for the ATA to assert that drivers will not see benefits from the concession deal – the benefits of greater parking availability, less congestion, as well as the benefits that the city's corporate fund provides – including clean and safe streets and traffic control – are all being furthered by this transaction.

### City Maintains Control Over Public Way

Further, the City of Chicago always retains control of its public way. The claim that the City has lost control of "one of their most powerful urban planning and revenue generating tools" is absolutely incorrect. Chicago has a 15 plus-year track record of improving the bike, pedestrian and transit environment (i.e. non-motorized) including one of the country's largest on-street bike networks and myriad safety education and outreach programs. Those programs are continuing across the City, and will continue for years to come, in part, because of the money received from the concession agreement.

To suggest that the parking meter concession "restrictions will severely limit innovative planning for bicyclists, pedestrians and transit users" is wholly wrong. To the contrary, the City continues to pursue a wide range of planning efforts and construction projects, part of an ongoing effort to offer attractive non-driving options.



### Substantial Operating Efficiencies and Customer Service Improvement to Be Realized

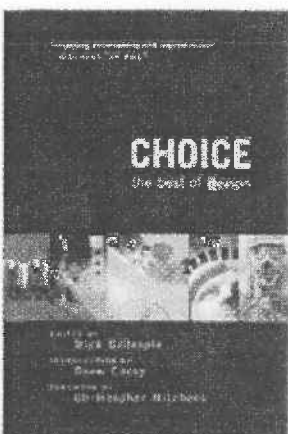
The ATA is also critical of the concession, claiming that there are "no appreciable operating efficiencies to be gained." At the same time, the ATA also notes that the concessionaire "is required to pay for all capital improvements to the system, including the transition from typical meters to pay and display boxes that accept credit cards."

Pay and displays are costly. In the first year alone, the capital expenses for this technology will cost the concessionaire between \$40 and \$50 million to install 3,000 pay and display boxes, while the City only installed 190 over the last five years. \$40 million to \$50 million is more than two times the meter revenue in 2008, and it is an expense the concessionaire will own several times over during the life of the agreement.

This is the very technology necessary to measure utilization and accomplish the ATA's goals of congestion and peak period pricing, as well as its goal of un-cluttering city streets and sidewalks.

### The City Sheds Risk of Reduced Auto Parking

The ATA's report also neglects the notion of risk. The ATA would like to see a reduction in vehicle use and an increase in walking, biking, and public transportation. Increased use of other modes of transit – which ATA supports – will surely negatively impact meter utilization. And that is a



significant risk to revenue that the City no longer owns.

17

In fact, over the 75-year period of the concession there are a number of significant risks that the City no longer bears, including those utilization risks associated with changes in population, economic activity, and technology. For instance, there were no combustible engines 75 years ago, and 50 years ago there were no parking meters. To assume there are no technological advances that will change the use of on-street parking meters would be naïve.

#### **City Uses Proceeds for the Long-term and Today**

The \$1.156 billion received by the City is not an "upfront payment that solves short term financial problems without considering the long term implications." A significant portion of the payment the City received is being invested for future use. In fact, the City invested more than \$400 million in a long-term reserve that will replace the net revenue provided by the meter system and increase the City's long-term reserves to \$900 million.

The City also invested \$325 million in a mid-term budget relief fund that will help us balance budgets through 2012, and \$320 million in a budget stabilization fund that may be used to help bridge the period until the nation's economy recovers, allowing the City to continue vital services and avoid steep tax increases. Finally, the City is investing \$100 million in human infrastructure programs like the low income housing trust fund, and ex-offender and other job and social programs. Finally, \$150 million was used to help balance the 2008 and 2009 budgets, avoiding major layoffs or tax increases.

#### **City Maintains Control Over Parking Rates and Meter Placement**

And finally, the ATA's claim that the City has lost control over the parking meters specifically is purely fiction. The setting of meter rates is a reserve power of the City. It cannot be assigned to the concessionaire. Changes to the rate structure and hours of operation can be implemented, but the City must be cognizant of the implications those changes may have on revenues. The City has historically always owned the risk of a revenue impact when changes to the meter system are made. It continues to own the risk today.

There are opportunities, however, to reduce the economic risk. The City can increase rates, hours of operation, or even the number of meters to mitigate the impact. A cost benefit analysis is always necessary to determine if changes to on-street parking are advisable. These benefits are not always economic, but could have to do with promoting the free flow of traffic or providing deterrence to parking in heavily congested area.

This is indeed a lengthy excerpt, but I'd also advise reading the full four-page paper for more responses to commonly-raised concerns about the parking meter transaction. Given the obvious misunderstandings regarding the initiative (**which we written extensively on**), the City's rebuttals on critical points are well-merited and offer some substance to counter the many myths and misperceptions that have arisen in recent months.

Perhaps the most important point to reiterate repeatedly is that via privatization, city officials actually **gain control** over the system, not lose it, as critics often assert.

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For Immediate Release  
 Contact: Pete Scales - Finance/Budget  
 Phone: 312-744-1821  
 E-mail:  
 Friday, February 13, 2009

## City Closes Parking Meter Transaction

### **Provides \$1.15 Billion to Bolster City Reserves, Balance the Budget, and Help People Most in Need**

The City of Chicago closed the concession lease sale of the parking meter today with Chicago Parking Meters, LLC. For the right to operate Chicago's metered parking system of approximately 36,000 parking spaces for 75 years, the firm today provided City of Chicago taxpayers a single \$1.15 billion payment.

The transaction would make Chicago's the first major publicly-owned meter system in the United States to be subject to a long-term concession.

"Under this agreement, we will use funds from the parking meter lease to substantially add to the city's long-term reserves, help balance this year's budget, support people in need, and create a rainy day fund to help Chicago work through these difficult economic times," said Mayoral Chief of Staff Paul A. Volpe. "While other cities and states are struggling to find ways to help balance their budgets, we're creatively working to protect our property taxpayers for years to come."

The nearly \$1.2 billion in net meter proceeds will be allocated into four distinct funds:

- \$400 million in a long-term reserve/revenue replacement fund, similar to the \$500 million long-term Chicago Skyway reserve, which will bring the city's total long-term reserves to \$900 million;
- \$325 million in a mid-term budget relief fund to help balance city budgets through 2012, consistent with the 2009 budget plan;
- \$100 million human infrastructure fund to support for programs helping those most in need; and
- The balance – nearly \$320 million – in a budget stabilization fund that may be used to help bridge the period until the nation's economy begins to grow again.

Chicago Parking Meters, LLC consists of Morgan Stanley Infrastructure Partners A Sub LP (76% ownership), Morgan Stanley Infrastructure Partners LP (23%) and several other entities sharing 1% ownership. LAZ Parking will serve as the operator for Chicago Parking Meters, LLC.

As part of this agreement, graduated meter rate increases will be implemented over a period of five years that will bring rates closer to market level.

And as the city announced earlier in the week, LAZ will begin changing meter rates, and days and times of required operation starting with the Loop area. The changes are expected to be complete within a month. Motorists are encouraged to take note of posted meter rates, and required hours of operation. Motorists are only required to pay meters based on posted signage.

Although the approximately 36,000 meters are located throughout the city, about 25% of are located in

two downtown wards. Nineteen wards each hold less than 1% of the parking meters and two wards contain no parking meters at all.

These increases will be the first in more than 20 years for more than 25,000 of the 36,000 meters.

This agreement also mandates the private operator to make system upgrades in the near future that will provide cashless payment options far sooner than the city would be able to complete. And by the middle of 2011, all meters must have both cash and cashless payment options.

The new downtown parking meter rate of \$3.50 per hour compares favorably to hourly rates in downtown or commercial areas in other cities like Denver, Houston, San Francisco, Seattle, Dallas, Las Vegas, and West Palm Beach, FL, where hourly rates range from \$4.00 to \$8.00 an hour.

And at \$3.50 an hour, downtown meters also still compare extremely favorably to off-street options.

Under the agreement, the City Council retains the right to revise the rates, change the number of meters or the hours of operation. But to the extent the City takes action that negatively impacts meter revenue, it will be obligated to replace that value to the private operator.

“During the toughest economy our nation has faced in over fifty years, it is more important than ever that we manage our budget in ways that are both responsible and creative,” Volpe said. “The funds from this parking meter agreement will strengthen our city’s finances for the long term, give us the ability to continue investing in people’s needs and most importantly, protect our city and taxpayers from a worsening economy.”

Chicago has been a national leader in innovative financial management.

The \$1.83 billion lease of the Chicago Skyway, completed in January 2005, has been a model for state and local governments, and it allowed the city reduce city debt, create reserve funds, and invest in people and neighborhoods.

The February 2006 lease of the public parking system comprised of the four parking garages beneath Grant and Millennium parks provided the City and Chicago Park District with \$563 million to pay for capital improvements in parks in neighborhoods throughout the city, pay Park District operating expenses, retire debt and rebuild Daley Bicentennial Plaza.

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## NEW - Comet Personal Parking Meter

Re-loadable over the Internet and mobile phone!

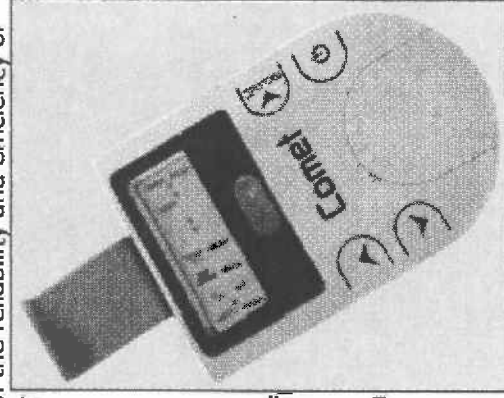
### What is Comet?

**Comet** is the latest addition to the Ganis Systems personal parking meters. Based on the reliability and efficiency of the Smart Park method, but designed to fit the needs of the modern parker. **Comet** is a *personal parking meter* used by parkers to pay for on-street parking fees. The device is displayed inside the parked vehicle and automatically deducts the parking fee from the pre-paid bank inside the device.

The day-to-day management of the system can be run completely independently from the city council or parking department. The parking management body will be responsible for the implementation of the system, but the mundane selling and re-loading can be done over the Internet. **No need to take on and train extra staff** to sell the devices and to deal with customers needing to top-up their banks.

For an inside look into the reloading site, **you can visit our DEMO site**. Here you can see how customers will be able to load their Comets online, check the parking parameters or even purchase Comet or accessories online. This is an example of the systems that we can set up for your city.

**All in all a very straightforward and effective payment system for on-street parking!**



## MAIN FEATURES

- **Cashless system** – no need to look for small change or to insert a credit card in a parking meter
- Can be **reloaded over the internet**, mobile phone, or in the parking shop
- Can be reloaded using a **USB cable which automatically downloads anonymous parking data** used for statistical analysis, and uploads new parking zones/tariffs
- Has a **replaceable battery**
- Unlimited lifetime
- Can be reloaded as often as required – **no maximum number of reloads**
- Multiple zone operation
- Or can be programmed to work only in one zone – **to replace the special permits**
- Can be programmed to charge a maximum fee
- **Totally maintenance free**
- **Very low cost** system
- Can be programmed with the city/university's zones and tariffs
- **Simple and efficient enforcement** (visual and with the use of a GPRS enforcement system)

**\*\* 16 good reasons to use a personal parking meter \*\*** ([click here](#))

## GETTING STARTED

### What does the municipality need to start using the Comet System?

- Define the areas and streets in which it will operate – both on the streets and a leaflet to inform the motorists of the zones
- Inform your enforcement team that the new system will soon be available to motorists
- Ganis will provide you with your personalized Comet site that will be linked to your city's website
- Advertise and market the system to potential users

### How does the motorist start using the Comet system?

- Purchase Comet personal parking meter either online or at the municipality parking office (The motorist will receive a town map showing the various zones and tariffs)
- Go to your city/university's parking site to load the first sum of money into the Comet's bank (instructions will be provided both on the site and with the device)
- Parking – very simple to use - find a parking space, park, activate Comet and select your parking zone, display, leave the car. Upon return, switch Comet OFF and this will stop the payment. **Couldn't be simpler!**

- The motorist will be able to recharge or replace the Comet at their ease either over the internet or by a series of SMS
- As in all types of personal parking meters, motorists will only ever pay for the actual time parked!

**The latest in parking payments... click here to order a trial now!**

Address: 3, Golde Meir St, Nes Ziona  
Science Park, Nes Ziona, 74140, ISRAEL

EMAIL US : [info@ganis-systems.com](mailto:info@ganis-systems.com)

CALL US : +972 8 9477448

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*City of Minneapolis    Parking*

## Minneapolis Parking Meter Testing

Minneapolis is preparing to replace its parking meters in the next few years, and testing several options now will help the City choose its next generation of meters.

Minneapolis  
**METER TESTING**

Many of the meters being tested offer new options for drivers. Unlike Minneapolis' current meters, some of the new ones accept credit cards, a feature that many drivers have been asking for. Four of the meters being tested are multi-space meters, a technology that is fairly new but that is gaining in popularity around the country.

The new meters will be tested for about six months while the City studies how they work and how well drivers like them. People who park at the new meters will be able to share their feedback about them by calling 311 or filling out a short survey online. The results of the testing period will help City engineers decide what kind of meters Minneapolis will use in the future.

See the locations of the test meters.

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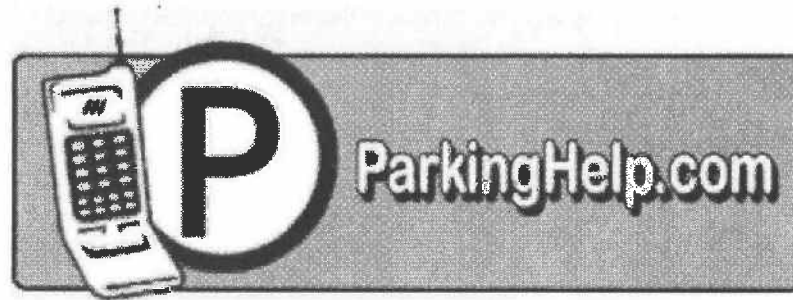
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Minneapolis  
**METER TESTING**



**Member Login**

User:

Pass:

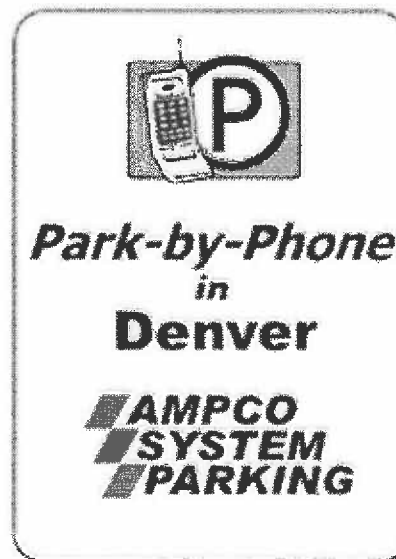
[I forgot my user/pass](#)

[I need to register](#)

Online parking, meter time, daily lot space,  
with a simple phone call.



- Home
- Sign Up
- Contact Us
- My Info
- Event Permits
- Meter/Lot Time
- Locations
- Support
- How It Works
- Press
- Daily Permits
- Log Out

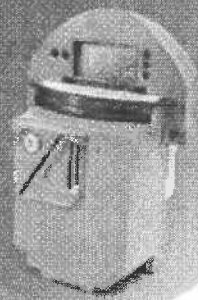


View the Denver, CO Park-By-Phone & AMPCO SYSTEM PARKING  
Event Slideshow and Video



Fresno State  
Football parking  
permits.. create an  
account, then select  
Event Permits

Terms and Conditions  
Copyright © 2003-09 Park-by-Phone.com



## Single-Space Meters

Smart technology for true system integration and intelligent parking management

There are good reasons that the majority of single-space parking on streets and lots across North America are metered by Duncan Solutions®. It's because our meters offer matchless reliability and functionality. Duncan® single-space electronic meters use our patented operating system and intelligent software to run powerful management applications. Data such as audit, maintenance status, battery condition, self-diagnostics events and location are readily available. The results are higher accuracy, streamlined operations and long-lasting benefits to your entire parking program.

Raising the bar for craftsmanship, durability and performance

- **Long-lasting reliability.** Next generation construction and electronics.
- **Improves uptime.** Patented coin recognition avoids jams.
- **Reduces upkeep.** No moving parts or exposed wires for longer, easier performance.
- **Increases revenues.** Programmable to use Smart Cards.
- **Saves time and money.** Easily reprogram time and rate in just seconds.
- **Enhance management and planning.** Generates records of audit, inventory and maintenance.
- **Streamline enforcement.** Easy-to-read, bright liquid crystal displays.
- **Efficient system integration.** Patented operating system and smart software communicate with authorized data terminals.
- **Added security.** Option of patented Duncan® CashKey™ and/or CashCard™ protects against fraudulent manipulation of data.
- **Cost-effective.** Compatible with all Duncan® housings.



## Expanded Functionality. Enhanced Reliability.



DUNCAN® EAGLE OPTIMA™

Designed for multi-use, E-Purse Smart Cards

Extra security via SAM (Secure Access Module)

Dot-matrix backlit LCD for easy nighttime visibility and custom message capability

User-friendly decrement button



DUNCAN® EAGLE 2100™

Best coin recognition in the industry

Exceptionally robust card reader

Gold contacts for years of trouble-free operation

Molded card wiper for extra protection



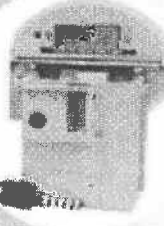
DUNCAN® EAGLE CK

Cost-conscious choice for upgrading from mechanical to electronic

Popular, reliable meter since 1994

Uses common 9-volt battery

Convenient Duncan® CashKey™ debit system



*Integrating and streamlining  
your entire parking and  
enforcement process*

METERS  
HANDHELDS  
PROCESSING  
COLLECTIONS

METER SOLUTIONS

*From initial needs evaluation through lifecycle support,  
Duncan Solutions, Inc. is your single source partner.  
End-to-end or modular, we offer intelligent solutions for:*

>> ENFORCEMENT. Handheld Citation Issuance  
Computers, Enforcement Software, Management Software

>> PARKING METERS. Pay by-Space, Pay & Display, Single Space

>> CITATION MANAGEMENT & DEBT COLLECTION.  
Processing, Collections, Customer Call Center, Permit  
Management, Appeals & Correspondence Management

>> FINANCE OPTIONS & PARTNERSHIP PACKAGES.  
Purchase, Lease, Lease to Own, Revenue Sharing,  
Concession Models, Performance Contracting

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solutions

Suite 1300  
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Milwaukee, Wisconsin 53233  
868.1rg DUNCAN  
or 888.993.8622

[www.duncansolutions.com](http://www.duncansolutions.com)

**512.080 Unlawfully posting advertisements.**

(1) A person is guilty of unlawfully posting advertisements when, having no right to do so or any reasonable ground to believe he has such a right, he posts, paints or otherwise affixes to the property of another person or to public property any advertisement, poster, notice or other matter.

(2) Unlawfully posting advertisements is a violation[-]; however, posting advertisements to public property may be also enforced by the local jurisdiction through the issuance of civil fines pursuant to KRS 65.8808.

## ORDINANCE \_\_\_\_\_

AN ORDINANCE AMENDING SECTION 4-2(A) OF THE CODE OF ORDINANCES, RELATING TO THE CARE AND TREATMENT OF ANIMALS, TO AMEND THE DEFINITIONS FOR "ADEQUATE SHADE" AND "ADEQUATE SHELTER".

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BE IT ORDAINED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 – That Section 4-2(a) of the Lexington-Fayette Urban County Government Code of Ordinances be and hereby is amended to read as follows:

**4-2. Care and Treatment of Animals.**

(a) Definitions.

- (1) "Adequate food" means the provision of foodstuff that is uncontaminated, wholesome, palatable, and of sufficient quality and nutritive value to maintain the normal condition and weight of the animal. Food shall be provided at suitable intervals or at least once a day, unless restricted by a veterinarian. The diet shall be appropriate for the animal's species, age and condition. Food shall be served in a receptacle, dish or container that is physically clean and absent of agents injurious to the health of the animal.
- (2) "Adequate shade" means for dogs one or more separate outside areas of shade, large enough to contain all dogs at one time and to protect them from the direct rays of the sun. A doghouse shall not constitute adequate shade. For all other animals that, as determined by species, require shade, "adequate shade" means one or more outside areas of shade large enough to protect all the animals present from the direct rays of the sun.
- (3) "Adequate shelter" means for dogs an appropriate, durable, enclosed, permanent structure, or a structure manufactured to serve primarily as an outdoor shelter for a dog, with a roof, four (4) sides and a floor constructed in a manner to protect a dog's feet and legs from injury and with dimensions appropriate for breed and size. The shelter shall provide the dog adequate protection and shelter from heat and cold and from the direct effect of wind, rain and snow. The shelter shall have a sufficient amount of clean organic bedding material, e.g., straw, hay or wood shavings, to keep the dog warm and dry. For all other animals, "adequate shelter" means an appropriate structure that provides the animal adequate protection and shelter, as determined by the animal's species, from heat

and cold and from the direct effect of wind, rain and snow.

- (4) "Adequate water" means constant access to a supply of clean, fresh, drinkable water, unless restricted by a veterinarian, which is provided in a sanitary manner.
- (5) "Veterinary care" means an appropriate level of professional medical care and treatment by a licensed veterinarian to maintain the proper health and condition of an animal as determined by its species, breed and age.

Section 2 – That this Ordinance shall become effective upon its date of passage.

PASSED URBAN COUNTY COUNCIL:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CLERK OF URBAN COUNTY COUNCIL

PUBLISHED:

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## Services Committee Items

September 21, 2009

| <u>Item</u>                                               | <u>Referred By</u> | <u>Date Referred</u> | <u>Status</u>         |
|-----------------------------------------------------------|--------------------|----------------------|-----------------------|
| West Main/Vine Street Pedestrian Safety                   | Lawless            | 9-29-09              |                       |
| <b>Animal Cruelty Amendment</b>                           | <b>Martin</b>      | <b>9-29-09</b>       | <b>Oct 09</b>         |
| <b>Chevy Chase Parking Issue</b>                          | <b>Feigel</b>      | <b>9-15-09</b>       | <b>Oct 09</b>         |
| <b>Loading &amp; Unloading Zones in Downtown</b>          | <b>James</b>       | <b>8-18-09</b>       | <b>Oct 09??</b>       |
| <b>Slaughtering Livestock</b>                             | <b>Henson</b>      | <b>8-11-09</b>       | <b>Oct 09</b>         |
| <b>Signage Review</b>                                     | <b>Lane</b>        | <b>8-11-09</b>       | <b>Oct 09</b>         |
| Commercial Development & Neighborhood Association Signage | Lane               | 8-11-09              | Sept 09               |
| <b>2003 Public Utilities Ice Storm Task Force</b>         | <b>Gorton</b>      | <b>2-13-09</b>       | <b>Mar 09/Fall 09</b> |
| Private Solid Waste Providers                             | Gorton             | 2-13-09              | Spring 09             |
| Horse Cruelty                                             | Beard              | 8-6-09               |                       |
| Sign Ordinance                                            | Myers              | 9-9-08               | Spring 2009           |
| Multi-Way Stop Glendover Dr @ Valley Rd                   | Beard              | 7-8-08               | Petition Drive        |

| <u>Item</u>                                 | <u>Referred By</u> | <u>Date Referred</u> | <u>Status</u>           |
|---------------------------------------------|--------------------|----------------------|-------------------------|
| Imposing Fines for ROW Signage              | Myers              | 11-14-06             |                         |
| Curb Replacement Program                    | Gorton             | 3-12-05              |                         |
| Employee Automobile Usage and Reimbursement | Blues              | 5-13-08              | General Services Update |