

**AGENDA**  
**REGULAR MEETING OF THE AMES CITY COUNCIL**  
**COUNCIL CHAMBERS - CITY HALL**  
**DECEMBER 9, 2025**

**NOTICE TO THE PUBLIC:** The Mayor and City Council welcome comments from the public during discussion. The Standards of Decorum, posted at the door and available on the City website, define respectful conduct for public participation. If you wish to speak, please fill out the form on the tablet outside the door to the Council Chambers or scan the QR Code to the right to fill out the same form on a personal device. When your name is called, please step to the microphone, state your name for the record, and keep your comments brief so that others may have the opportunity to speak.



**CALL TO ORDER:** 6:00 p.m.

**CONSENT AGENDA:** All items listed under the Consent Agenda will be enacted by one motion. There will be no separate discussion of these items unless a request is made prior to the time the Council members vote on the motion.

1. Motion approving payment of claims
2. Motion approving Report of Change Orders for period of November 16-30, 2025
3. Motion approving Summary of Minutes of the Regular City Council Meeting on November 25, 2025, and the Special City Council Meeting on December 3, 2025
4. Motion approving Civil Service Candidates
5. Motion approving Ownership Update for Special Class C Retail Alcohol License - Ames History Museum, 416 Douglas Avenue
6. Motion approving new Class C Retail Alcohol License with Outdoor Service - Perfect Games, 1320 Dickinson Avenue
7. Motion approving new Special Class C Retail Alcohol License (BW) - The Spice, 402 Main Street
8. Motion approving the renewal of the following Beer Permits, Wine Permits & Liquor Licenses:
  - a. Aunt Maude's, 547 Main Street, Class C Retail Alcohol License with Catering Privilege and Outdoor Service
  - b. Cafe Beaudelaire, 2504 Lincoln Way, Class C Retail Alcohol License with Outdoor Service
  - c. Cyclone Liquors, 626 Lincoln Way (Back Room Only), Class C Retail Alcohol License
  - d. Mickey's Irish Pub, 109 Welch Avenue, Class C Retail Alcohol License with Outdoor Service
  - e. Thumbs Bar, 2816 West Street, Class C Retail Alcohol License with Catering Privilege and Outdoor Service
  - f. Tip Top Lounge, 201 E Lincoln Way, Class C Retail Alcohol License with Outdoor Service
  - g. Torrent Brewing Company, 504 Burnett Avenue, Class C Retail Alcohol License with Living Quarters and Outdoor Service
9. Motion approving revisions to City's Street Banner Policy
10. Motion authorizing the Police Department to apply for and participate in the 2025 Department of Justice Office of Justice Program's Bulletproof Vest Partnership Program

11. Requests from Ames Main Street for Snow Magic on December 1, 2025, through December 31, 2025:
  - a. Motion approving Blanket Temporary Obstruction Permit
  - b. Motion approving Blanket Vending License
  - c. Resolution approving waiver of Vending License fee
  - d. Resolution approving usage of electricity in Tom Evans Plaza and waiver of fees for electricity
12. Requests from Ames Main Street to extend free parking to include all remaining Saturdays in December 2025 to support small businesses:
  - a. Motion approving Blanket Temporary Obstruction Permit for Downtown and Campustown on December 13, December 20, and December 27, 2025
  - b. Motion approving transfer of \$7,404.75 from the Hotel/Motel Tax Fund to the Parking Fund
  - c. Resolution approving suspension of parking regulations and enforcement for Downtown and Campustown from 8:00 a.m. to 6:00 p.m. on December 13, December 20, and December 27, 2025
13. Resolution authorizing Public Art Commission to enter into agreements with artists for 2026/27 Ames Annual Outdoor Sculpture Exhibition selections
14. Resolution awarding contract with Tim Adams (dba Stony Creek Landscapes), of Webster City, IA, in the amount of \$30,000 for the fabrication, delivery, and purchase of the sculptural collection "Perennials" for the bus stop shelters along CyRide's Red Route
15. Resolution approving a Development Agreement for Public Improvements to Cedar Lane with the Ansley Subdivision Developer
16. Resolution approving contract and bond for the Homewood Golf Course Hole Nine Crossing Improvement Project with Con-Struct, of Ames, IA, in the amount of \$213,410
17. Resolution approving partial completion of required street trees and reducing financial security on file for Domani Subdivision 1st Addition to \$750
18. Resolution approving partial completion of stormwater management maintenance and reducing financial security on file for Domani 2nd Addition to \$6,553.64
19. Resolution approving partial completion of required street trees and sidewalks and reducing financial security on file for Scenic Valley 6th Addition to \$1,620
20. Resolution approving partial completion of required streetlights, trees, and sidewalks and reducing financial security on file for Scenic Valley 7th Addition to \$103,362
21. Resolution accepting the 2023/24 Ames Plan 2040 Sanitary Sewer Extension (S 500th Avenue County Line Road) project as completed by Rognes Corp., of Ankeny, IA, in the amount of \$542,477.70
22. Resolution accepting the 2024/25 Accessibility Enhancement Program as completed by TK Concrete, Inc., of Pella, IA, in the amount of \$91,701.68

**PUBLIC FORUM:** This is a time set aside for comments from the public on topics of City business other than those listed on this agenda. Please understand that the Council will not take any action on your comments at this meeting due to requirements of the Open Meetings Law, but may do so at a future meeting.

**ADMINISTRATION:**

23. Discussion on *Municipal Code* Chapter 14, Human Relations regarding civil rights protection for gender identity

**HEARINGS:**

24. Hearing on Lease of City Property located East of 731 Billy Sunday Road now known as



Lot 3 of Billy Sunday Subdivision to Lamar Advertising Company

a. Motion to continue Public Hearing to December 16, 2025

25. Hearing on Zoning Text Amendment for Landscaping Rock Mulch within Required Landscape Areas

a. First reading of ordinance

26. Hearing on Rezoning (with Master Plan) from Intensive Industrial to General Industrial for 23959 580th Avenue

a. First reading of ordinance

27. Hearing on Amendment to Adaptive Reuse/Major Site Development Plan for North Grand Mall located at 2615 Grand Avenue:

a. Resolution approving Adaptive Reuse/Major Site Development Plan

#### **ORDINANCES:**

28. Modifications to *Municipal Code* Chapters 4 and 19 to address Personal Transportation Devices

a. First reading of ordinance

29. Modifications to *Municipal Code* Chapter 19, Parks & Recreation, to clarify expectations of park use

a. First reading of ordinance

30. Second reading on Zoning Text Amendment for the South Lincoln Sub Area Mixed Use District (S-SMD) Single Family Design Standards

31. Third reading and adoption of ORDINANCE NO. 4577 on rezoning property at 220-400 Freel Drive from General Industrial (GI) to Government/Airport District (S-GA)

#### **ECONOMIC DEVELOPMENT:**

32. Staff Report regarding Developers' Request for Housing Incentives

#### **DISPOSITION OF COMMUNICATIONS TO COUNCIL :**

#### **REPORT OF GOVERNING BODY:**

33. Participation with agencies, boards and commissions:

a. Discover Ames (ACVB)

b. Ames Regional Economic Alliance (AREA)

c. Story County Emergency Management Agency (SCEMA)

d. Ames Transit Agency Board of Trustees

#### **COUNCIL COMMENTS:**

#### **ADJOURNMENT:**

Please note that this agenda may be changed up to 24 hours before the meeting time as provided by Section 21.4(2), *Code of Iowa*.



Item No. 2  
**MEMO**

**To:** Mayor & City Council  
**From:** Renee Hall, City Clerk  
**Date:** December 9, 2025  
**Subject:** Report of Contract Change Orders

The Report of Change Orders for the period of November 16-30, 2025, is attached for the City Council's review and consideration.

**ATTACHMENT(S):**  
[Change Order Report - November 16-30, 2025.docx](#)



## REPORT OF CONTRACT CHANGE ORDERS

Period:	<input type="checkbox"/>	1 <sup>st</sup> – 15 <sup>th</sup>
	<input checked="" type="checkbox"/>	16 <sup>th</sup> – End of Month
Month & Year:	November 2025	
For City Council Date:	December 9, 2025	

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purchasing Contact (Buyer)
Public Works	2023/24 Ames Plan 2040 Sanitary Sewer Extension (S. 500 <sup>th</sup> Avenue County Line Road)	2	\$551,057.70	Rognes Corporation	\$7,200.00	\$302.50	J. Clausen	KS
Public Works	2023/24 Ames Plan 2040 Sanitary Sewer Utility Infrastructure (265 <sup>th</sup> Street Extension)	2	\$2,036,000.00	SM Hentges & Sons, Inc.	\$167,994.00	\$-(30,778.94)	B. Phillips	KS
Facilities	Purchase and Intallation of Furniture at City Hall and Parks & Recreation Administration	2	\$130,170.89	Workspace	\$172.51	\$2,926.03	C. Mellies	JB
Parks & Recreation	Purchase and Intallation of Furniture at City Hall and Parks & Recreation Administration	3	\$130,170.89	Workspace	\$3,095.57	\$1,929.13	K. Abraham	JB
Parks & Recreation	Bid Package 31-1 Demolition & Earthwork Work for Fitch Family Indoor Aquatic Center	5	\$532,975.00	Con Struct, Inc.	\$62,131.00	\$2,575.00	K. Abraham	KS
Public Works	2024/25 Accessibility Enhancement Program	1	\$88,250.00	TK Concrete, Inc.	\$0.00	\$3,451.68	J. Clausen	KS

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purchasing Contact (Buyer)
Parks & Recreation	Bid Package 26-1 Electrical, Communications, Electronic Safety & Security Work for Fitch Family Indoor Aquatic Center	8	\$1,477,436.00	Van Maanen Electric, Inc.	\$53,231.00	\$2,411.00	K. Abraham	KS
Parks & Recreation	Bid Package 26-1 Electrical, Communications, Electronic Safety & Security Work for Fitch Family Indoor Aquatic Center	9	\$1,477,436.00	Van Maanen Electric, Inc.	\$55,642.00	\$1,049.00	K. Abraham	KS
Parks & Recreation	Bid Package 08-1 Entrance, Storefront, Curtainwall & Glazing Work for Fitch Family Indoor Aquatic Center	4	\$726,526.00	Orning Glass Company, Inc.	\$7,677.00	\$438.00	K. Abraham	KS
Parks & Recreation	Parks & Recreation Maintenance Facility	4	\$1,344,075.00	King Knutson Construction	\$1,822.26	\$11,760.00	J. Thompson	AM
Parks & Recreation	Bid Package 03-3 Precast Concrete & Structural Steel Work for Fitch Family Indoor Aquatic Center	6	\$2,710,000.00	Core Construction Services LLC	\$25,628.00	\$1,356.00	P. Goldbeck	KS
			\$		\$	\$		



Item No. 3  
**MEMO**

**To:** Mayor & City Council  
**From:** City Clerk's Office  
**Date:** December 9, 2025  
**Subject:** Approval of Minutes

Attached are the minutes from the Regular City Council Meeting on November 25, 2025, and the Special City Council Meeting on December 3, 2025.

**ATTACHMENT(S):**

[C25-1125 Summary.pdf](#)  
[C25-1203.pdf](#)

## SUMMARY OF MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

NOVEMBER 25, 2025

The Regular Meeting of the Ames City Council was called to order by Mayor John Haila at 6:00 p.m. on the 25<sup>th</sup> day of November, 2025, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. Present were Council Members Bronwyn Beatty-Hansen, Gloria Betcher, Amber Corrieri, Tim Gartin, Rachel Junck, and Anita Rollins. *Ex officio* Emily Boland joined the meeting electronically.

**PROCLAMATION FOR "WREATHS ACROSS AMERICA DAY," DECEMBER 13, 2025:** Mayor Haila proclaimed December 13, 2025, "Wreaths Across America Day." Ames Wreaths Across America Sponsorship Group Chair Jamie Barker and Ames Legion Post 37 Commander Cliff Barker, accompanied by members of the American Legion Riders, accepted the proclamation.

**CONSENT AGENDA:** Mayor Haila noted that the City Council was working from an amended agenda, which removed Item No. 13 from consent.

Moved by Betcher, seconded by Rollins, to approve the consent agenda.

2. Motion approving payment of claims
3. Motion approving Report of Change Orders for period of November 1-15, 2025
4. Motion approving Summary of Minutes of the Joint City Council and Ames Human Relations Commission Meeting and Regular City Council Meeting on November 18, 2025
5. Motion approving the renewal of the following Beer Permits, Wine Permits & Liquor Licenses:
  - a. Ames History Museum, 416 Douglas Avenue, Special Class C Retail Alcohol License
  - b. Casey's #4315, 3218 Orion Drive, Class E Retail Alcohol License
  - c. The Cafe, 2616 Northridge Parkway, Class C Retail Alcohol License with Catering Privilege and Outdoor Service
  - d. Casey's #4314, 1118 South Duff Avenue, Class E Retail Alcohol License
6. Motion approving new 5-Day (December 8-12, 2025) Special Class C Retail Alcohol License - Apres Bar Co, 520 6th Street
7. Motion approving new 5-Day (December 16-20, 2025) Special Class C Retail Alcohol License - Apres Bar Co, 520 6th Street
8. Motion accepting the Fitch Family Indoor Aquatic Center Monthly Report
9. RESOLUTION NO. 25-588 accepting Abstract of Votes for November 4, 2025, Regular City Election
10. RESOLUTION NO. 25-589 accepting unconditional donation of Outdoor Lighting from Ames Main Street
11. RESOLUTION NO. 25-590 approving Commission on the Arts (COTA) Spring 2026 Special Project Grant contract
12. RESOLUTION NO. 25-591 approving FY 2024/25 Annual Street Financial Report

- ~~13. Resolution awarding contract to DGR Engineering, of Rock Rapids, IA, for Engineering Services for Ontario Road Substation and Mortensen Road Substation Improvements in the amount not to exceed \$1,302,700~~
14. RESOLUTION NO. 25-592 awarding contract to Gillig LLC, of Livermore, CA, for two 40' Heavy-Duty Diesel Buses in the amount of \$1,453,822
15. RESOLUTION NO. 25-593 approving entering into an agreement with the Iowa Department of Natural Resources for Resource Enhancement and Protection (REAP) Grant for the installation of a pedestrian bridge in Ontario Park in the amount of \$200,000
16. RESOLUTION NO. 25-594 approving entering into an agreement with the Iowa Department of Natural Resources for Resource Enhancement and Protection (REAP) Grant for the Moore Memorial Park Pedestrian Bridge Project in the amount of \$200,000
17. RESOLUTION NO. 25-595 accepting the Water Treatment Plant Lime Pond Underdrain Improvements Project as completed by Con-Struct, Inc., of Ames, IA, in the amount of \$204,369
18. 2023/24 Water System Improvements Program (Kellogg Avenue - 7<sup>th</sup> Street to 13<sup>th</sup> Street) and (11<sup>th</sup> Street - Burnett Avenue to Kellogg Avenue) project
- a. RESOLUTION NO. 25-596 approving Change Order No. 4 with Jet Drain Services, LLC, of Ames, IA, an increase in the amount of \$33,945.61
  - b. RESOLUTION NO. 25-597 accepting 2023/24 Water System Improvements Program as completed by Jet Drain Services, LLC, of Ames, IA, in the amount of \$890,901.93
19. RESOLUTION NO. 25-598 approving final plat for Discovery Place, First Addition, located at 3300 University Boulevard
- Roll Call Vote: 6-0. Motions/Resolutions declared carried/adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

**PUBLIC FORUM:** The Public Forum was opened by Mayor Haila.

Bonnie Alley, Discover Ames Director of Business Development, recognized and thanked Chuck Winkleblack for his long-term involvement in neighborhood stabilization, corridor renewal, and major projects that have influenced daily life in Ames. The Public Forum was closed by Mayor Haila when no one else came forward to speak.

**REQUEST TO SHARE COST FOR PAVING OF A 150 FOOT EXTENSION OF SE 3<sup>RD</sup> STREET IN THE KINGSBURY'S FIFTH ADDITION SUBDIVISION:** Planning and Housing Director Kelly Diekmann presented the developer's request for a cost-sharing arrangement for the short extension of SE 3<sup>rd</sup> Street.

Mayor Haila opened and closed Public Input when no one came forward to speak.

Moved by Betcher, seconded by Beatty-Hansen, to approve Alternative No. 1: Direct staff to draft an amendment to the Development Agreement for Public Improvement obligations with the property owners in the Kingsbury's Subdivision 5<sup>th</sup> Addition for cost

sharing of 50% or up to \$30,000 for the construction of the remaining unbuilt 152 feet of Southeast 3<sup>rd</sup> Street abutting Lot 3 of Kingsbury's 5<sup>th</sup> Addition, owned by WW Holdings, and Lot 2 of Kingsbury's 4<sup>th</sup> Addition, owned by Ante Opportunity LLC.

Vote on Motion: 6-0. Motion declared carried unanimously.

**HEARING ON ZONING TEXT AMENDMENT FOR THE SOUTH LINCOLN SUB AREA MIXED USE DISTRICT (S-SMD) SINGLE FAMILY DESIGN STANDARDS:** Director Diekmann presented information for the Zoning Text Amendment requested by Ames resident Jim Gregory regarding design standards in the South Lincoln Sub Area Mixed Use District (S-SMD).

The Public Hearing was opened and closed by Mayor Haila when no one came forward to speak.

Moved by Gartin, seconded by Corrieri, to pass on first reading an ordinance regarding a Zoning Text Amendment for the South Lincoln Sub Area Mixed Use District (S-SMD) Single Family Design Standards.

Roll Call Vote: 6-0. Motion declared carried unanimously.

**HEARING ON LEASE OF CITY PROPERTY LOCATED EAST OF 731 BILLY SUNDAY ROAD NOW KNOWN AS LOT 3 OF BILLY SUNDAY SUBDIVISION TO LAMAR ADVERTISING COMPANY:** Moved by Betcher, seconded by Corrieri, to continue the Public Hearing to December 9, 2025.

Vote on Motion: 6-0. Motion declared carried unanimously.

**RESOURCE RECOVERY AND RECYCLING CAMPUS PROJECT UPDATE:** Public Works Director Justin Clausen presented the update alongside Resource Recovery Superintendent Mark Peebler and Assistant City Manager Brian Phillips. Director Clausen reported that the design phase was 60% complete. Highlights included changes to the tunnel configuration, new traffic flow for haulers and trucks, and an added recycling area for customers.

Council Members raised questions regarding traffic flow, truck weight, facility expansion capacity, and odor control. Manager Phillips explained that the facility had been designed based on a 20-year growth horizon to match the duration of the waste disposal agreement with Carroll County Landfill. Director Clausen noted that the facility would process waste more efficiently than the current system, thereby reducing odor issues.

**SECOND READING ON REZONING PROPERTY AT 220-400 FREEL DRIVE FROM GENERAL INDUSTRIAL (GI) TO GOVERNMENT/AIRPORT DISTRICT (S-GA):** Moved by Betcher, seconded by Rollins, to pass on second reading an ordinance rezoning property at 220-400 Freel Drive from General Industrial (GI) to Government/Airport District (S-GA).

Roll Call Vote: 6-0. Motion declared carried unanimously.

**THIRD READING AND ADOPTION OF ORDINANCE NO. 4576 ON ZONING TEXT**



**AMENDMENT TO AMEND MATERIAL STANDARDS FOR OFF-STREET PARKING AREAS AND DRIVEWAYS FOR AGRICULTURAL EQUIPMENT IN THE RESEARCH PARK INNOVATION DISTRICT:** Moved by Rollins, seconded by Beatty-Hansen, to pass on third reading and adopt ORDINANCE NO. 4576 on Zoning Text Amendment to amend material standards for off-street parking areas and driveways for agricultural equipment in the Research Park Innovation District.

Roll Call Vote: 6-0. Motion declared carried unanimously.

**DISPOSITION OF COMMUNICATIONS TO COUNCIL:** Mayor Haila noted that there were two items for consideration. The first was a Downtown Ames Guiding Vision Update from Ames Main Street Executive Director Travis Toliver.

Moved by Beatty-Hansen, seconded by Corrieri, to place the item on the agenda for the December 16, 2025, City Council Meeting.

Vote on Motion: 6-0. Motion declared carried unanimously.

A request for a Zoning Text Amendment to Accessory Structure Limits from Ames resident Alicia Wrabek was the second item.

Moved by Beatty-Hansen, seconded by Gartin, to take no action and to communicate this decision to the requestor.

Vote on Motion: 6-0. Motion declared carried unanimously.

**REPORT OF GOVERNING BODY:** The Members of the City Council and Mayor provided highlights from their attendance at various board and commission meetings.

**COUNCIL COMMENTS:** The Mayor and City Council Members reported on various events attended, upcoming meetings, community events, and items of interest.

**CLOSED SESSION:** Mayor Haila asked City Attorney Mark Lambert if there was a legal reason to go into Closed Session. Attorney Lambert replied in the affirmative, citing Section 21.5(1)(c), *Code of Iowa*, to discuss matters presently in litigation or where litigation is imminent.

Moved by Betcher, seconded by Corrieri, to go into Closed Session at 7:12 p.m.

Roll Call Vote: 6-0. Motion declared carried unanimously.

The City Council reconvened in Regular Session at 8:12 p.m.

Moved by Corrieri, seconded by Beatty-Hansen, to direct staff to proceed with the direction that was discussed in Closed Session.

Vote on Motion: 6-0. Motion declared carried unanimously.

**ADJOURNMENT:** Moved by Beatty-Hansen, seconded by Betcher, to adjourn the meeting at 8:13 p.m.

Vote on Motion: 6-0. Motion declared carried unanimously.

---

Taylor Swanson, Deputy City Clerk

---

John A. Haila, Mayor

---

Renee Hall, City Clerk

## MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

DECEMBER 3, 2025

The Special Meeting of the Ames City Council was called to order by Mayor John Haila at 8:02 a.m. on the 3<sup>rd</sup> day of December 2025, pursuant to law. As it was impractical for the Council Members to attend in person, Council Members Bronwyn Beatty-Hansen, Gloria Betcher, Amber Corrieri, and Rachel Junck joined the meeting electronically. Council Member Anita Rollins and Tim Gartin were absent. *Ex officio* Emily Boland was also absent.

**CONSENT AGENDA:** Mayor Haila noted that there was one item on the agenda and asked if the City Council had any questions for staff.

Moved by Betcher, seconded by Corrieri, to approve the consent agenda.

1. Requests from Ames Main Street for Small Business Saturday on December 6, 2025:
  - a. Motion approving Blanket Temporary Obstruction Permit for Downtown and Campustown
  - b. RESOLUTION NO. 25-599 approving suspension of parking regulations and enforcement for Downtown and Campustown from 8:00 a.m. to 8:00 p.m. on Saturday, December 6, 2025

Roll Call Vote: 4-0. Motion/Resolution declared carried/adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

**ADJOURNMENT:** Moved by Betcher, seconded by Beatty-Hansen, to adjourn the meeting at 8:03 a.m.

Vote on Motion: 4-0. Motion declared carried unanimously.

---

Renee Hall, City Clerk

---

John A. Haila, Mayor



Item No. 4  
**MEMO**

**To:** Mayor & City Council  
**From:** City Clerk's Office  
**Date:** December 9, 2025  
**Subject:** Approval of Civil Service Candidates

Attached are the minutes for the Regular Meeting of the Civil Service Commission held on November 20, 2025

**ATTACHMENT(S):**  
[November 20 2025 Civil Service Minutes.pdf](#)

MINUTES OF THE REGULAR MEETING OF THE  
AMES CIVIL SERVICE COMMISSION

AMES, IOWA

NOVEMBER 20, 2025

The Regular Meeting of the Ames Civil Service Commission met in regular session in Council Chambers of City Hall, 515 Clark Avenue, with Commission Members, Kim Lunduska, Chairperson, Harold Pike, Co-Chair and Larry Conley present. Also in attendance Commission Clerk, Vicki Hillock and Erin Clanton, Brick Gentry P.C. Human Resources Director, Bethany Ballou, was brought in telephonically.

**APPROVAL OF MINUTES OF OCTOBER 23, 2025:** Moved by Pike, seconded by Conley, to approve the Minutes of the October 23, 2025, Regular Service Commission meeting. Vote on Motion: 3-0. Motion declared carried unanimously.

**CERTIFICATION OF ENTRY-LEVEL APPLICANTS:** Moved by Linduska, seconded by Conley, to certify the following individuals to the Ames City Council as Entry-Level Applicants:

<u>Environmental Engineer I</u>	Kristin Stein	83
	Mirna Surendra	80
	Prapti Shetty	75
	Jam Khan	69
	Shushan Wu	**
	Ashkan Naghdi	**

- \* Includes preference points
- \*\* Indicates carryover from prior certified list

Vote on Motion: 3-0. Motion declared carried.

**CERTIFICATION OF PROMOTIONAL-LEVEL APPLICANTS:** Moved by Conley, seconded by Pike, to certify the following individuals to the Ames City Council as Promotional-Level Applicants:

<u>Power Plant Maintenance Foreman</u>	Todd Safly	77
	Chris Sprong	75

- \* Includes preference points
- \*\* Indicates carryover from prior certified list

Vote on Motion: 3-0. Motion declared carried.

**COMMENTS:** The next Regular Meeting will be held in-person(weather permitting) on Thursday, December 18, 2025 at 8:15 am in Council Chambers of City Hall.

**ADJOURNMENT:** The meeting adjourned at 8:20 AM.

_____ Kim Linduska, Chairperson	_____ Vicki Hillock, Commission Clerk
------------------------------------	--



Item No. 5  
**MEMO**

**To:** Mayor and City Council  
**From:** Taylor Swanson, Deputy City Clerk  
**Date:** December 9, 2025  
**Subject:** Ownership Update for Special Class C Retail Alcohol License - Ames History Museum, 416 Douglas Avenue

Please see the attached documentation for an Ownership Update for Special Class C Retail Alcohol License - Ames History Museum, 416 Douglas Avenue.

**ATTACHMENT(S):**

[Ownership Amendment - Ames History Museum.pdf](#)

[<](#) CITY OF AMES

## Local Authority Review

CITY OF AMES

1208370801

&gt;

[Owners](#)

### Business Information

Customer Type

BUS

Business Sub-Type





Non-Profit


Business Designation

Legal Business Name




AMES HISTORICAL SOCIETY

### Old Ownership Information

Owner Type	Owner	Single Line Address	Ownership Percentage
 <a href="#">Owner</a>	VANCE, CASIE	5006 TODD DRIVE AME	0.00
 <a href="#">Owner</a>	ORNGARD, KATE	839 BROOKRIDGE AVE	0.00
 <a href="#">Owner</a>	HALLOCK, PETER	114 8TH STREET AMES	0.00
 <a href="#">Owner</a>	RINEY-KEHRBERG, PAM	204 24TH STREET AMES	0.00

Owner Type	Owner	Single Line Address	Ownership Percentage
 Owner	CAMERON, KENNETH	2707 DUFF AVENUE AN	0.00

## Updated Ownership Information

Owner Type	Owner	Single Line Address	Ownership Percentage
 Owner	VANCE, CASIE	5006 TODD DR AMES IA	0.00
 Officer	ORNGARD, KATE	839 BROOKRIDGE AVE	0.00
 Officer	RINEY-KEHRBERG, PAM	204 24TH ST AMES IA 5	0.00

## Impacted Active Licenses

Jurisdiction Code	Permit Type	License Number	Address
City of Ames	Special Class "C" R	BW0100156	

## Criminal History

Has anyone listed on the Ownership page been charged or convicted of a felony offense in Iowa or any other state of the United States?

No

Has anyone listed on the Ownership page been charged or convicted of a felony offense in Iowa or any other state of the United States?

No

## Local Authority Information

Local Authority Reviewing

City of Ames



Local Authority Signature Date





Approved/Denied <sup>⌵</sup>

*Required*



Local Authority Email <sup>⌵</sup>

*Required*

Local Authority Attestation Name \*

*Required*

Local Authority Contact Phone Number \*

*Required*

Comments



**Cancel**

**Save Draft**

< **Previous**

**Next** >

Your online session will timeout after 30 minutes of inactivity. All unsaved information will be lost.

### Resources

[Frequently Asked Questions](#)  
[Contact Us](#)  
[Subscribe to Updates](#)

### Other Links

[State of Iowa Directory](#)  
[Website Policies](#)



Item No. 6  
**MEMO**

**To:** Mayor & City Council  
**From:** Taylor Swanson, Deputy City Clerk  
**Date:** December 9, 2025  
**Subject:** New Class C Retail Alcohol License with Outdoor Service - Perfect Games, 1320 Dickinson Avenue

Please see attached documentation for a new Class C Retail Alcohol License with Outdoor Service - Perfect Games, 1320 Dickinson Avenue.

**ATTACHMENT(S):**

[Perfect Games Application.pdf](#)

< CITY OF AMES

## Alcohol Permit Review

CITY OF AMES

1208370801

>

[Permit Details](#)

### Business Information

Name of Legal Entity : AMES WESTSIDE BOWL, LLC

Business Type : Limited Liability Company

SOS Business Number : 840296

### Permit/License Details

Premises DBA : Perfect GAmes

Premises Address :

Permit/License Type : Class "C" Retail Alcohol License (LC)

Permit/License Length : 12 months

Permit/License Effective Date : 01-Nov-2025

Permit/License Expiration Date : 31-Oct-2026

Sales and Use Permit/License Number :

Premise Type : Bowling Alley

Contact Name : Kelly McPartland

Contact Phone : 515-509-3208

Contact Phone Extension :

## Privileges

☐ Outdoor Service

☐ Living Quarters

☐ Catering

Provided description of the Outdoor Service area:

## Premises Information

Control of Premises : Lease

Number of Floors : 1

Is your premises equipped with at least one adequate, conveniently located indoor or outdoor toilet facility for use by patrons? : Yes

Does your premises conform to all local and state health, fire and building laws and regulations? : Yes

Is your establishment equipped with tables and seats to accommodate a minimum of 25? : Yes

## Owners

Ownership Type	Owner	Owner Address	Date of Birth	US Citizen	Ownership Percentage
Individual	SANDERSON, CAEL		20-Jun-1979	<input checked="" type="checkbox"/>	59.68
Individual	DODDS, ADAM		08-Jul-1992	<input checked="" type="checkbox"/>	16.13

Ownership Type	Owner	Owner Address	Date of Birth	US Citizen	Ownership Percentage
Individual	MCPARTLAND, KELLY		27-Jul-1965	<input checked="" type="checkbox"/>	24.19

## Dramshop Information

Dramshop Provider

INTEGRITY INSURANCE

## Criminal History Details

Has anyone listed on the Ownership page been charged or convicted of a felony offense in Iowa or any other state of the United States?

Yes

No

Has anyone listed on the Ownership page been convicted of any violation of any state, county, city, federal or foreign law? For traffic violations, only include those that are drug or alcohol related.

Yes

No

Sketch of Premises

Cancel

Save Draft



< Previous

Next >

Your online session will timeout after 30 minutes of inactivity. All unsaved information will be lost.

## **Resources**

[Frequently Asked Questions](#)

[Contact Us](#)

[Subscribe to Updates](#)

## **Other Links**

[State of Iowa Directory](#)

[Website Policies](#)



Item No. 7  
**MEMO**

**To:** Mayor & City Council  
**From:** Taylor Swanson, Deputy City Clerk  
**Date:** December 9, 2025  
**Subject:** New Special Class C Retail Alcohol License (BW) - The Spice, 402 Main Street

Please see attached documentation for a new Special Class C Retail Alcohol License (BW) - The Spice, 402 Main Street.

**ATTACHMENT(S):**  
[The Spice Application.pdf](#)

## Applicant

[Help](#)

Name of Legal Entity : JAKKRA CORP

Business Name (DBA) : THE SPICE

Business Type : Corporation

Insurance Company : SOCIETY INSURANCE

### Premises Address

Street : 402 MAIN  
ST

Suite/Apt :

City : AMES

County : STORY

State : IOWA

ZIP : 50010-  
6150

### Mailing Address

Street : 3816  
INGERSOLL  
AVE

Suite/Apt :

City : DES  
MOINES

County : POLK

State : IOWA

ZIP : 50312-  
3413

## Application Information

Application ID : 0-009-343-149

Application Type : Special Class "C" Retail Alcohol License (BW) Application

Current Stage : Local Authority Review

Effective Date : 04-Nov-2025

Expiration Date : 03-Nov-2026




## Contact Information

Name : MARIA RUBI

Phone Number : (515) 288-3188

Email : maria@communitycpa.com

 Application history that predates November of 2022 is not accessible online. Please make a Public Records Request for this information.

## Application History

Application ID	Application Type	Stage	Date
0-009-343-149	Special Class "C" Retail A Dramshop Revie		04-Nov-2025
0-009-343-149	Special Class "C" Retail A Local Authority I		11-Nov-2025
0-009-343-149	Special Class "C" Retail A New		04-Nov-2025

## Ownership

Name : LERDTAWINPAKDEE, JAKKAPHAN

% of Ownership : 100.0000

Position :



**To:** Mayor John Haila and Ames City Council Members  
**From:** Major Dan Walter, Ames Police Department  
**Date:** December 9, 2025  
**Subject:** Beer Permits & Liquor License Renewal

The following licenses are eligible for renewal:

- a. Aunt Maude's, 547 Main Street, Class C Retail Alcohol License with Catering Privilege and Outdoor Service
- b. Cafe Beaudelaire, 2504 Lincoln Way, Class C Retail Alcohol License with Outdoor Service
- c. Cyclone Liquors, 626 Lincoln Way (Back Room Only), Class C Retail Alcohol License
- d. Mickey's Irish Pub, 109 Welch Avenue, Class C Retail Alcohol License with Outdoor Service
- e. Thumbs Bar, 2816 West Street, Class C Retail Alcohol License with Catering Privilege and Outdoor Service
- f. Tip Top Lounge, 201 E Lincoln Way, Class C Retail Alcohol License with Outdoor Service
- g. Torrent Brewing Company, 504 Burnett Avenue, Class C Retail Alcohol License with Living Quarters and Outdoor Service

A review of Police Department records for the past 12 months found no liquor law violations for **Aunt Maudes, Cafe Beaudelaire, Cyclone Liquors, Thumbs Bar, Tip Top Lounge or Torrent Brewing Company. The Police Department recommends renewal for these businesses.**

A review of police records for the past 12 months found **Mickey's Irish Pub**, 109 Welch Ave, had patrons cited on three different occasions for minor on premise. The incidents involved fraudulent IDs. The Pub staff has attended bar ID training and continues to work with the Police Department to reduce minors on premise. The Police Department will continue to monitor this establishment and recommends approval for **Mickey's Irish Pub.**

### **COUNCIL ACTION FORM**

**SUBJECT:**                    **MODIFICATIONS TO THE CITY'S STREET BANNER POLICY**

**BACKGROUND:**

The City's Banner Policy serves to protect public safety, protect City property, establish guidelines for the use of banner hardware, and guarantee a certain level of aesthetic quality. The policy was last modified in September 2025. Staff has reviewed the policy and is recommending changes to reflect the number of banner locations in Campustown and the appropriate methods of installation.

A copy of the modified banner policy is attached. In addition to minor revisions and corrections, substantive changes are made to Page 4:

- "Total Number of Banners: 39 (1 banner/pole)  
Welch Avenue – 15  
Lincoln Way – 14  
Hayward Avenue – 5  
Chamberlain Street – 2  
Hunt Street – 1  
Lynn Avenue – 2"
  - This section was revised to reflect changes in the number of poles available and the locations of the available poles.
- "Banner Construction: Banners should have rod pockets or tabs that slide onto the banner arm. Metal grommets (minimum of 1/2" diameter) should be installed adjacent to the rod pocket or tab on the pole-side of the banner."
  - This section was revised to update the banner construction requirements to match changes to the method of securing banners in Campustown.
- "Method of Installation: Slide banner rod pockets onto bracket arms. Secure banner to bracket mounted on the pole (top and bottom) with zip ties (see Figure 1). Zip ties shall be black, UV-rated for outdoor use, 0.35" width, and have a minimum tensile strength of 175 lbs."
  - This section was revised to add instructions for securing the banners during installation.

**ALTERNATIVES:**

1. Approve the revised Street Banner Policy as attached.
2. Direct staff to modify the proposed changes to the Banner Policy.
3. Do not approve the revised Street Banner Policy as attached.

**CITY MANAGER'S RECOMMENDED ACTION:**

**These changes are needed to revise the number of street light poles available in Campustown as well as directions for installing and securing the banners in this area.** Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the revised Street Banner Policy.

**ATTACHMENT(S):**

[Proposed Banner Policy December 2025.docx](#)

[Campustown Banner Poles\\_Oct25.pdf](#)



## **City of Ames Street Banner Policy**

**The City of Ames Street Banner Policy is for regulating all banners to be placed in the following locations: Campustown, Downtown, University Boulevard - Lincoln Way to Mortensen Road, University Boulevard - ISU Research Park, South Duff Avenue, and Main Street.**

### **Requests for Display**

Applications for permits to display banners may be obtained from the City Clerk's Office or the City of Ames website (<http://www.cityofames.org>), and should be submitted to the City Clerk's Office. Reservations will be considered no earlier than one year prior to the first day of the month in which the display is desired (e.g. the earliest a request for June 10 display may be accepted is June 1 of the previous year).

Permits will be issued by the City Clerk's Office. In the event that display date requests conflict and cannot be resolved through the primary organization, the City Manager's Designee will attempt to mediate an agreement. If necessary, a final appeal for resolution may be made to the City Council.

### **Length of Display**

There is no time limit on pole banner displays.

Organizations may display a banner over Main Street at the intersection of Kellogg for up to fourteen (14) days at a time. Applicants can request a conditional extension of the 14-day limit for up to a total display duration of three (3) months. These requests can be approved on the condition that any new requests for display submitted for the conditional extension period automatically override the extension.

Organizations may display a banner on the bollards located on Main Street at the intersections of Douglas, Kellogg, Burnett, and/or Clark for up to fourteen 14 days prior to and including the day and/or days of the special event approved by the City of Ames.

### **Insurance**

Applicants and installers shall provide certificates of insurance evidencing general liability coverage in the amount of \$500,000 combined single limit and naming the City



## City of Ames Street Banner Policy

of Ames and its employees and assigns as additional insured (with endorsement naming political subdivision).

### **Installation & Removal**

Permit holders shall be responsible for coordinating installation and removal of banners by insured installers, with the following exception: Banners may be installed on poles and the bollards in the Main Street area by adult volunteers.

Methods of installation shall conform with instructions provided by the City of Ames. Traffic control measures shall be employed as needed. Permit holders shall be responsible for the cost of repairing any damage done to banner hardware, light poles, bollards, landscaping or grass in medians and parking areas.

Banners shall be removed on or before the permit expiration date.

### **Maintenance of Hardware**

Routine maintenance of hardware on **University Boulevard - Lincoln Way to Mortensen Road** poles will be managed by Iowa State University. Problems should be reported to Iowa State's Facilities Planning and Management Service Desk at 515-294-5100.

Routine maintenance of hardware on **University Boulevard - ISU Research Park** poles will be managed by ISU Research Park. Problems should be reported to the Operations Manager at 515-296-0735.

Routine maintenance of bollards located on Main Street will be managed by the City's Public Works Department. Problems should be reported to 515-239-5160.

Routine maintenance of hardware in all other locations will be managed by the City's Electric Services Department. Problems should be reported to 515-239-5500.

### **Maintenance of Banners**

Problems with banners on display will be reported to permit holders. Corrective action shall be made within 24 hours of notification. The City of Ames reserves the right to immediately remove banners and/or revoke permits if any hazard is deemed present.



## **City of Ames Street Banner Policy**

Costs that may be incurred for the removal of banners by City staff shall be charged to permit holders.

### **Prioritization**

Banner permits will generally be issued on a first-come, first-served basis. See supplemental information pages for prioritization standards specific to poles on University Boulevard.

### **Content & Design**

The overhead banner on Main Street shall be utilized only to advertise or announce particular civic, political, religious, fraternal, or other non-profit activities.

The bollard banners on Main Street and the banner space at the east end of Main Street shall be utilized only to advertise or announce activities occurring within the Downtown area.

Pole banners are intended to celebrate and/or promote the Ames/ISU community or specific local events. Sponsorship recognition, if any, must be restricted to the lower 15% of banners designed for poles.

All banners shall be non-offensive.

### **Disclaimer**

The City of Ames does not assume responsibility for damage to all types of banners.



## City of Ames Street Banner Policy

### **CAMPUSTOWN POLE BANNERS**

Requests for banner displays are coordinated with the Ames Regional Economic Alliance (515-232-2310).

**Total Number of Banners:** 39 (1 banner/pole)

Welch Avenue – 15

Lincoln Way – 14

Hayward Avenue – 5

Chamberlain Street – 2

Hunt Street – 1

Lynn Avenue – 2

**Minimum number to be used per application:** 21

**Banner Size:** 5' H by 2.5' W (60" H x 30" W)

Note: Banner brackets should be double-checked and re-measured (preferably by the manufacturer) before orders are placed. These mounting brackets are moveable and also susceptible to rotation or wrenching by high winds.

**Banner Construction:** Banners should have rod pockets or tabs that slide onto the banner arm. Metal grommets (minimum of 1/2" diameter) should be installed adjacent to the rod pocket or tab on the pole-side of the banner.

**Method of Installation:** Slide banner rod pockets onto bracket arms. Secure banner to bracket mounted on the pole (top and bottom) with zip ties (see Figure 1). Zip ties shall be black, UV-rated for outdoor use, 0.35" width, and have a minimum tensile strength of 175 lbs.





Figure 1 – Method of Securing Banner to Pole Bracket

Traffic control measures must be followed. Guidance for traffic control for temporary work zones and short duration mobile operations can be found in the Manual on Uniform Traffic Control Devices (MUTCD) at the Federal Highway Administration's website ([https://mutcd.fhwa.dot.gov/kno\\_2009r1r2.htm](https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm)). Part 6, Temporary Traffic Control, should be reviewed and special attention should be given to Chapter 6G for mobile or short duration operations. Any additional questions about work zones may be directed to the City of Ames Traffic Engineer at 515-239-5275.

**Length of season:** Year-round

**Length of use:** Unlimited



## City of Ames Street Banner Policy

### **DOWNTOWN POLES (MAIN ST., FIFTH ST., SIXTH ST., CLARK AVE., KELLOGG AVE., BURNETT AVE., DOUGLAS AVE.)**

Requests for display are coordinated with Ames Main Street (515-232-2310).

#### **Total Number of Banners: 191** (1 banner/pole)

Main Street - 62

Fifth Street - 42

Sixth Street - 54

Clark Avenue - 4

Kellogg Avenue - 15

Burnett Avenue - 10

Douglas Avenue - 4

#### **Minimum Number to be used per application:**

Main Street - 20

Fifth Street - 14

Sixth Street - 18

(Ames Main Street banners, artistic banners, and seasonal banners are usually displayed on every third pole in the Central Business District. When requests to use the hardware for other displays are approved, seasonal banners are removed first and artistic banners second.)

#### **Banner Size:** 4' high by 22" wide

#### **Sewn Banner Sizes:** approximately 49.25" high and 22" wide with 3.25@ rod pockets

Note: Mounting brackets can shift, and should be double-checked and re-measured (preferably by the manufacturer) before orders are placed!

#### **Method of Installation:**

Remove the wire retaining clip holding the ball at the end of the rod; remove the ball from the rod.

Remove seasonal banner; slide new banner onto rod.

Replace ball to the end of the rod and secure with the wire retaining clip.

Traffic control measures must be followed. Guidance for traffic control for temporary work zones and short duration mobile operations can be found in the Manual on



## City of Ames Street Banner Policy

Uniform Traffic Control Devices (MUTCD) at the Federal Highway Administration's website ([https://mutcd.fhwa.dot.gov/kno\\_2009r1r2.htm](https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm)). Part 6, Temporary Traffic Control, should be reviewed and special attention should be given to Chapter 6G for mobile or short duration operations. Any additional questions about work zones may be directed to the City of Ames Traffic Engineer at 515-239-5275.

**Note:** The lower banner arm is 11 feet above the base of all utility poles, but some poles are mounted on top of two-foot brick pedestals.

**Length of season:** Year-round

**Length of use:** Unlimited



## City of Ames Street Banner Policy

### **UNIVERSITY BOULEVARD - LINCOLN WAY TO MORTENSEN ROAD**

Iowa State University is the primary user of poles along this section of University Boulevard, and requests for display are coordinated with University Marketing and Communications (515-294-7958).

**Total Number of Banners:** 74 (34 poles with double brackets; 6 poles with single brackets)

**Minimum number to be used per application:** 70  
(Two different designs may be used to provide a full complement of banners.)

**Banner Size:** 7' x 2.5'

**Sewn Banner Sizes:** 7' x 2.5' (84" x 30") laid flat, with 3" rod pockets  
Grommets should be installed on one side of the banner so it may be secured to the light pole.

#### **Method of Installation:**

Traffic control measures must be followed. Guidance for traffic control for temporary work zones and short duration mobile operations can be found in the Manual on Uniform Traffic Control Devices (MUTCD) at the Federal Highway Administration's website ([https://mutcd.fhwa.dot.gov/kno\\_2009r1r2.htm](https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm)). Part 6, Temporary Traffic Control, should be reviewed and special attention should be given to Chapter 6G for mobile or short duration operations. Any additional questions about work zones may be directed to the City of Ames Traffic Engineer at 515-239-5275.

**Length of Season:** April – November

**Length of Use:** Unlimited

#### **Prioritization:**

- 1) Major multi-day events with community-wide involvement (e.g. Iowa Games)
- 2) General community or ISU promotions and events (Ames High Homecoming)
- 3) Other major events and conferences (e.g. Order of the Arrow Conference)



## City of Ames Street Banner Policy

**Note:** Iowa State University purchases the University Boulevard banner hardware and donates it to the City of Ames. Iowa State's Office of Facilities Planning and Management maintains, repairs and installs banner hardware when necessary. It also is responsible for installing and removing banners on this roadway. The Office of University Marketing is responsible for scheduling displays and arranging for the installation/removal of banners.



## City of Ames Street Banner Policy

### **UNIVERSITY BOULEVARD - ISU RESEARCH PARK**

ISU Research Park is the primary user of poles along this section of University Boulevard, and requests for display are coordinated with the ISU Research Park Operations Manager (515-296-0735).

**Total Number of Banners:** 49 (1 banner/pole)  
20 (2 banner/pole)

**Minimum number to be used per application:** 44  
(Two different designs may be used to provide a full complement of banners.)

**Banner Size:** 84" high x 30" wide, with the bottom of the banner at 10' above grade

#### **Method of Installation:**

Traffic control measures must be followed. Guidance for traffic control for temporary work zones and short duration mobile operations can be found in the Manual on Uniform Traffic Control Devices (MUTCD) at the Federal Highway Administration's website ([https://mutcd.fhwa.dot.gov/kno\\_2009r1r2.htm](https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm)). Part 6, Temporary Traffic Control, should be reviewed and special attention should be given to Chapter 6G for mobile or short duration operations. Any additional questions about work zones may be directed to the City of Ames Traffic Engineer at 515-239-5275.

**Length of Season:** Year round

**Length of Use:** Unlimited

**Note:** ISU Research Park purchases the University Boulevard banner hardware and donates it to the City of Ames. ISU Research Park arranges for Iowa State's Office of Facilities Planning and Management to maintain, repair and install banner hardware when necessary. It also is responsible for installing and removing banners on this roadway. ISU Research Park is responsible for scheduling displays and arranging for the installation/removal of banners by Facilities Planning and Management staff.



## City of Ames Street Banner Policy

### **SOUTH DUFF AVENUE**

Requests for display are coordinated with the Ames Regional Economic Alliance (515-232-2310).

**Total Number of Banners:** 13 (1 banner/pole)

**Minimum number to be used per application:** 13

**Banner Size:** 8' high x 2.5' wide (96" x 30")

Note: These brackets are moveable and may be affected by high winds or ice loading. Banner brackets should be double-checked and re-measured (preferably by the manufacturer) before orders are placed.

**Banner Construction:** Banners should have rod pockets or tabs that slide onto the banner arm. Manufacturers may suggest a means of securing banners to the hardware.

**Method of Installation:** Slide banner rod pockets onto bracket arms.

Traffic control measures must be followed. Guidance for traffic control for temporary work zones and short duration mobile operations can be found in the Manual on Uniform Traffic Control Devices (MUTCD) at the Federal Highway Administration's website ([https://mutcd.fhwa.dot.gov/kno\\_2009r1r2.htm](https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm)). Part 6, Temporary Traffic Control, should be reviewed and special attention should be given to Chapter 6G for mobile or short duration operations. Any additional questions about work zones may be directed to the City of Ames Traffic Engineer at 515-239-5275.

**Length of Season:** Year round

**Length of use:** Unlimited



## City of Ames Street Banner Policy

### MAIN STREET OVERHEAD BANNER

**Total Number of Banners:** 1

**Banner Size:** Vertical height – 3 feet (33-34 inches when hemmed)  
Horizontal length – 30 feet

**Banner Construction:** Banners shall be constructed of heavy-duty canvas or plastic tarpaulin material or netting. Metal grommets shall be imbedded near each of the four corners and along the top and bottom edges. The upper and lower edges should each have at least six grommets. Wind-relief flaps approximately 6" by 6" in area shall be evenly distributed throughout the banner. A minimum of one wind-relief flap per five square feet of banner area is required.

**Method of Installation:** Banners shall be attached to the permanent cables and chains with metal chains, threaded links and snap links. Corner connections must be capable of carrying a 1000 lb. load; all others must carry a 500 lb. load. (Wire may not be used.) Banners shall be secured via metal grommets as described above.

**Length of Season:** Year round

**Length of use:** 14 days. Conditional extensions can be requested for up to a total display duration of 3 months. These extensions can be approved on the condition that any new requests for display submitted for the conditional extension period automatically override the extension.



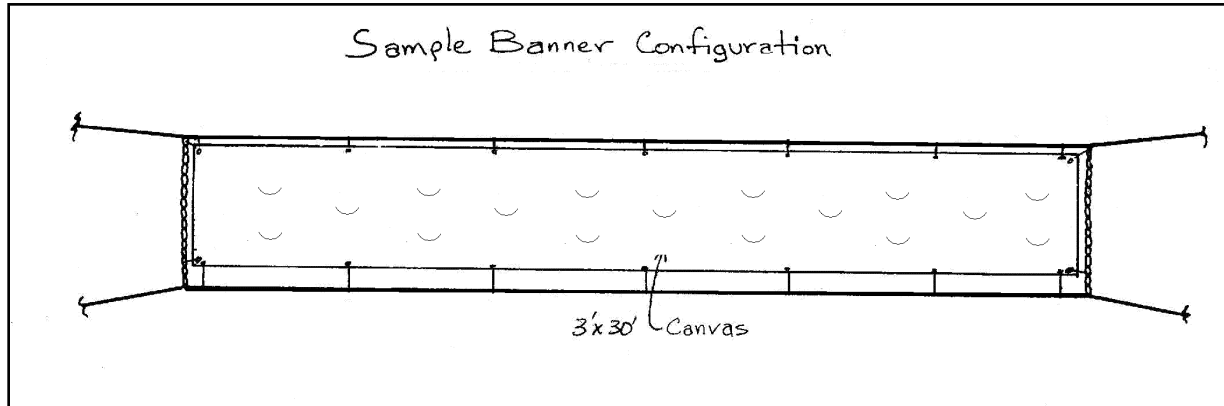


Figure 2 – Sample Banner Configuration



## City of Ames Street Banner Policy

### **MAIN STREET BOLLARD BANNER**

Requests for display are coordinated with Ames Main Street (515-232-2310).

#### **Total Number of Banners: 8**

Douglas and Main – 2

Clark and Main – 2

Burnett and Main – 2

Kellogg and Main – 2

**Banner Size:** Vertical height – no more than 3 feet (36 inches when hemmed)  
Horizontal length – 5 feet.

**Banner Construction:** Banners shall be constructed of heavy-duty canvas or plastic tarpaulin material or netting. Metal grommets shall be imbedded near each of the four corners.

**Method of Installation:** Banners shall be attached to the bollards with bungee cords to the metal grommets on the four corners of the banners as described above.

**Length of Season:** Year round

**Length of use:** 14 days prior to and including the day and/or days of the special event approved by the City of Ames.



## City of Ames Street Banner Policy

### **MAIN STREET - EAST END BANNER**

Requests for display are coordinated with Ames Main Street (515-232-2310).

**Location Description:** Banners in this location may be placed within the area bordered by Duff Avenue to the west, the Union Pacific Railroad property to the south, East Main Street to the north, and the Power Plant fence to the east. Banners shall not be placed in a manner that interferes with pedestrians, traffic, railroad operations, or the visibility of motor vehicle operators.

**Total Number of Banners:** 1

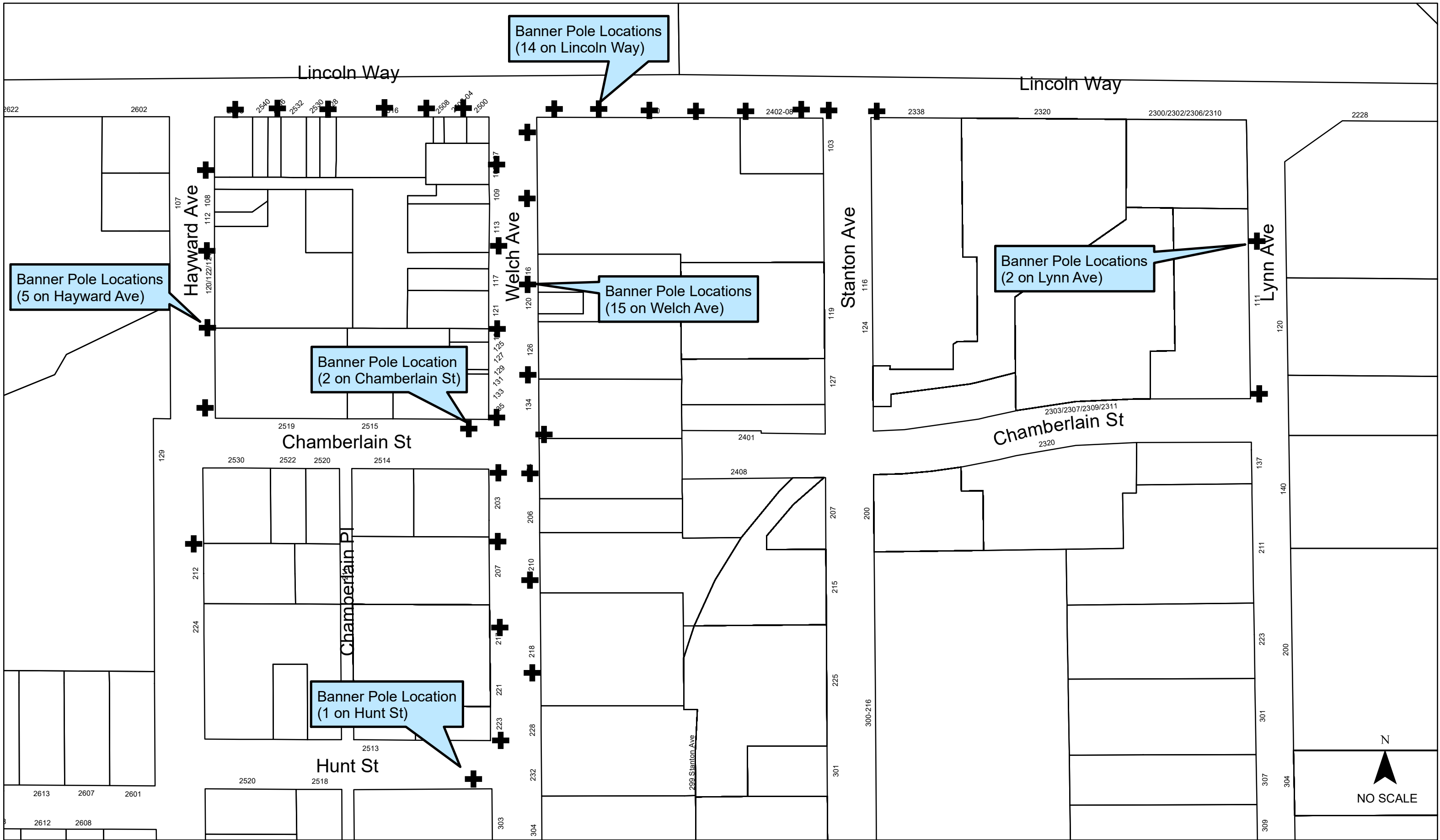
**Banner Size:** Vertical height – 4 feet (45-46 inches when hemmed)  
Horizontal length – 10 feet

**Banner Construction:** Banners shall be constructed of heavy-duty canvas or plastic tarpaulin material or netting. Metal grommets shall be embedded near each of the four corners. Wind-relief flaps approximately 6" by 6" in area shall be evenly distributed throughout the banner. A minimum of one wind-relief flap per five square feet of banner area is required.

**Method of Installation:** Banners shall be attached to stakes with metal chains, threaded links and snap links. Corner connections must be capable of carrying a 1000 lb. load; all others must carry a 500 lb. load. (Wire may not be used.) Banners shall be secured via metal grommets as described above.

**Length of Season:** Year round

**Length of use:** 14 days. Conditional extensions can be requested for up to a total display duration of 3 months. These extensions can be approved on the condition that any new requests for display submitted for the conditional extension period automatically override the extension.



ITEM #:	<u>10</u>
DATE:	<u>12-09-25</u>
DEPT:	<u>POLICE</u>

### **COUNCIL ACTION FORM**

**SUBJECT:**        **2025 DEPARTMENT OF JUSTICE OFFICE OF JUSTICE PROGRAMS  
BULLETPROOF VEST PARTNERSHIP PROGRAM**

#### **BACKGROUND:**

The Police Department is again requesting permission to apply for funding from the Department of Justice, Office of Justice Programs, Bulletproof Vest Partnership (BVP) program, and to participate in the program should funds be awarded. This program provides funds to local law enforcement agencies to support the purchase of new and replacement bulletproof vests for individual officers. This protective device is critical to the safety of police officers.

Bulletproof vests have an approximate five-year life cycle. The Police Department has a rotating schedule for replacement of vests for current officers. In addition, as new officers are added to the department, new vests tailored to the individual officer must be purchased.

During 2025/26 fiscal year, the schedule calls for the acquisition or replacement of 12 vests. The Police Department has participated in this grant for many years to help supplement the costs of the vests.

The estimated cost for these vests is \$10,680. The grant requires that local agencies must provide 50% of the cost. To the extent that federal funds are available, the BVP program will provide the other 50%. **The FY 2025/26 Police budget was constructed with the expectation that a Bulletproof Vest Partnership grant would be applied for and received, so the Police Department's 50% share has already been budgeted as a commodities expense.**

#### **ALTERNATIVES:**

1. Approve the Police Department's application to and participation in the Department of Justice Office of Justice Programs Bulletproof Vest Partnership program.
2. Do not approve the Police Department's application to and participation in the Department of Justice Office of Justice Programs Bulletproof Vest Partnership program.

#### **CITY MANAGER'S RECOMMENDED ACTION:**

**Bulletproof vests are an indispensable piece of safety equipment for police officers. Historically the Police Department has successfully participated in this program with the U.S. Department of Justice to provide protection to our local officers. Participation in this program allows the City to provide the best product to our officers with half the cost paid by the Department of Justice. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.**

### **COUNCIL ACTION FORM**

**SUBJECT:**                **REQUESTS FROM AMES MAIN STREET FOR SNOW MAGIC  
CELEBRATION ON DECEMBER 1, 2025 THROUGH DECEMBER 31, 2025**

**BACKGROUND:**

Ames Main Street (AMS) plans to host its annual Snow Magic Celebration December 1 through December 31. The event will continue throughout the month of December with promotions in Downtown businesses.

To facilitate this event, AMS has made the following requests:

- A blanket Temporary Obstruction Permit and a blanket Vending License for the Downtown from December 1 through December 31 to allow stores to display and sell merchandise and waiver of Vending License fee (\$50 loss to City Clerk's Office).
- Use of electricity in Tom Evans Plaza and waiver of fees for electricity (Loss of \$10 to the Electric Fund).

City staff is requesting that the Council approve these requests retroactively. Although Ames Main Street submitted its application in a timely manner, the requests were delayed in being brought to the Council for review. Staff has the authority to approve the Temporary Obstruction Permit and Vending License, but only the City Council can approve the waiver of fees.

**ALTERNATIVES:**

1. Approve the requests made by Ames Main Street as indicated above, including the requested waiver of a Vending License and electricity user fees.
2. Approve the requests as indicated above but require reimbursement for the blanket Vending Permit (\$50) and electricity use (\$10).
3. Deny the requests.

**CITY MANAGER'S RECOMMENDED ACTION:**

**Snow Magic provides an opportunity to draw residents and visitors to the Downtown and supports local businesses during the holiday shopping season.** It is, therefore, the recommendation of the City Manager that the City Council adopt Alternative No. 1 as described above.

**ATTACHMENT(S):**

[Snow Magic Application 2025.pdf](#)



**Travis Toliver, IOM**  
*Executive Director*

travis@amesalliance.com

October 31, 2024

Mayor and City Council  
City of Ames  
515 Clark Ave  
Ames, IA 50010

Dear Mayor Haila and Members of the Ames City Council,

Ames Main Street is planning to hold the annual Snow Magic event from December 1 through December 31, 2025.

Specific information about the event can be found on the included Special Event Application. We request a waiver of fees for the Blanket Vendor Permit, use of electricity in Tom Evans Park during the kick-off event on Thursday, December 4.

By bringing residents to Downtown Ames for attractions such as this, Ames Main Street is able to fulfill its mission as a Main Street Iowa community and create an economically vibrant downtown with unique living, dining, and entertainment experiences.

Thank you for your consideration of this request and continued support of Ames Main Street. We look forward to seeing you shopping in Downtown Ames!

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Toliver', with a stylized flourish at the end.

Travis Toliver  
Executive Director  
Ames Main Street



## For Office Use Only

### Documents Received

Date: \_\_\_\_\_

- \_\_\_ Completed Application
- \_\_\_ Fireworks Application (\$25 fee)
- \_\_\_ Insurance Certificate
- \_\_\_ Public Safety & Event Management Plan
- \_\_\_ Site Plan/Route Map (\$25 fee) (Road Race)
- \_\_\_ Vendor List (\$50 fee/each)
- \_\_\_ Parking fees

### Special Events Meeting

Date \_\_\_\_\_

Time \_\_\_\_\_

Room \_\_\_\_\_

### Documents Sent:

- \_\_\_ Alcohol License ABD \_\_\_\_\_
- \_\_\_ Fireworks Permit
- \_\_\_ Road Race Permit
- \_\_\_ TOP
- \_\_\_ Vending Permit
- \_\_\_ Other \_\_\_\_\_

### Departments Included

- \_\_\_ City Manager: Brian Phillips and Tasheik Kerr
- \_\_\_ CyRide: Jenny Bethurem or Rob Holm or Kevin Gries
- \_\_\_ Electric: Mark Imhoff
- \_\_\_ Fire: Jason Ziph or Rich Higgins
- \_\_\_ Parks & Rec: Craig Kaufman or Joshua Thompson
- \_\_\_ Public Works: Brad Becker or Dave Cole
- \_\_\_ Police: Tom Shelton or Mike Arkovich
- \_\_\_ Water: Heidi Petersen
- \_\_\_ Risk Management: Bill Walton

CAA: Sarah Dvorsky  
AMS: Sarah Dvorsky  
ISU: Events Authorization Committee

### City Council Meeting

Date \_\_\_\_\_

\_\_\_ Added to Agenda with CAF Approved Y N

Reminder Date \_\_\_\_\_

# SPECIAL EVENT APPLICATION

Applications received less than thirty (30) days before the event may not be processed by the City in time for the event and will automatically be denied. Each application is viewed as a new event regardless of previous occasions.

Event Name

Location/Address

Region (Select one or more)

- ☒ Ames Main Street (Downtown)
- ☐ Campustown District
- ☐ Iowa State University Property
- ☐ City Parks
- ☐ Other (please explain)

**Please note** that events occurring in the Downtown, Campustown, in City parks, or on ISU property require prior approvals. A letter of support will be required from CAA if the event occurs in Campustown or from Ames Main Street if the event occurs in Downtown. Please contact the appropriate office well in advance:

Downtown - Ames Main Street: (515) 232-2310  
Campustown Action Association: (515) 232-2310  
ISU - Events Authorization Committee: (515) 294-1437

director@amesdowntown.org  
sarahd@ameschamber.com  
eventauthorization@iastate.edu

## TIMELINE

**Setup** Date  Time  M T W R F Sa Su  
**Event Starts** Date  Time  M T W R F Sa Su

### Detailed Description of Event Activities (written overview of event and what's going to happen)

Snow Magic is an annual event for the downtown businesses held December 1-December 31. Special Kick Off on December 4. Rest of month will be special promotions inside businesses.

**Event Ends** Date  Time  M T W R F Sa Su  
**Teardown Complete** Date  Time  M T W R F Sa Su

### Event Category

- ☐ Athletic/Recreation
- ☐ Exhibits/Misc.
- ☒ Festival/Celebration
- ☐ Parade/Procession/March
- ☐ Concert/Performance
- ☐ Farmer/Outdoor Market
- ☒ Other (please explain)

Rain Date  Rain Location

Yes No



Is this an annual event? If yes, how many years?



## CONTACTS

Sponsor/Applicant Name	Sarah Hurley/Ames Main Street		
Address	304 Main St		
City	Ames	State	Iowa
		Zip Code	50010
Daytime Phone	515-232-2310	Cell Phone	319-930-2276
E-mail	sarah@amesalliance.com		
Alternate Contact Name	Travis Toliver		
Daytime Phone	515-232-2310	Cell Phone	701-200-3871
E-mail	travis@amesalliance.com		

## ATTENDANCE

Anticipated Daily Attendance

Yes No

☒☐

Is this event open to the public?

☐☒

Is your event being held in conjunction with another event (e.g. *Farmers' Market, 4th of July*, etc.)? If yes, please list:

## ORGANIZATION STATUS/PROCEEDS

- ☐ For-Profit  
☐ Bona Fide Tax Exempt  
☒ Nonprofit

Yes No

☐☒

Are patron admission, entry, or participant fees required? If yes, please describe and provide amounts:

☐☒

Are vendor or other fees required? If yes, please provide amounts:

Percentage of net proceeds going towards fundraising  %

Percentage of net proceeds going towards for-profit entity  %

## SECURITY

**Ames Police Department 24 hour non-emergency phone number: 515-239-5133**

Please complete the course at <https://www.crowdmanagers.com/training> for crowd management training.

Yes No

☐☒

Have you hired a professional security company to develop and manage your event's security plan? If yes, please fill out the following information:

Security Organization	<input type="text"/>				
Address	<input type="text"/>				
City	<input type="text"/>	State	<input type="text"/>	Zip	<input type="text"/>
Phone	<input type="text"/>				
Email	<input type="text"/>				

### COUNCIL ACTION FORM

**SUBJECT:     REQUESTS FROM AMES MAIN STREET TO EXTEND FREE PARKING TO  
INCLUDE ALL REMAINING SATURDAYS IN DECEMBER 2025**

**BACKGROUND:**

Ames Main Street (AMS) previously submitted requests for Small Business Saturday on November 29, 2025, which included providing free parking at metered spaces in Downtown and Campustown. The City Council approved the requests and approved a transfer of \$2,468.25 from the Hotel/Motel Tax Fund to the Parking Fund to reimburse the waived fees. Due to a significant early snowfall event on that date, organizers asked for an additional round of these same requests for Saturday, December 6, 2025. This request was approved by the City Council in the Special Meeting held on Tuesday, December 3, 2025.

On December 4, 2025, AMS submitted a letter extending its request to include all remaining Saturdays in December in order to provide continued support to small businesses. To facilitate this, organizers are requesting a blanket Temporary Obstruction Permit and suspension of parking regulations and enforcement for the Downtown and Campustown Areas from 8:00 a.m. to 6:00 p.m. on December 13, 20, and 27, 2025 **(\$7,404.75 estimated loss to the Parking Fund).**

In February 2020, the City Council adopted the following new policy regarding metered parking waivers:

**Metered parking fees will not be waived for special events. Any event organizers intending to provide free parking or to close metered parking spaces must reimburse the City's Parking Fund for the lost revenue. The City Council may consider waivers to this policy on a case-by-case basis for parking spaces that are obstructed by the event area (not for area-wide free parking).**

A total of \$10,000 has been included in the FY 2025/26 adopted budget in the Hotel/Motel Tax Fund to support parking waivers. The table below illustrates the budget for these waivers:

Expenses		Funding Source	
Summer Sidewalk Sales	\$ 1,370.25		
Small Business Saturday	2,468.25		
Small Business Saturday Re-Do (approved)	2,468.25		
Winter Sidewalk Sales (approved)	1,370.25		

Additional Saturdays in December (this request)	7,404.75		
		Hotel/Motel Tax Fund	\$ 10,000.00
<b>TOTAL</b>	<b>\$ 15,081.75</b>	<b>TOTAL</b>	<b>\$ 10,000.00</b>
		<b>Shortfall</b>	<b>-\$ 5,081.75</b>

The request results in exceeding the budgeted amount by \$5,081.75. This amount can be taken from the available balance in the Hotel/Motel Tax Fund, which was \$1,635,024 as of September 30, 2025.

#### **ALTERNATIVES:**

1. Approve the requests for free parking in all of Downtown and Campustown for the remaining Saturdays in December 2025 as requested by Ames Main Street, including the waiver of fees, and transfer of \$7,404.75 from the Hotel/Motel Tax Fund to the Parking Fund.
2. Deny the requests.

#### **CITY MANAGER'S RECOMMENDED ACTION:**

Small Business Saturday is an annual event for the Downtown and Campustown areas. This event aims to attract people to Downtown and Campustown and promotes shopping locally to kick off the holiday shopping season. Although parking was made free on the original November 29 date, it was not heavily utilized due to the abnormally severe winter weather. Ames Main Street requested a second round of free parking on December 6 to compensate for this, but as of the time of this writing, another round of significant snowfall is expected on that date. To encourage local shopping on subsequent Saturdays to accommodate for these unusual snowfall events, Ames Main Street has requested additional free parking days in December. Sufficient funding is available to reimburse the Parking Fund for the loss of revenue. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

#### **ATTACHMENT(S):**

[AMS Letter of Request 12-4-25.pdf](#)



December 4, 2025

Ames City Hall  
515 Clark Ave.  
Ames, IA 50010

Mayor and Members of the Ames City Council,

On behalf of Ames Main Street, I respectfully request that this letter be placed on the agenda for your meeting on **Tuesday, December 9**.

As we move through the remainder of the 2025 holiday season, our Downtown and Campustown businesses are experiencing a critical need for increased customer traffic. To help support these districts during this important time, we are requesting consideration for extending free parking on Saturdays for the rest of December 2025. Feedback from our business owners shows that providing this added convenience results in more residents and visitors come to shop locally and strengthen our business community during one of the busiest retail periods of the year.

Thank you for your time and consideration. We appreciate your continued support of a vibrant and thriving Ames.

Onward!

A handwritten signature in black ink, appearing to read 'Travis Toliver'.

Travis Toliver, IOM  
*Executive Director*

### **COUNCIL ACTION FORM**

**SUBJECT:**                **2026/27 AMES ANNUAL OUTDOOR SCULPTURE EXHIBITION**

**BACKGROUND:**

The Ames Annual Outdoor Sculpture Exhibition (AAOSE), the longest running program for the Public Arts Commission (PAC), will celebrate its 30th annual downtown exhibition in 2026. Through this program, artists submit sculptural entries to be displayed in Downtown Ames from May 2026 through April 2027. At the conclusion of the display, sculptures are available for purchase by private individuals or by PAC through the Neighborhood Sculpture Program. This year, **36 AAOSE entries were received from 17 artists** .

The entries were evaluated by a jury which then made recommendations to PAC. At its meeting on December 2, 2025, PAC reviewed the jury's recommendations and voted to recommend nine sculptures and one alternate. The alternate would be pursued in the event one of the nine selected sculptures becomes unavailable prior to the loan agreement being signed.

Attached are photographs of the sculptures recommended for the 2026/27 AAOSE. **Installation of the exhibit will take place in April after further risk analysis by City staff** .

Artists will be paid a \$2,000 honorarium for each selected sculpture, and a Best-in-Show award of \$1,000 will be made to a winner determined by the public, for a total expenditure of \$19,000. All expenses will be paid for through the PAC budget. Funding for the AAOSE exhibition was included in the FY 2025/26 Public Art Budget.

**ALTERNATIVES:**

1. Authorize PAC to enter into agreements with artists for the exhibition of sculptures and make honorarium payments.
2. Do not approve the agreements.

**CITY MANAGER'S RECOMMENDED ACTION:**

**This annual program allows for works of art to be displayed throughout the City. This program aligns with the City Council's value of a fun, vibrant community that attracts and retains people.** Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as described above.

**ATTACHMENT(S):**

[2026-27 AAOSE Selections.pptx](#)



SELECTIONS FOR THE  
2026-2027 AMES ANNUAL OUTDOOR  
SCULPTURE EXHIBITION

DECEMBER 9, 2025

## "CORAL" BY TIM ADAMS

Media: Upcycled Painted Steel

Dimensions: 10'x4'x35"

Weight: 300 Pounds

Cost: \$10,000

Year: 2021



## "CATHEDRAL FORM" BY JAMES BEARDEN

Media: Blackened Steel

Dimensions: 8'x24"x24"

Weight: 250 Pounds

Cost: \$12,500

Year: 2025





## "WINGS" BY HILDE DEBRUYNE

Media: Mild Steel

Dimensions: 8'x5'x4'

Weight: 260 Pounds

Cost: \$22,500

Year: 2024



## "STALK 1005/2RE/H400-6" BY MATT MOYER

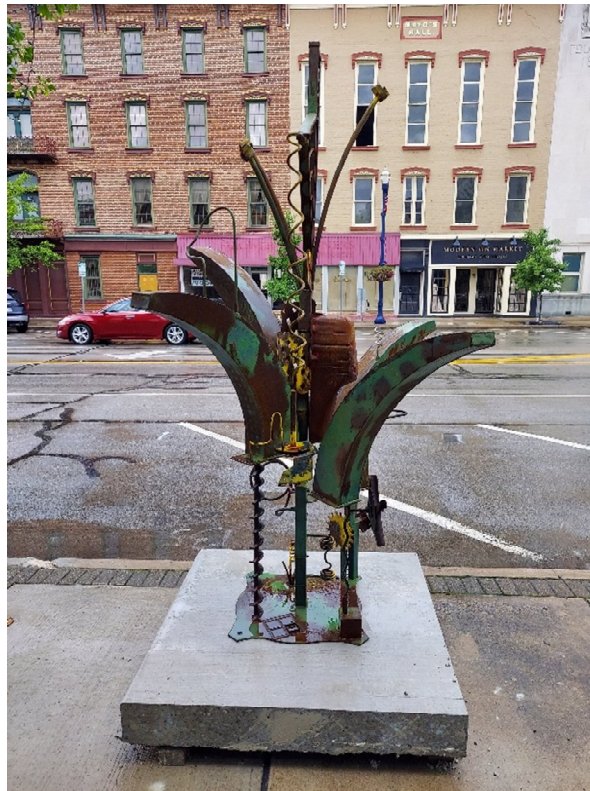
Media: Painted Steel

Dimensions: 8'x5'x5'

Weight: 250 Pounds

Cost: \$4,200

Year: 2025



## "ICE FLOW" BY JUDD NELSON

Media: Hot Forged Steel

Dimensions: 7'x2'x2'

Weight: 300 Pounds

Cost: \$9,700

Year: 2021



## "SEEKING BALANCE" BY JIM & RYAN PEDERSEN

Media: Powder Coated Steel

Dimensions: 86"x36"x24"

Weight: 350 Pounds

Cost: \$9,795

Year: 2024



## "FRACTURED" BY JIM & RYAN PEDERSEN

Media: Steel and Brass

Dimensions: 120"x36"x34"

Weight: 900 Pounds

Cost: \$14,500

Year: 2022





## "MARK 8:36" BY BEN PIERCE

Media: Steel, Stainless Steel, and Acrylic

Dimensions: 8'x4'x2'

Weight: 300 Pounds

Cost: \$20,000

Year: 2025



## "ART OF HEART" BY ALBERT RHEA

Media: Stainless Steel

Dimensions: 90"x24"x13"

Weight: 110 Pounds

Cost: \$9,500

Year: 2025





# ALTERNATES

FOR THE 2026-2027 AMES ANNUAL OUTDOOR SCULPTURE EXHIBITION



## "HEART OF IOWA" BY ANNA MODELAND

Media: Steel

Dimensions: 63"x45"x45"

Weight: 200 Pounds

Cost: \$4,200

Year: 2019



### **COUNCIL ACTION FORM**

**SUBJECT:** PUBLIC ART COMMISSION ACCESSIBLE MAP ENVISIONING  
SCULPTURES (A.M.E.S.) PROJECT

**BACKGROUND:**

The Public Art Commission (PAC) receives funding from the City Council each year to: 1) manage the public art collection, 2) present the Ames Annual Outdoor Sculpture Exhibition, 3) purchase art for the Neighborhood Art Program, and 4) purchase art for the Art in the Parks Program. Unused funding in these four program areas is carried over into subsequent fiscal years.

PAC has accumulated a balance of funding in the Neighborhood Art Program that it wishes to dedicate to a new project, titled Accessible Map-Envisioning Sculptures (A.M.E.S.). This project is intended to enhance wayfinding and create a cohesive visual identity at selected bus shelters located on portions of the CyRide Red Route.

The A.M.E.S. project is designed to assist passengers with disabilities, those with language barriers, and those unfamiliar with Ames by providing distinctive, tactile art elements at each shelter. The sculptures will be freestanding, not attached to bus shelters, and will not obstruct visibility for passengers or drivers. Each sculpture will be placed adjacent to the shelter on its own concrete pad, and PAC will be responsible for all installation, maintenance, and related costs associated with the artwork.

Sculptures will be placed at seven shelters: Mortensen Road/Pinon Drive, Mortensen Road/Coconino Avenue, South Dakota Avenue/Lincoln Swing, Lincoln Way/Beedle Drive, Lincoln Way/Marshall Avenue, Lincoln Way/Lynn Avenue, and Lincoln Way/Elm Avenue. Public art easements have been secured where necessary, except for one shelter location. Staff is optimistic that an easement will be obtained for that site before the sculptures are delivered, and will identify an alternative location if the easement is not able to be obtained.

After consultation with CyRide staff and the Transit Board of Trustees, on June 16, 2025, a Request for Proposal was issued to commission an artist for the project. Responses were due July 16, 2025, and twenty proposals were received. The proposals were evaluated by a team consisting of PAC members, an Ames resident, and a CyRide staff member.

Following evaluation of the proposals received, PAC recommends entering into a contract with Tim Adams of Webster City, Iowa. His design, titled "Perennials", features sculptural forms inspired by natural leaves and plant motifs that will be visually engaging throughout all four seasons and encourage tactile interaction by the public. PAC is recommending his design concept because it provided strong visual flow along the route and complemented the surrounding landscape.

The submitted concept drawings are incorporated into the artist contract, which is attached. The artist will warranty the work for a period of five years from the time of acceptance, which is

standard for the City's sculpture acquisition contracts. The fee to deliver a completed sculpture is \$30,000. Staff estimates the cost for the preparation of the concrete pads and plaques to be approximately \$5,000. The PAC Neighborhood Sculpture Program account has a current balance of \$42,197, which is sufficient to cover the expenses related to this contract.

**The Ames Transit Board of Trustees approved the project proposal at its November 20, 2025, meeting. Subsequently, at its meeting on December 2, 2025, PAC recommended that the City Council approve a contract with that artist.**

**ALTERNATIVES:**

1. Approve a contract with Tim Adams (dba Stony Creek Landscapes), of Webster City, Iowa, in the amount of \$30,000 for the fabrication, delivery, and purchase of "Perennials" for the bus stop shelters along CyRide's Red Route.
2. Refer this item back to staff or the Public Art Commission for further information.
3. Do not approve the contract.

**CITY MANAGER'S RECOMMENDED ACTION:**

**The proposed sculptures meet the desires of the Public Art Commission to provide unique, interactive, and visually appealing wayfinding efforts. Staff has prepared a contract outlining the terms for the delivery of the completed works.** Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, as described above.

**ATTACHMENT(S):**

[Contract with Tim Adams - Perennials.pdf](#)

CITY OF AMES  
**AGREEMENT TO FABRICATE AND SELL ARTWORK**  
ACCESSIBLE MAP-ENVISIONING SCULPTURES (A.M.E.S.) PROJECT

**“Perennials” by Tim Adams (dba Stony Creek Landscapes)**

**THIS AGREEMENT** is made effective this **9<sup>th</sup> day of December, 2025**, between the City of Ames, Iowa, hereinafter called the “OWNER”, and **Tim Adams (dba Stony Creek Landscapes) of Webster City, Iowa**, hereinafter called the “ARTIST”. The Owner’s Representative shall be the Assistant City Manager.

1. **CONDITIONAL PURCHASE.** ARTIST does hereby agree to fabricate, deliver, and sell to OWNER the work of art in the form of the sculptural collection entitled **“Perennials”** (ARTWORK), as generally described in ARTIST’s response to City of Ames Request for Proposal No. 2025-184, for and in consideration of the payment by OWNER to ARTIST of the sum of **\$30,000.00** subject to and in accordance with the terms of this Agreement.
2. **INSTALLATION.** The OWNER shall install this ARTWORK at the site selected by the OWNER. The OWNER shall be responsible for site preparation work, including design, preparation and installation of the foundation.
3. **PERMITS AND INSPECTION.** The OWNER shall obtain such permits and engineering designs as the City Building Official shall deem necessary, and the ARTWORK shall not be installed until the City Building Official has approved the foundation.
4. **MAINTENANCE INSTRUCTIONS.** Prior to acceptance of the ARTWORK, the ARTIST shall provide to the Owner’s Representative complete written instructions for appropriate maintenance and preservation of the ARTWORK.
5. **ARTIST’S STATEMENT.** Prior to the acceptance of the ARTWORK, the ARTIST shall provide to the Owner’s Representative a written ARTIST’S statement regarding the ARTWORK that may be used for publication and exhibition purposes.
6. **COMPLETION.** The ARTIST shall advise the Owner’s Representative in writing when all services required under this Agreement have been completed. Within twenty (20) working days after receipt of this notification, the Owner’s Representative shall notify the ARTIST in writing of the OWNER’s final acceptance or non-acceptance of the ARTWORK. Failure to provide written notification of

acceptance or non-acceptance after twenty working days shall constitute final acceptance on the part of the OWNER.

7. **RISK OF LOSS.** At the time of delivery, the risk of loss or damage to the ARTWORK shall be borne by the CITY and the CITY shall take such measures as are necessary to protect the ARTWORK from loss or damage through all phases of installation.
8. **INDEMNITY.** The ARTIST agrees to indemnify and hold harmless the OWNER from any claims, liabilities, willful or non-willful acts of negligence by the ARTIST, by the ARTIST'S subcontractors or agents, and by volunteers assisting the ARTIST in the design, fabrication and installation of the ARTWORK, for any loss, theft, mutilation, vandalism or other damage (including that caused by acts of God) that may befall the ARTWORK during any activities related to the planning, creation, delivery and installation of the ARTWORK, or for any failure of warranty as hereinafter stated.
9. **CONVEYANCE OF TITLE.** Title to the ARTWORK shall pass to the OWNER upon OWNER'S final acceptance of the completely installed ARTWORK. Upon final acceptance of the ARTWORK, and to the extent permitted by Iowa law, the OWNER shall indemnify and hold harmless the ARTIST against any and all claims or liabilities arising thereafter in connection with the ARTWORK, the site, the project or this Agreement, caused by the OWNER'S negligence.
10. **PAYMENT.** The OWNER shall pay the ARTIST **\$30,000.00** for the ARTWORK, which shall constitute full compensation for all services furnished by the ARTIST under this Agreement. This amount shall be paid within thirty (30) days of final acceptance of the ARTWORK by the Owner's Representative, and shall represent full payment for all services provided.
11. **WARRANTIES.** The ARTIST represents and warrants that:
  - a) the ARTWORK is solely the result of the artistic effort of the ARTIST;
  - b) except as otherwise disclosed in writing to the Owner's Representative, the ARTWORK is unique and original and does not infringe upon any copyright;
  - c) the ARTWORK, or a duplicate thereof, has not been accepted for sale elsewhere;
  - d) the ARTWORK is free and clear of any liens from any source whatever;
  - e) the ARTWORK, as fabricated and installed, will be free of defects in material and workmanship, including any "inherent defect" or qualities which cause or accelerate deterioration of the ARTWORK; and
  - f) reasonable maintenance of the ARTWORK will not require procedures

substantially in excess of those described in the maintenance recommendations to be submitted by the ARTIST to the Owner's Representative hereunder.

The warranties described in this Section shall survive for a period of **five years** after the final acceptance of the ARTWORK. The OWNER shall give notice to the ARTIST of any observed breach with reasonable promptness. The ARTIST shall, at the request of the OWNER, and at no cost to the OWNER, cure reasonably and promptly the breach of any such warranty which is curable by the ARTIST and which cure is consistent with professional conservation standards (including, for example, cure by means of repair or refabrication of the ARTWORK).

12. **ARTIST INDEPENDENT CONTRACTOR.** It is understood and agreed that the ARTIST is an independent contractor and not an employee of the OWNER; and that the OWNER shall not have any worker's compensation liability to the ARTIST or the ARTIST'S employees, volunteers or subcontractors. It is further understood that the ARTIST'S subcontractors shall have no recourse for payment of costs of labor and materials against the OWNER. Further, in consideration of this contract, ARTIST does hereby indemnify and hold the City harmless from any and all claims arising from the negligence of the ARTIST or the ARTIST'S employees, volunteers and subcontractors.
13. **REPRODUCTION RIGHTS.** In view of the intention that the ARTWORK in its final dimension shall be unique, the ARTIST shall not make any additional duplicate reproductions of the final ARTWORK, nor shall the ARTIST grant permission to others to do so except with the written permission of the OWNER. The ARTIST grants to the OWNER and its assigns an irrevocable license to make two dimensional reproductions of the ARTWORK for any purpose including commercial purposes, and by way of specification but not limitation, reproductions used in advertising, calendars, posters, brochures, media, publicity, catalogues, or other similar publications.
14. **MAINTENANCE.** The OWNER recognizes that maintenance of the ARTWORK on a regular basis is essential to the integrity of the ARTWORK. The OWNER shall reasonably assure that the ARTWORK is properly maintained and protected, taking into account the instructions of the ARTIST provided in accordance with Section 4.
15. **RELOCATION OR REMOVAL.** The OWNER reserves the right to alter the location of the ARTWORK; relocate the ARTWORK to another site; and remove the ARTWORK from public display.

16. **DEACCESSION OF ARTWORK.** Deaccession of the ARTWORK will be carried out in accordance with the CITY'S adopted Deaccession Policy.
17. **ENTIRE AGREEMENT.** This writing embodies the entire Agreement and understanding between the parties hereto, and there are no other agreements and understandings, oral or written, with reference to the subject matter hereof that are not merged herein and superseded hereby. No alteration, change, or modification of the terms of the Agreement shall be valid unless made in writing and signed by both parties hereto and approved by appropriate action of the OWNER.

**ARTIST**

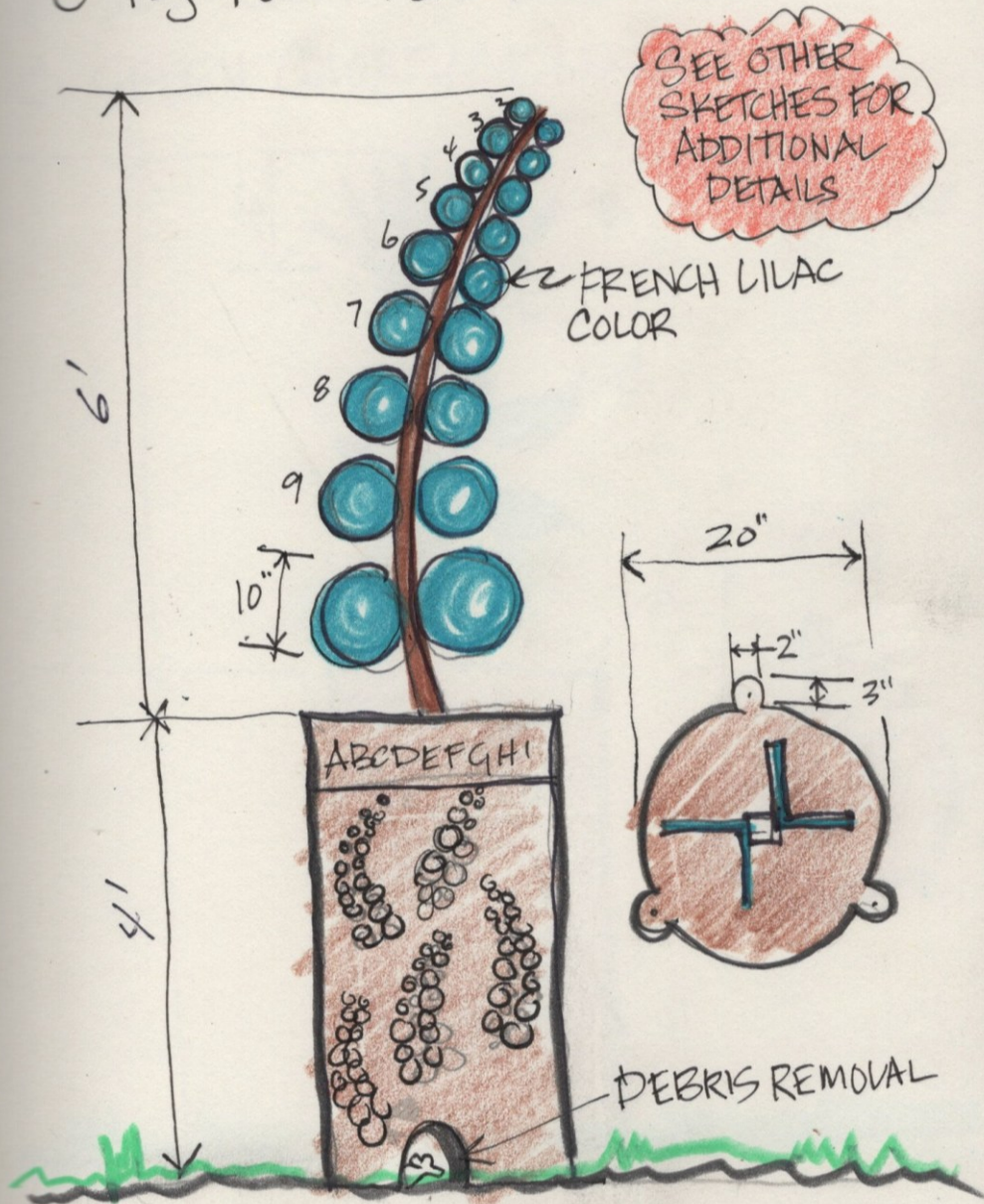
By: \_\_\_\_\_  
Tim Adams  
Stony Creek Landscapes  
404 E. 2<sup>nd</sup> Street  
Webster City, IA 50595  
515-832-1281  
[tim@timadams.art](mailto:tim@timadams.art)  
Date: \_\_\_\_\_

**OWNER**

By: \_\_\_\_\_  
Brian Phillips, Assistant City Manager  
City of Ames  
515 Clark Avenue, PO Box 811  
Ames, IA 50010  
515-239-5101  
[publicartcommission@cityofames.org](mailto:publicartcommission@cityofames.org)  
Date: \_\_\_\_\_



- A. PURPLE COLOR PLAST BUDS/SEED HEAD
- B. 1 1/2" SQUARE TUBE STEM
- C. 12g. ROUND PEDESTAL 20"X48" TALL



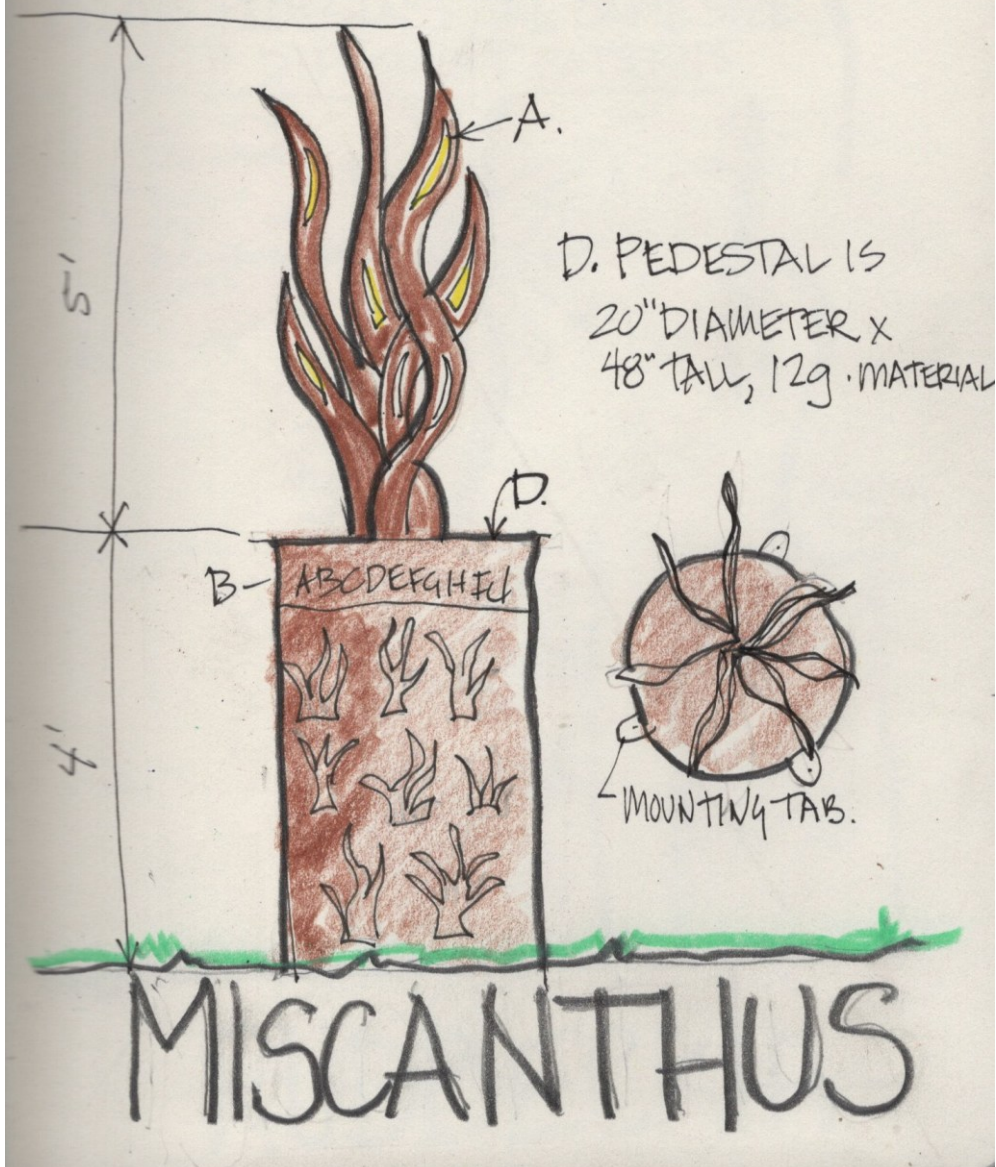
LUPINE

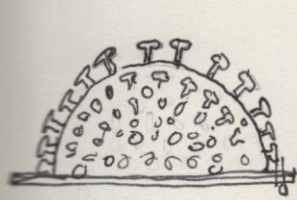


A. WEATHERED STEEL GRASS BLADES  
WITH STAINLESS STEEL ACCENT STRIPS

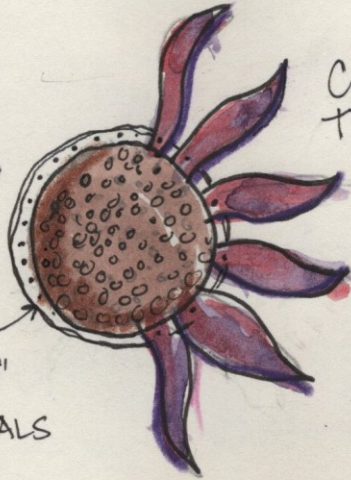
B. 3" LETTERS CUT-OUT OF PEDESTAL WITH  
STREET NAMES OR STOP NAME

C. BLADES ARE BENT AND ROLLED TO GRACEFUL  
FORMS  $\frac{3}{16}$ " FLAT STEEL

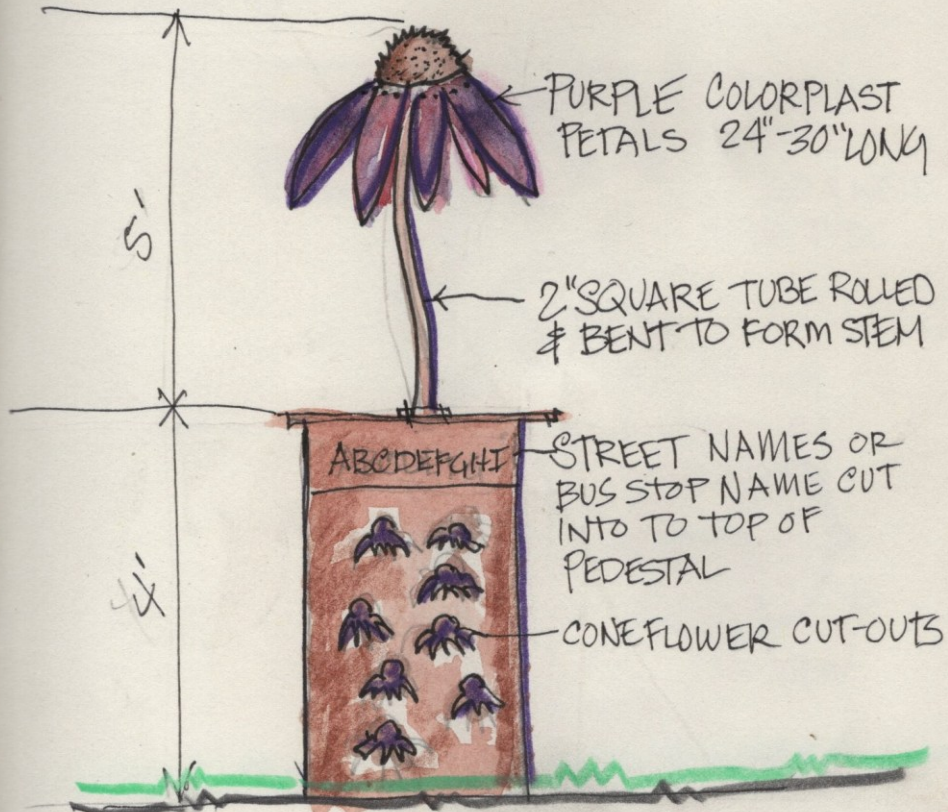




PETAL  
CONNECTION  
TO SEED CONE  
1 1/2" LIP WITH 1/4"  
HOLES FOR PETALS



COLORPLAST IS A  
THICK FLEXIBLE  
PLASTIC USED  
IN PLAY STRUCTURES  
& SIGNS. IT CAN  
BE PAINTED &  
ROUTED TO FORM  
IT'S UV STABIL &  
INDESTRUCTABLE

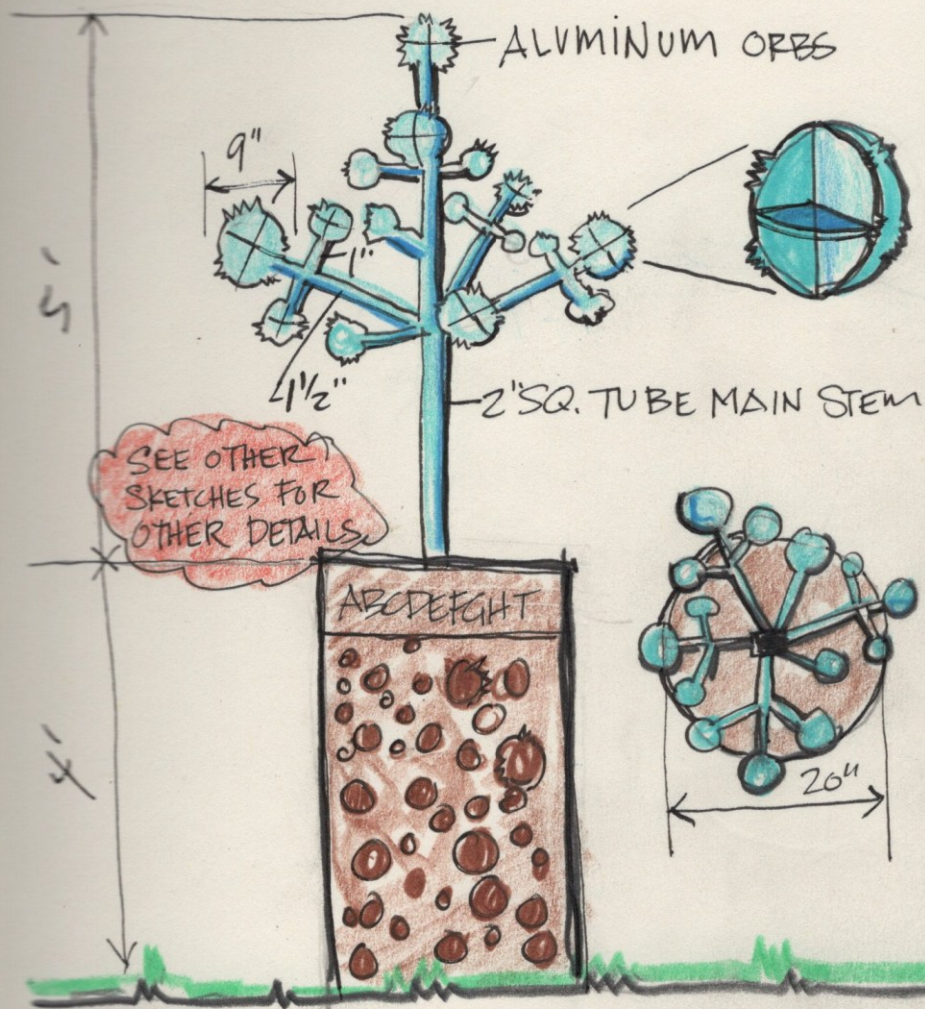


CONEFLOWER



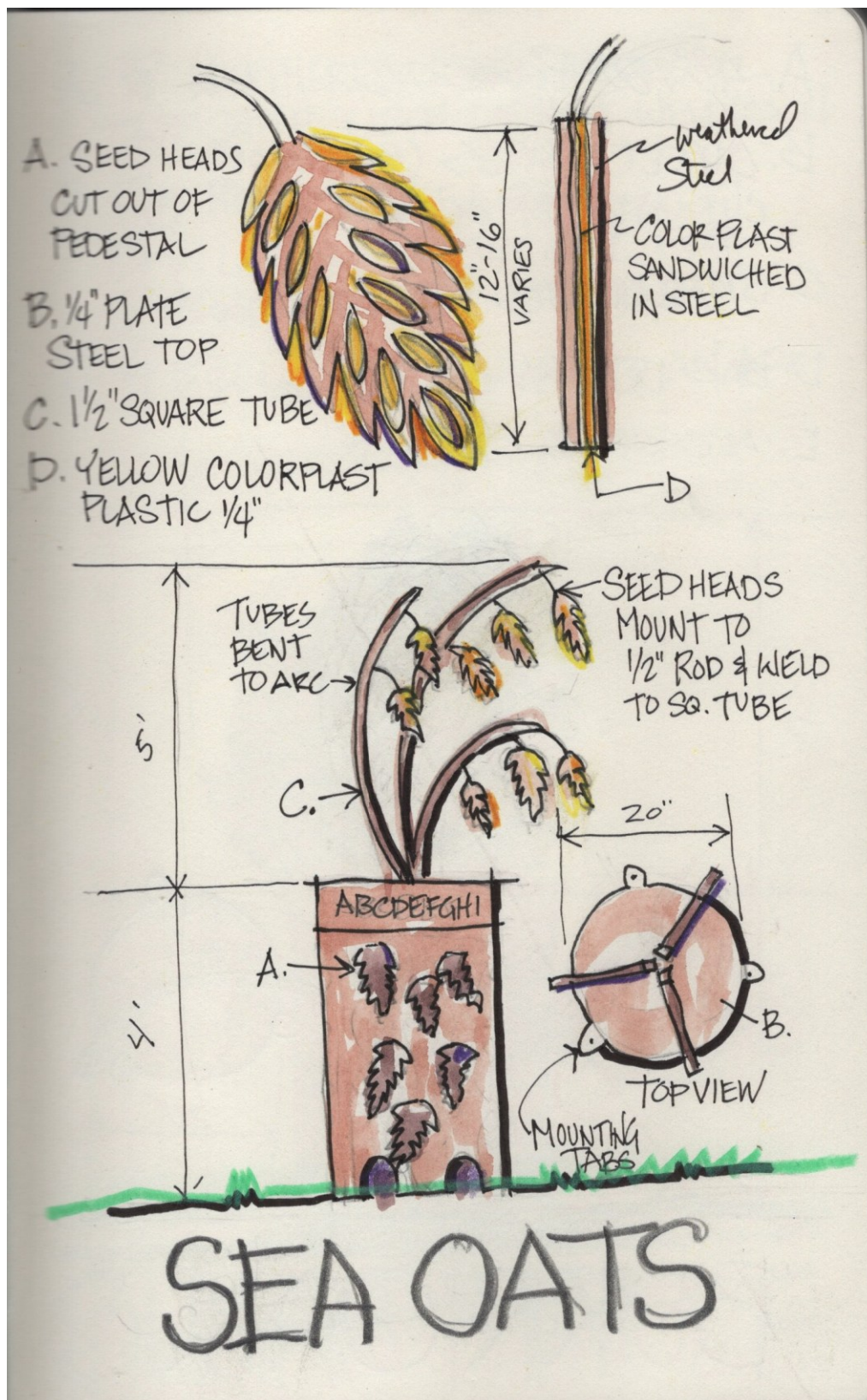
ALUMINUM SQUARE TUBE & ORBS

STEMS TRANSITION FROM 2" down to 1 1/2" then 1"  
WEATHERED STEEL PEDESTAL

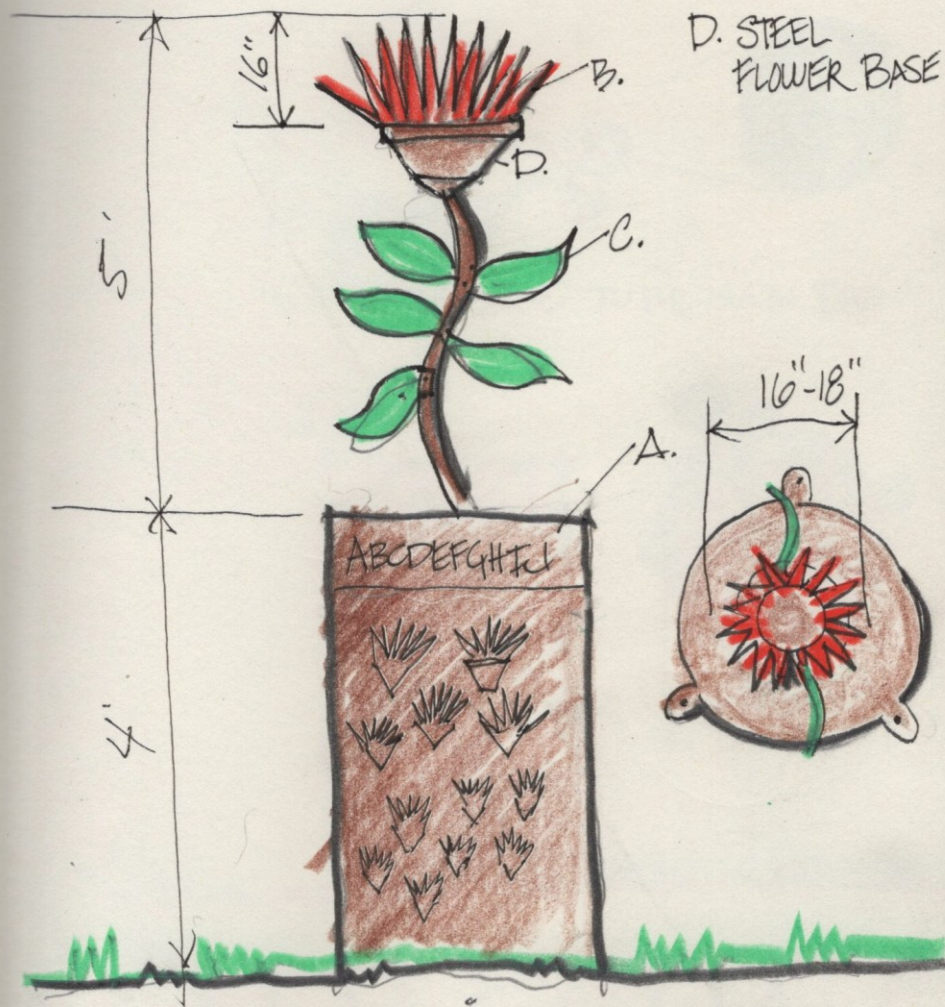


RATTLESNAKE  
MASTER





- A. 3" TALL TEXT CUT-OUTS AT TOP OF PEDESTAL. STREET INTERSECT
- B. RED COLORPLAST SEED HEAD
- C. GREEN COLORPLAST LEAVES 8" x 20"



MONARDA



A. COLORPLAST LEAF PETALS  
CUT, ROLLED, & BENT TO FORM

B. CENTER SEED HEAD IS  
WEATHERED STEEL WITH  
PERIMETER LIP TO MOUNT  
PETALS VIA CARRIAGE BOLTS

C. ALL PEDESTALS ARE SAME SIZE  
WITH DIFFERENT PATTERNS



FRONT SIDE  
RUDBECKIA

### **COUNCIL ACTION FORM**

**SUBJECT:       ANSLEY SUBDIVISION DEVELOPMENT AGREEMENT FOR PUBLIC IMPROVEMENTS TO CEDAR LANE**

**BACKGROUND:**

The Ansley Development off Cedar Lane was approved with a rezoning and Master Plan on May 10, 2022, which changed the zoning from Agricultural (A) to Floating Suburban - Residential Low Density (FS-RL) with a Planned Unit Development Overlay (PUD) (Attachment A).

A Rezoning Agreement executed at the time of the rezoning requires the developer to "assume all financial responsibility for road improvements to Cedar Lane", including offsite improvements to the frontage between the north and south areas of the site (Attachment B). This includes the extension of Cedar Lane to the southernmost street in Ansley, Rothway Road, and the construction of sidewalk along the east side of the Cedar Lane from Rothway Road north to the northernmost street connection, Ansley Avenue.

**Note that the Ansley developer is only responsible for constructing the east half of Cedar Lane. The other half of the responsibility belongs to Iowa State University, which owns the field on the west side of Cedar Lane.**

**Subsequent to the rezoning, the preliminary plat was approved on November 8, 2022 (Attachment C). It included a waiver of the construction of Cedar Lane and utilities south of the southernmost interior subdivision road, Rothway Road, which connects to Cedar Lane through the development of future phases (Attachment D).**

The 2019 Pre-Annexation for this area stipulates that the owners of the properties on Cedar Lane will grant to the City at no cost the necessary right-of-way or easements for road extension and construction. The agreement further states that the City will pay for any survey costs and acquisition plat preparation associated with the ROW and easements.

**CEDAR LANE PAVING WAIVER REQUEST:**

In 2024, the developer returned with a request to waive the requirement to pave the future extension of Cedar Lane from Middleton Road to Rothway Road. Specifically, the request was for the City to assume responsibility for constructing roughly 700 linear feet in front of three parcels that front on Cedar Lane but are not a part of the Ansley Subdivision. **On September 10 of that year, Council directed staff to prepare a Development Agreement whereby the City would assume responsibility and define the developer's remaining obligations.**

**The City's assumption of the developer's responsibility will be for half of the street paving. ISU will retain its obligations for the west side of Cedar Lane per the existing agreement. The timing of the City paving Cedar Lane is at the discretion of the City. More details of the agreement are described below.**

## **DEVELOPMENT AGREEMENT:**

The proposed agreement (Attachment E) is summarized below:

1. The developer is responsible for the construction of Cedar Lane, except as follows:
2. The City assumes responsibility for constructing Cedar Lane for the relevant 700 feet not in front of Ansley. The developer is responsible for all Cedar Lane frontage improvements abutting the Ansley Development, including the intersection of Cedar Lane and Rothway Road. The City will acquire all necessary easements and/or right-of-way.
3. The developer will remain responsible for constructing the sidewalk along Cedar Lane for this distance.
4. The developer shall provide completed public improvement plans for the paving of Cedar Lane at the time of final plat for the addition that includes Rothway Road.
5. The approval of public improvement plans will be determined at the time of platting for the connection of Rothway Road to Cedar Lane.

## **ALTERNATIVES:**

1. Approve a resolution for the Development Agreement between the City and the Ansley developers as it pertains to the construction of and obligations for Cedar Lane paving.
2. Direct staff to modify the proposed Development Agreement terms and return with an updated agreement.
3. Deny the Development Agreement request.

## **CITY MANAGER'S RECOMMENDED ACTION:**

The proposed Development Agreement sets forth the obligations and timing for the improvements (street and sidewalks) to Cedar Lane. Per the agreement, the City will now take responsibility for constructing one half of roughly 700 feet of Cedar Lane in front of three parcels that are bordered by, but not a part of, Cedar Lane. (The obligation to pay for the other half belongs to Iowa State University, which is not affected by this Development Agreement.)

The developer will provide the City with public improvement documents, the delivery of which will be tied to the construction of the third and final (and southernmost) Ansley street to connect to Cedar Lane (two connections are already built).

**The proposed agreement is in keeping with previous Council direction.** Therefore, it is the recommendation of the City Manager that the City Council approve Alternative 1, as described above.

## **ATTACHMENT(S):**

[Attachment A - Master Plan.pdf](#)

[Attachment B - Ansley Rezoning Agreement.pdf](#)



[Attachment C - Preliminary Plat.pdf](#)  
[Attachment D - Reference Maps.pdf](#)  
[Attachment E - Proposed Development Agreement.pdf](#)

ATTACHMENT A  
Master Plan Excerpt





---

**DO NOT WRITE IN THE SPACE ABOVE THIS LINE; RESERVED FOR RECORDER**

Prepared by: Mark O. Lambert, City of Ames Legal Department, 515 Clark Ave., Ames, IA 50010; 515-239-5146

Return to: Ames City Clerk, Ames City Hall, 515 Clark Ave., P.O. Box 511, Ames, IA 50010

---

**REZONING AGREEMENT  
FOR THE ANSLEY DEVELOPMENT (3210 CEDAR LANE)**

**THIS AGREEMENT**, made and entered into this 10<sup>th</sup> day of May, 2022, by and between the City of Ames, Iowa (hereinafter called "City") and Burgason Enterprises L.L.C. (hereinafter called "Developer"), its successors and assigns, both collectively being referred to as the "Parties,"

**WITNESSETH THAT:**

**WHEREAS**, the Parties hereto desire the improvement and development of four parcels of real property, constituting approximately 58.7 acres located within the vicinity of 3210 Cedar Lane (collectively referred to hereinafter as the "Site") and legally described as:

[See attached Exhibit 'A' for legal description].

**WHEREAS**, the Site has a Residential Neighborhood 3 (RN-3) designation in the *Ames Plat 2040* and is zoned currently as "A" Agricultural and the Developer is seeking rezoning of the Site to Floating Suburban – Residential Low Density (FS-RL) with a "PUD" Planned Unit Overlay; and

**WHEREAS**, the City Council has determined that due to specific conditions that exist on or around the area proposed to be rezoned, or due to specific situations that require more careful consideration of how the layout and design of a site affects general health, safety and welfare, a Master Plan must be submitted as part of this rezoning request as set forth in Ames Municipal Code section 29.1507; and

**WHEREAS**, the Developer has submitted a Master Plan (named the "Ansley Master Plan") in conformance with the requirements set forth in Ames Municipal Code section 29.1507(4) and the requirements of 29.1114 (PUD Overlay); and



**WHEREAS** Ames Municipal Code section 29.1507(5) requires approval of a zoning agreement when a Master Plan is required, and that all development of the Site comply with the Master Plan.

**NOW, THEREFORE**, the Parties hereto have agreed and do agree as follows:

**I.**

**ANSLEY MASTER PLAN ADOPTED**

The Master Plan, which is dated April 25, 2022, and is on file with the Department of Planning and Housing, a portion of which (pages 10 and 11) is set forth at Attachment B and incorporated by reference in this agreement shall be the Master Plan for the Site. Developer agrees that all development upon the Site shall comply with the Master Plan on file with the Department. Developer further agrees and that:

- (A) The Site is within the Xenia rural water service territory and Developer is solely responsible to pay all costs, fees and expenses associated with or otherwise required by the territory buyouts. The applicants further agree to transfer to the City all service territory prior to City Council approval of any future Preliminary Plat upon any portion of the Site. Developer understands that terms of the territory buyout with Xenia are included in a document known as the *Agreement for Water Service and Territory Transfer* between the City of Ames and Xenia with an effective day of February 1, 2022, and recorded as Instrument No. 2022-01065.
- (B) Developer shall assume all financial responsibility for road improvements to Cedar Lane required by the City for development of the Site, including offsite improvements to the frontage between the north and south areas of the site. Developer agrees to make improvements required by the City to Cedar Lane and further agrees to dedicate rights-of-way as determined appropriate by the City at the time of Preliminary Plat approval. The City and Developer shall enter into a subsequent Subdivision Developer Agreement to memorialize the City's requirements related to public improvements and timing. Nothing contained in this agreement shall supersede or modify any prior agreements with Iowa State University for its share of Cedar Lane improvements, as it is not a party to this Agreement.
- (C) Development of the Site shall not occur until such time as the City of Ames has approved a subdivision plat for the site.

**II.**

**NON-INCLUSION OF OTHER OBLIGATIONS**

The Parties acknowledge and agree that this Agreement is being executed to fulfill a specific requirement of section 29.1507(5) of the Ames Municipal Code. It is also understood that this Agreement supplements but does not replace or supersede any agreements made with the City or third parties. The Parties further acknowledge that all site development standards continue to apply to the Site.

The Parties understand that the Master Plan adopts a general conceptual plan for development, without review or approval of specific subdivision plats or site plans for development of the Site. The Parties therefore acknowledge that the Master Plan adoption does not anticipate or incorporate all the additional approvals or requirements that may be required to develop the Site properly and completely and does not relieve the developer of compliance with other provisions of the Ames Municipal Code, the Iowa Code, SUDAS, or other federal, state or local laws or regulations.

### **III. MODIFICATION OF AGREEMENT**

Any modifications or changes to the Master Plan shall be undertaken in accordance with the process provided for in Ames Municipal Code section 29.1507(5).

**IN WITNESS WHEREOF**, the parties hereto have caused this instrument to be executed effective as of the date first above written.

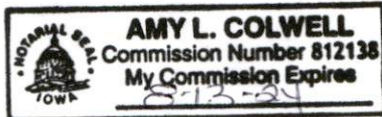
( S i g n a t u r e s   o n   f o l l o w i n g   p a g e )

**BURGASON ENTERPRISES, L.L.C.**

By: Steven W. Burgason  
Steven W. Burgason, Manager

**STATE OF IOWA, COUNTY OF STORY, SS.:**

This instrument was acknowledged before me on May 10, 2022, by Steven W. Burgason, as Manager Burgason Enterprises, L.L.C.



Amy L. Colwell  
NOTARY PUBLIC

Passed and approved on May 10, 2022, by Resolution No. 22- 241  
adopted by the City Council of the City of Ames, Iowa.

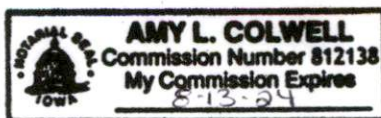
**CITY OF AMES, IOWA**

By: John A. Haila  
John A. Haila, Mayor

Attest: Diane R. Voss  
Diane R. Voss, City Clerk

**STATE OF IOWA, COUNTY OF STORY, SS.:**

This instrument was acknowledged before me on May 10, 2022, by John A. Haila and Diane R. Voss, as Mayor and City Clerk, respectively, of the City of Ames, Iowa.



Amy L. Colwell  
NOTARY PUBLIC



## LEGAL DESCRIPTION – Exhibit 'A'

PARCEL 'X' A TRACT OF LAND IN THE NORTHWEST QUARTER (NW1/4) OF THE NORTHEAST QUARTER (NE1/4) OF SECTION TENTY-ONE (21), TOWNSHIP EIGHTY-THREE (83) NORTH, RANGE TENTY-FOUR (24) WEST OF THE 5<sup>TH</sup> P.M., AMES, STORY COUNTY, IOWA, AS SHOWN ON THE PLAT OF SURVEY - BOUNDARY LINE ADJUSTMENT AS ATTACHED TO THE SURVEYOR'S AFFIDAVIT FILED IN THE OFFICE OF THE RECORDER OF STORY COUNTY, IOWA, ON JUNE 23, 2020, AS INSTRUMENT NO. 2020-06792.

-AND-

ALL THAT PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 83 NORTH, RANGE 24 WEST OF THE 5TH P.M., IOWA, LYING WEST OF THE CENTERLINE OF THE ABANDONED C. & N.W. RAILROAD RIGHT-OF-WAY.

-AND-

ALL THAT PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 83 NORTH, RANGE 24 WEST OF THE 5TH P.M., IOWA, LYING WEST OF THE CENTERLINE OF THE ABANDONED C. & N.W. RAILROAD RIGHT-OF-WAY, **EXCEPT** ALL OF VILLAGE PARK SUBDIVISION AS RECORDED IN INST. #2016-09359 IN THE OFFICE OF THE RECORDER OF STORY COUNTY, IOWA.

-AND-

PARCEL 'R' A PART OF LOT 3 IN THE SUBDIVISION OF THE NORTHEAST QUARTER AND THE NORTH HALF OF THE SOUTHEAST QUARTER, AND PART OF THE VACATED C. & N.W. RAILROAD, ALL IN SECTION 21, TOWNSHIP 83 NORTH, RANGE 24 WEST OF THE 5TH P.M., STORY COUNTY, IOWA, AS SHOWN IN INSTRUMENT #2012-12842 IN THE OFFICE OF THE RECORDER OF STORY COUNTY, IOWA.

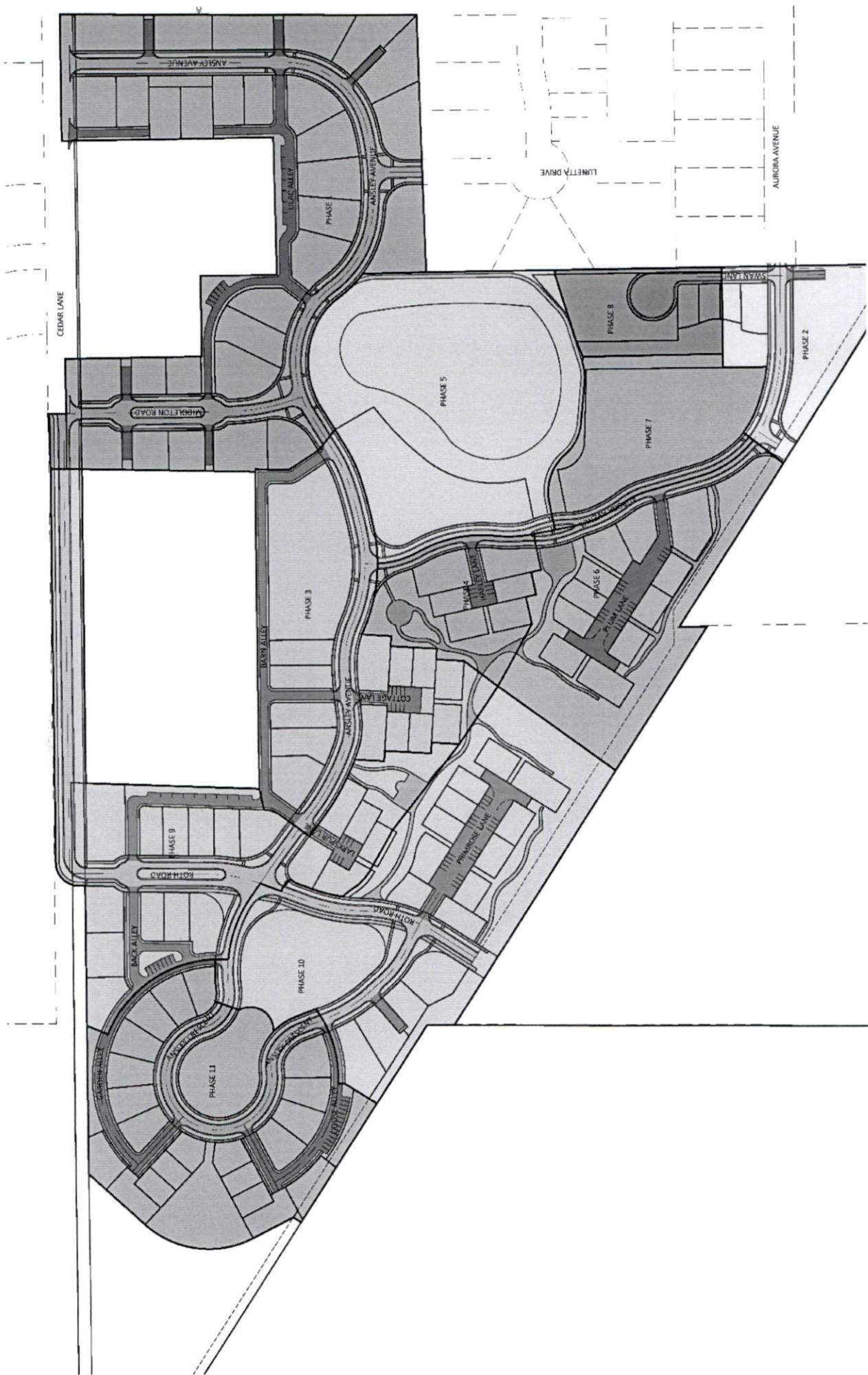
## **PORTION OF ANSLEY MASTER PLAN – Exhibit ‘B’**

Pages 10 and 11 of the Master Plan dated April 25, 2022, are attached. The Full Master Plan is filed with the City of Ames – Department of Planning and Housing.

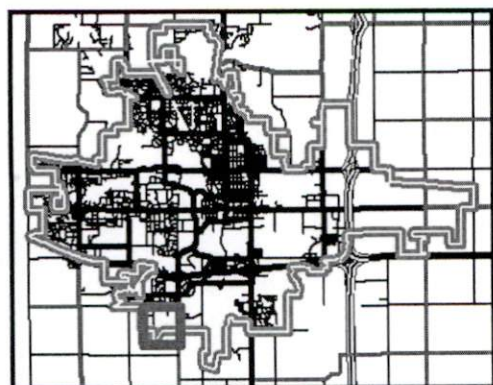




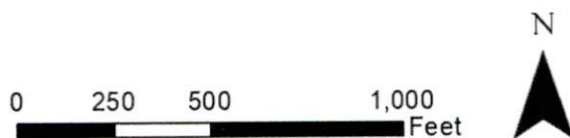








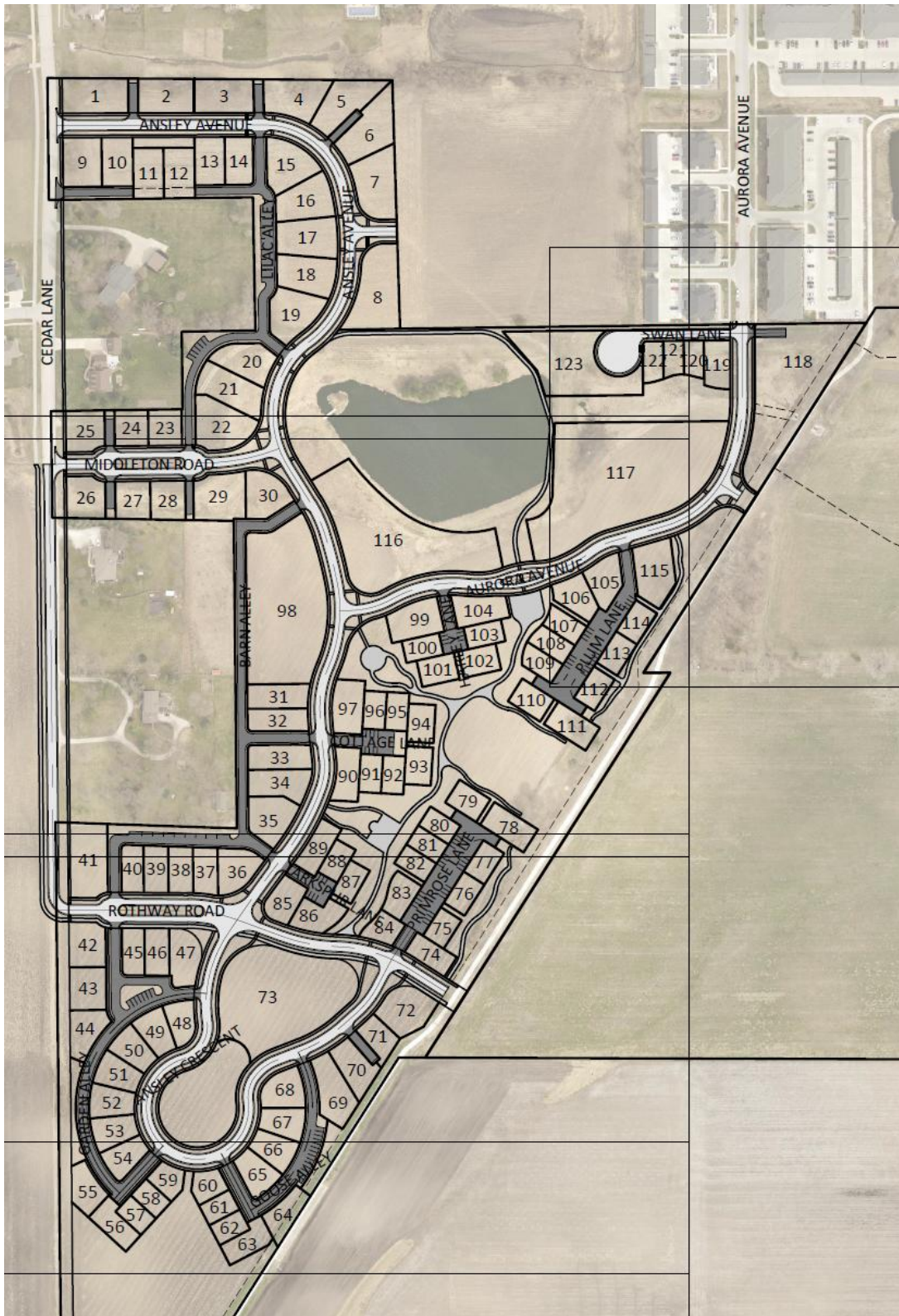
**Rezoning from "A" Agricultural to  
"FS-RL" Floating Suburban - Residential Low Density  
with a "PUD" Planned Unit Development Overlay**  
**3210 Cedar Lane**  
**March 2, 2022**



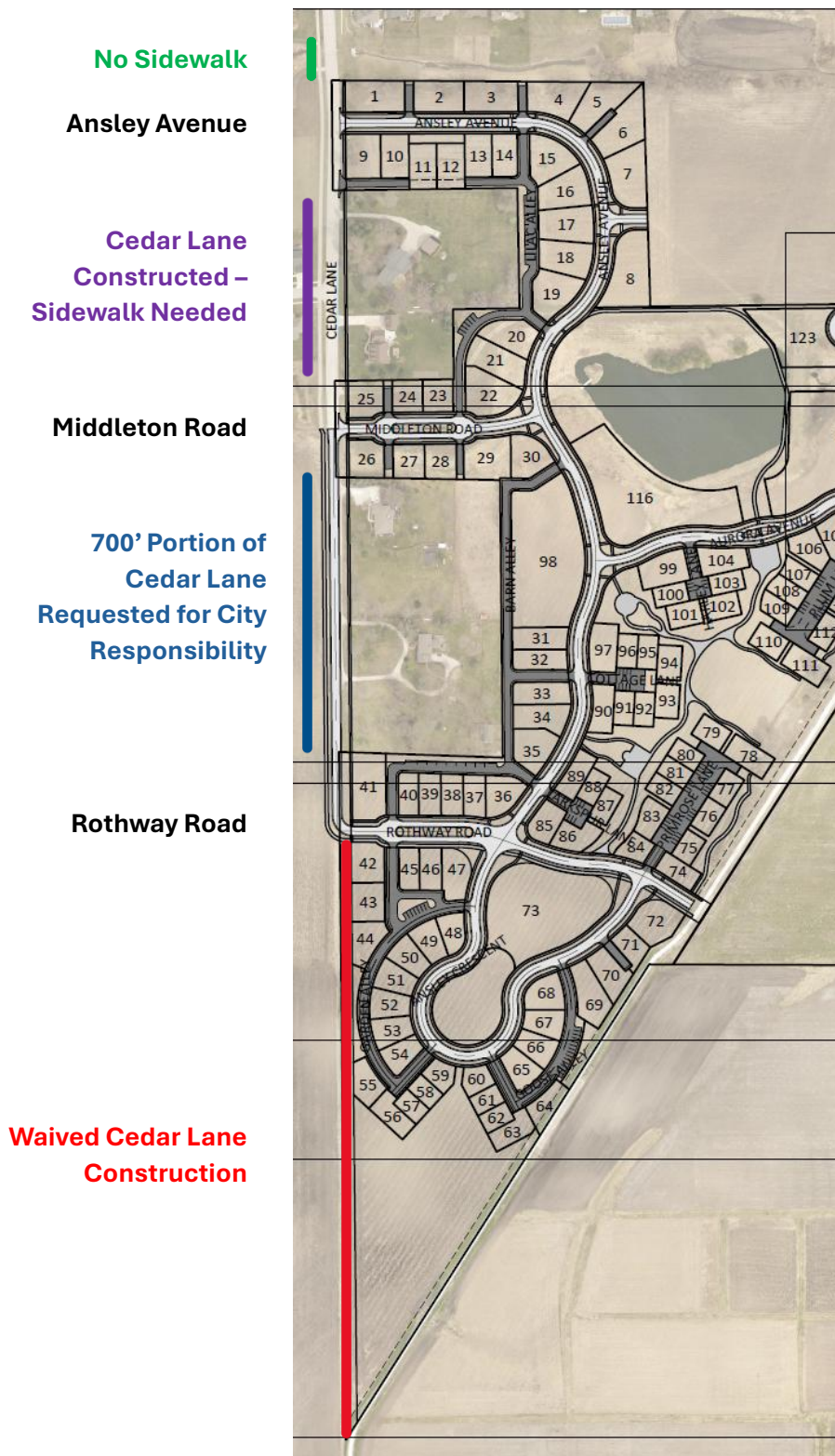
Legend	
	Ames City Limits



**ATTACHMENT C**  
**Preliminary Plat Excerpt**



# ATTACHMENT D Reference Map







S P A C E   A B O V E   R E S E R V E D   F O R   O F F I C I A L   U S E

Legal description: See page 6

Return document to: City Clerk, 515 Clark Avenue Ames IA

Document prepared by: Mark O. Lambert, City of Ames Legal Department, 515 Clark Ave., Ames, IA 50010 – 515-239-5146

## ***DEVELOPMENT AGREEMENT – Ansley Subdivision***

**THIS AGREEMENT**, made and entered into \_\_\_\_\_, 2025, by and between the **City of Ames**, (hereinafter “City”) and **Burgason Enterprises L.L.C.**, and **Ansley Land, LLC**, (hereinafter referred to as “Developer”), their successors and assigns, both collectively known as the “Parties” herein, do agree and covenant as follows:

### **WITNESSETH THAT:**

WHEREAS, the Developer is in the process of improving approximately 58.7 acres located in the vicinity of Cedar Lane known as the Ansley Development as described in a certain Rezoning Agreement (defined as the “Site” in said Rezoning Agreement and also in this Agreement) which was dated May 10, 2022, and filed May 23, 2022, as Inst. No. 2022-04969; and

WHEREAS, the Developer was required in said Rezoning Agreement to “assume all financial responsibility for road improvements to Cedar Lane as required by the City for development of the Site, including offsite improvements to the frontage between the north and south areas of the [S]ite;” and

WHEREAS, on or about September 10, 2024, Developer requested that the City assume responsibility for paving an approximate 700-foot portion of Cedar Lane along the frontage of three parcels along the East side of Cedar Lane contrary to the requirements of the Rezoning Agreement; and

WHEREAS, the City Council approved Developer’s request subject to the Developer continuing to have all other responsibility for the remaining cost and construction of portions of Cedar Lane as set forth in the Rezoning Agreement;

NOW THEREFORE, the Parties herein have agreed and do agree as follows:

## I. IMPROVEMENT OBLIGATIONS

1. Developer shall be responsible for all street paving and related improvements for the extension of utilities and streets from within the Site to the intersection with Cedar Lane, except as set forth below.
2. The City shall be responsible for the paving of the East Half of Cedar Lane lying adjacent to the West boundary of: (a) 3314 Cedar Lane (Tax Parcel No. 09-21-200-330), (b) the parcel directly South of 3314 Cedar Lane (Tax Parcel 09-21-200-320), both of which are currently owned by Steven Burgason and Anne Burgason, and (c) 3618 Cedar Lane (Tax Parcel ID No. 09-21-200-340) owned by Jeffry and Cynthia Jorgensen.
  - a. The Parties acknowledge that the cost of obtaining the necessary right-of-way, temporary or permanent construction easements, or utility easements, from any of the parcels identified above is governed by Section 7 of a certain *Pre-Annexation Agreement* filed July 29, 2019, as Instrument No. 2019-06546, and nothing herein shall modify the terms of said *Pre-Annexation Agreement*, or in any way require the City to pay for “any temporary or permanent construction easements, utility easements or right-of-way required by the City, in a form deemed acceptable to the City.”
  - b. The City shall determine the appropriate timing of its paving responsibility in its sole discretion.
  - c. Developer shall continue to bear the responsibility for the installation of a sidewalk that meets City standards that is parallel to and East of the portion of Cedar Lane described in paragraph 2 above. Developer shall install the sidewalk as required by the City, but no later within six (6) months of when the City installs the paved portion of Cedar Lane as described in paragraph 2 above. Developer shall be responsible for all costs associated with the construction of the sidewalk.
3. Prior to final plat approval for any subdivision within the Site that has the extension of Rothway Road to Cedar Lane, Developer shall provide completed improvement plans for the paving of Cedar Lane from Middleton Road to Rothway Road.
4. The final approval of public improvement plans and the extent of improvements completed by the Developer will be determined at the time of final plat approval for Rothway Road.
5. Developer shall bear the sole responsibility for the installation of all sidewalks required by the City within the Site. Nothing herein is intended to modify Developer’s obligations under the Sidewalk Agreements filed for Ansley Subdivision, First Addition, recorded October 30, 2023, as Inst. No. 2023-07709, or Ansley Subdivision, Third Addition, recorded June 12, 2025, as Inst. No. 2025-04454. For the required sidewalk abutting 3310 and 3312 Cedar Lane, the sidewalk connecting the First and Third Additions of the Ansley Subdivision must occur no later than May 1, 2028.



6. The Parties agree that this Agreement shall supplement the Rezoning Agreement and that the Rezoning Agreement shall continue have full force and effect in accordance with the terms thereof, unless expressly amended by this Agreement.

## **II. NON INCLUSION OF OTHER IMPROVEMENT OBLIGATIONS**

The Parties acknowledge and agree that this Agreement is being executed in contemplation of a plan for development, without further review or approval of subsequent specific plans for development of the Site. The intent of the Parties to this Agreement is that the Improvement Obligations addressed above are not an exhaustive list of public improvements that may be required by the City for the subject Site. The parties acknowledge and agree that it is not possible to anticipate all the infrastructure and code requirements that the Developers may be required to complete or comply with to properly develop the site. Therefore, the parties agree that all work done by and on behalf of the Developers with respect to other improvements, including but not limited to, building design, building construction, and utilities, both on-site and off-site, shall be made in compliance with the Iowa Code, SUDAS, and all other federal, state and local laws and policies of general application, including but limited to building and zoning codes, whether or not such requirements are specifically stated in this Agreement.

## **III. COVENANT WITH THE LAND - MODIFICATION**

This Agreement may not be modified without the written consent of all Parties thereto. This Agreement shall run with the Site and be binding upon the Developer, its successors and assigns. The terms of this Agreement shall not constitute a lien upon any platted Lot within either Ansley Subdivision, First Addition or Third Addition, that is not owned by either or both Developer entities as of the date of this Agreement.

**IN WITNESS WHEREOF**, the parties hereto have caused this instrument to be executed effective as of the date first above written.

[ S I G N A T U R E S   O N   F O L L O W I N G   P A G E S ]

**DEVELOPER:**

**Burgason Enterprises L.L.C.**

By: \_\_\_\_\_  
**Steven W. Burgason, Manager**

**STATE OF IOWA, COUNTY OF STORY, SS.:**

This instrument was acknowledged before me on \_\_\_\_\_, 2025, by Steven W. Burgason, as Manager of Burgason Enterprises, L.L.C.

\_\_\_\_\_  
**NOTARY PUBLIC**

**ANSLEY LAND LLC**

By: \_\_\_\_\_  
**Steven W. Burgason, Manager**

By: \_\_\_\_\_  
**Anne F. Burgason, Manager**

**Ansley Land LLC**

By: \_\_\_\_\_  
**Steven W. Burgason, Manager**

**STATE OF IOWA, COUNTY OF STORY, SS.:**

This instrument was acknowledged before me on \_\_\_\_\_, 2025, by Steven W. Burgason and Anne F. Burgason, as Managers of Ansley Land LLC.

\_\_\_\_\_  
**NOTARY PUBLIC**

Passed and approved on \_\_\_\_\_, 202\_\_\_\_, by Resolution No. 25-  
\_\_\_\_\_ adopted by the City Council of the City of Ames, Iowa.

**CITY OF AMES, IOWA**

By:

\_\_\_\_\_  
**John A. Haila, Mayor**

Attest:

\_\_\_\_\_  
**Renee Hall, City Clerk**

**STATE OF IOWA, COUNTY OF STORY, SS.:**

This instrument was acknowledged before me on \_\_\_\_\_, 202\_\_\_\_, by John A.  
Haila and Renee Hall, as Mayor and City Clerk, respectively, of the City of Ames, Iowa.

\_\_\_\_\_  
**NOTARY PUBLIC**

## **LEGAL DESCRIPTION – Exhibit ‘A’**

ANSLEY SUBDIVISION, FIRST ADDITION, AMES, STORY COUNTY, IOWA; and.

ANSLEY SUBDIVISION, THIRD ADDITION, AMES, STORY COUNTY, IOWA.



Item No. 16  
**MEMO**

**To:** Mayor and City Council  
**From:** Carly M. Watson, Deputy City Clerk  
**Date:** December 5, 2025  
**Subject:** Contract and Bond Approval

**There is no Council Action Form for the Homewood Golf Course Hole Nine Crossing Improvement Project with Con-Struct, Ames, Iowa, in the amount of \$213,410.** City Council approval of the contract and bond for the project is simply fulfilling a *State Code* requirement.



Item No. 17  
**MEMO**

**To:** Mayor & City Council  
**From:** Justin Clausen, P.E., CPWP-M, Public Works Director  
**Date:** December 9, 2025  
**Subject:** Domani Subdivision 1st Addition financial reduction

Please see attached documentation for partial release of financial security on file with the City.

**ATTACHMENT(S):**  
[Domani Subdivision 1st Addition Partial Release 8.docx](#)



*Smart Choice*

## Public Works Department

515 Clark Avenue, Ames, Iowa 50010  
Phone 515-239-5160 ♦ Fax 515-239-5404

November 26, 2025

Honorable Mayor and Council Members  
City of Ames  
Ames, Iowa 50010

RE: Domani Subdivision 1<sup>st</sup> Addition Financial Security Reduction #8

Mayor and Council Members:

I hereby certify that the partial completion of street trees required as a condition for approval of the final plat of **Domani Subdivision 1<sup>st</sup> Addition** have been completed in an acceptable manner by **various contractors**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$750**. The remaining work covered by this financial security include Street Trees.

Sincerely,

Justin Clausen, P.E.  
Public Works Director

JC/MB

cc: Finance, Planning & Housing, Subdivision file

Remaining Work Items	Unit	Quantity
Street Trees	EA	5





Item No. 18  
**MEMO**

**To:** Mayor & City Council  
**From:** Justin Clausen, P.E., CPWP-M, Public Works Director  
**Date:** December 9, 2025  
**Subject:** Domani 2nd Addition

Please see attached documentation for partial release of financial security on file with the City.

**ATTACHMENT(S):**  
[Domani Subdivision 2nd Addition Maintenance Year 3.docx](#)



*Smart Choice*

**Public Works Department**

515 Clark Avenue, Ames, Iowa 50010  
Phone 515-239-5160 ♦ Fax 515-239-5404

November 26, 2025

Honorable Mayor and Council Members  
City of Ames  
Ames, Iowa 50010

RE: Domani 2nd Addition Stormwater Maintenance Financial Security LOC Reduction #3

Mayor and Council Members:

I hereby certify that portion of the Financial Security covering 3 year of the 4 Year Stormwater Management Maintenance requirements as per the Post Construction Stormwater Management (Chapter 5B) for Domani 2<sup>nd</sup> Addition have been completed in an acceptable manner. The stormwater management practices have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security on file with the City be reduced to **\$6,553.64**. The remaining work covered by this financial security includes two (2) years of inspection of the maintenance practices.

Sincerely,

Justin Clausen, P.E.  
Public Works Director

JC/MB

cc: Finance, Planning & Housing, Subdivision file

Item pending to complete and accept	Unit	Quantity Remaining
4-Year Maintenance	Year	1



Item No. 19  
**MEMO**

**To:** Mayor & City Council  
**From:** Justin Clausen, P.E., CPWP-M, Public Works Director  
**Date:** December 9, 2025  
**Subject:** Scenic Valley 6th Addition

Please see attached documentation for partial release of financial security on file with the City.

**ATTACHMENT(S):**  
[Scenic Valley 6th Addition Partial Release 5.docx](#)



*Smart Choice*

## Public Works Department

515 Clark Avenue, Ames, Iowa 50010  
Phone 515-239-5160 ♦ Fax 515-239-5404

November 26, 2025

Honorable Mayor and Council Members  
City of Ames  
Ames, Iowa 50010

RE: Scenic Valley 6<sup>th</sup> Addition Financial Security Reduction #5  
Letter of Credit on File: #169

Mayor and Council Members:

I hereby certify that the following activities required as a condition for approval of the final plat of **Scenic Valley 6th Addition** have been completed in an acceptable manner **various contractors**.

1. **Portions of Sidewalk, PCC, 4"**
2. **Street Trees**

The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$1,620**. The remaining work covered by this financial security includes portion of Sidewalk PCC 4".

Sincerely,

Justin Clausen, P.E.  
Public Works Director

JC/MB

cc: Finance, Planning & Housing, Subdivision file

Scenic Valley 6th Addition  
Financial Security Reduction #5  
November 26, 2025  
Page 2

Remaining public improvements description and quantities to be completed and accepted.

item	Description	Unit	Qty
31	Sidewalk, PCC, 4"	SY	36



Item No. 20  
**MEMO**

**To:** Mayor & City Council  
**From:** Justin Clausen, P.E., CPWP-M, Public Works Director  
**Date:** December 9, 2025  
**Subject:** Scenic Valley 7th Addition

Please see attached documentation for partial release of financial security on file with the City.

**ATTACHMENT(S):**  
[Scenic Valley 7th - Partial Release #2.docx](#)



*Smart Choice*

## Public Works Department

515 Clark Avenue, Ames, Iowa 50010  
Phone 515-239-5160 ♦ Fax 515-239-5404

November 26, 2025

Honorable Mayor and Council Members  
City of Ames  
Ames, Iowa 50010

RE: Scenic Valley 7<sup>th</sup> Addition Financial Security Reduction #2

Mayor and Council Members:

I hereby certify that the streetlights and partial completion of sidewalk and street trees required as a condition for approval of the final plat of **Scenic Valley 7<sup>th</sup> Addition** have been completed in an acceptable manner by **Various Contractors**. The above-mentioned improvements have been inspected by the Engineering Division of the Public Works Department of the City of Ames, Iowa, and found to meet City specifications and standards.

As a result of this certification, it is recommended that the financial security for public improvements on file with the City for this subdivision be reduced to **\$103,362**. The remaining work covered by this financial security includes asphalt surface pavement, utility adjustments, public sidewalk, ADA sidewalk ramps, COSESCO (erosion control), and street trees.

Sincerely,

Justin Clausen, P.E.  
Public Works Director

JC/MB

cc: Finance, Planning & Housing, Subdivision file



Items to be completed and accepted

Item	Unit	Quantity
Pavement, HMA, Surface 2"	Ton	431
Manhole Adjustments	EA	9
Sidewalk PCC 4"	SY	833
ADA Sidewalk Ramps	LS	1
COESCO	AC	15.87
Street Trees	EA	33

### COUNCIL ACTION FORM

**SUBJECT:                    2023/24 AMES PLAN 2040 SANITARY SEWER EXTENSION  
(S 500TH AVENUE/COUNTY LINE ROAD)**

**BACKGROUND:**

This program involved installation of public sanitary sewer infrastructure into the priority growth tiers shown in the Ames Plan 2040. Installation of the sanitary sewer system proactively opens the ability to develop land in the adopted growth tiers. **This project included extending a new 15" sanitary sewer from south of Norris Street west to S 500th Avenue (County Line Road), then north approximately 300 feet.**

On November 12, 2024, City Council awarded a contract to Rognes Corp of Ankeny, IA in the amount of \$551,057.70. Three change orders were approved as part of the project. Change Order No. 1 was approved in the amount of \$7,200 for repair of field tile. Change Order No. 2 was approved in the amount of \$302.50 for installation of Type III Matting. Change Order No. 3 (balancing) was administratively approved by staff and included a deduction in the amount of \$16,082.50. The balancing change order reflects the actual measured quantities completed during construction. **Construction was completed in the amount of \$542,477.70.**

Revenue and expenses associated with the project are estimated as follows:

Description	Available Revenue	Estimated Expenses
American Rescue Plan (ARPA) Funds	\$661,058	
Construction (as bid)		\$551,057.70
Change Order No. 1		7,200.00
Change Order No. 2		302.50
Change Order No. 3 (balancing)		(16,082.50)
<b>Final Construction Cost</b>		<b>\$542,477.70</b>
Engineering/Administration		\$110,000.00
<b>TOTAL</b>	<b>\$661,058</b>	<b>\$652,477.70</b>

\*Remaining funding will be utilized for other ARPA eligible projects.

**On January 27, 2025, Rognes Corp workers accidentally started a fire at the job site that resulted in damage to two properties and injury to one individual. Representatives of Rognes Corp immediately took action and engaged with the property owners. The City of Ames has not been involved in the handling of this incident, but has communicated with Rognes Corp's insurance company regarding the status of the claims. The claims are all either settled or in the process of being settled. All communications with the claimants have occurred between either Rognes Corp or its insurer.**

**As with all City construction projects, the contract language requires that the**

contractor to indemnify and hold harmless the City from any negligence from acts of the contractor or their subcontractors during construction. Rognes Corp is solely responsible for addressing damages arising from this incident. Rognes Corp has indicated via the attached letter that they are continuing to work through their insurance company to settle claims from this incident.

**ALTERNATIVES:**

1. Accept the 2023/24 Ames Plan 2040 Sanitary Sewer Extension (S 500th Avenue County Line Road) project as completed by Rognes Corp of Ankeny, Iowa, in the amount of \$542,477.70.
2. Direct staff to pursue changes to the project.

**CITY MANAGER'S RECOMMENDED ACTION:**

This project has been completed in accordance with the approved plans and specifications. This project will extend public sanitary sewer infrastructure into priority tiers shown in the Growth Plan 2040.

The City Attorney has advised, after consultation with the City's insurance provider and outside counsel, that proceeding with contract closure and release of retainage does not place the City at legal risk. Responsibility for resolving the claims arising from the incident rests with the contractor and its insurer, who continue to work directly with the impacted property owners.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

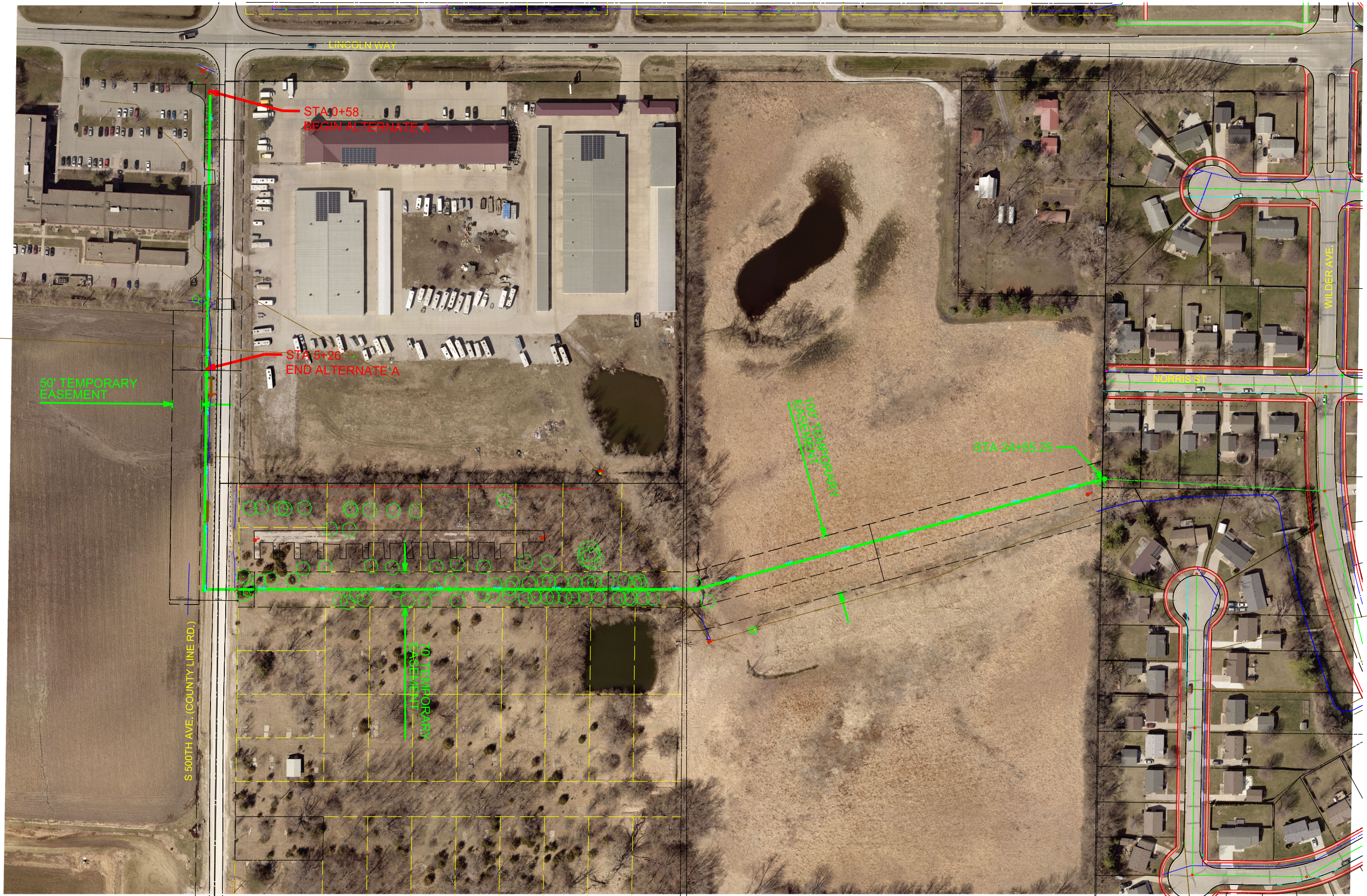
**ATTACHMENT(S):**

[B01\(CAF\).pdf](#)

[Certification Letter 23-24 Ames Plan 2040 Sanitary Sewer Ext. \(S 500th Ave County Line Rd\).pdf](#)

[Letter from Rognes Corp 11-26-25.pdf](#)









November 20, 2025

Honorable Mayor and Council Members  
City of Ames  
Ames, Iowa 50010

Dear Mayor and Council Members:

I hereby certify the **2023/24 Ames Plan 2040 Sanitary Sewer Utility Infrastructure (S 500<sup>th</sup> Avenue County Line Road)** project was completed in an acceptable manner by **Rognes Corp**, of Ankeny, Iowa, in the amount of **\$542,477.70** and was inspected by the Public Works Department of the City of Ames, Iowa.

Sincerely,

Justin A. Clausen, PE, CPWP-M  
Public Works Director

JAC/lbc

cc: City Clerk, Finance, Contractor, Administrative Services, Project File



November 26, 2025

To: The City of Ames  
515 Clark Avenue  
Ames, IA 50010

From: Rognes Corp.  
1609 N Ankeny Blvd, Ste 210  
Ankeny, IA 50023

RE: 2023/24 Ames Plan 2040 Sanitary Sewer Extension (S. 500<sup>th</sup> Avenue County Line Road)

To whom it may concern:

This letter is in reference to the grass fire that occurred on January 27, 2025, in the vicinity of the 2023/24 Ames Plan 2040 Sanitary Sewer Extension (S. 500<sup>th</sup> Avenue County Line Road) project.

The insurance claim for the fire damage was submitted to Sentry Insurance.

Middlesex Insurance Company is a subsidiary of Sentry Insurance.

The Claim Number is 53G478767.

Josh Baum is the Principal Claims Representative who is currently working on resolving the damages with the parties involved. His contact information is as follows:

Josh Baum

[josh.baum@sentry.com](mailto:josh.baum@sentry.com)

Principal Claims Representative - Liability

Direct dial 715-346-9242 Fax 800-999-4642

Middlesex Insurance Company

PO Box 8026

Stevens Point, WI 54481

As stated above, Rognes' insurance company is continuing to work with tenants to settle their claims. If you require additional information, please do not hesitate to contact me.

Respectfully,

Warren Rognes,

President

515-290-7440

wrognes@rognescorp.com

### COUNCIL ACTION FORM

**SUBJECT:                    2024/25 ACCESSIBILITY ENHANCEMENT PROGRAM**

**BACKGROUND:**

This annual program combines sidewalk and pedestrian ramp improvements with additional accessibility upgrades at traffic signals and other City-owned facilities. The program provides for removing and replacing sidewalk intersection crosswalk panels and accessible ramps at locations that fail to meet the Americans with Disabilities Act (ADA) requirements for truncated dome warning panels.

This program also includes retrofitting existing signalized traffic control devices with audible and vibrotactile pushbuttons, as well as upgrading parking stalls to meet current accessibility standards at any on-street location or in City-owned parking lots. Where feasible, this program is combined with other roadway, traffic signal replacement, or shared use path improvement projects for pedestrian ramp reconstruction. **This project included six different locations, as shown in the attached location map.**

On May 13, 2025, City Council awarded the project to TK Concrete, Inc. of Pella, Iowa in the amount of \$88,250. Change Order No. 1 was administratively approved by staff in the amount of \$3,451.68 to reflect final field measured quantities. **Construction was completed in the amount of \$91,701.68.** The revenues and expenses for the project are as follows:

Revenues		Expenses	
2024/25 Accessibility Enhancement (Road Use Tax)	\$90,933		
2024/25 Accessibility Enhancement (Local Option Sales Tax)	\$72,342		
		Design	\$23,500.00
		<b>Construction (<i>this Council action</i>)</b>	<b>\$91,701.68</b>
		Design/Construction Administration	\$20,000.00
<b>Total</b>	<b>\$163,275</b>	<b>Total</b>	<b>\$135,201.68</b>

The FY 2024/25 Capital Improvements Plan (CIP) allocates \$200,000 (\$100,000 in Road Use Tax and \$100,000 in Local Option Sales Tax) to the Accessibility Enhancement Program annually. **Several small projects have been completed utilizing this funding leaving \$163,275 (\$90,933 in Road Use Tax and \$72,342 in Local Option Sales Tax) available for funding this project. Remaining funding will be utilized for future Accessibility**

## **Enhancement Program priorities.**

### **ALTERNATIVES:**

1. Accept the 2024/25 Accessibility Enhancement Program as completed by TK Concrete, Inc., of Pella, IA, in the amount of \$91,701.68.
2. Direct staff to pursue modifications to the project.

### **CITY MANAGER'S RECOMMENDED ACTION:**

**The project has now been completed in accordance with the approved plans and specifications.** Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.

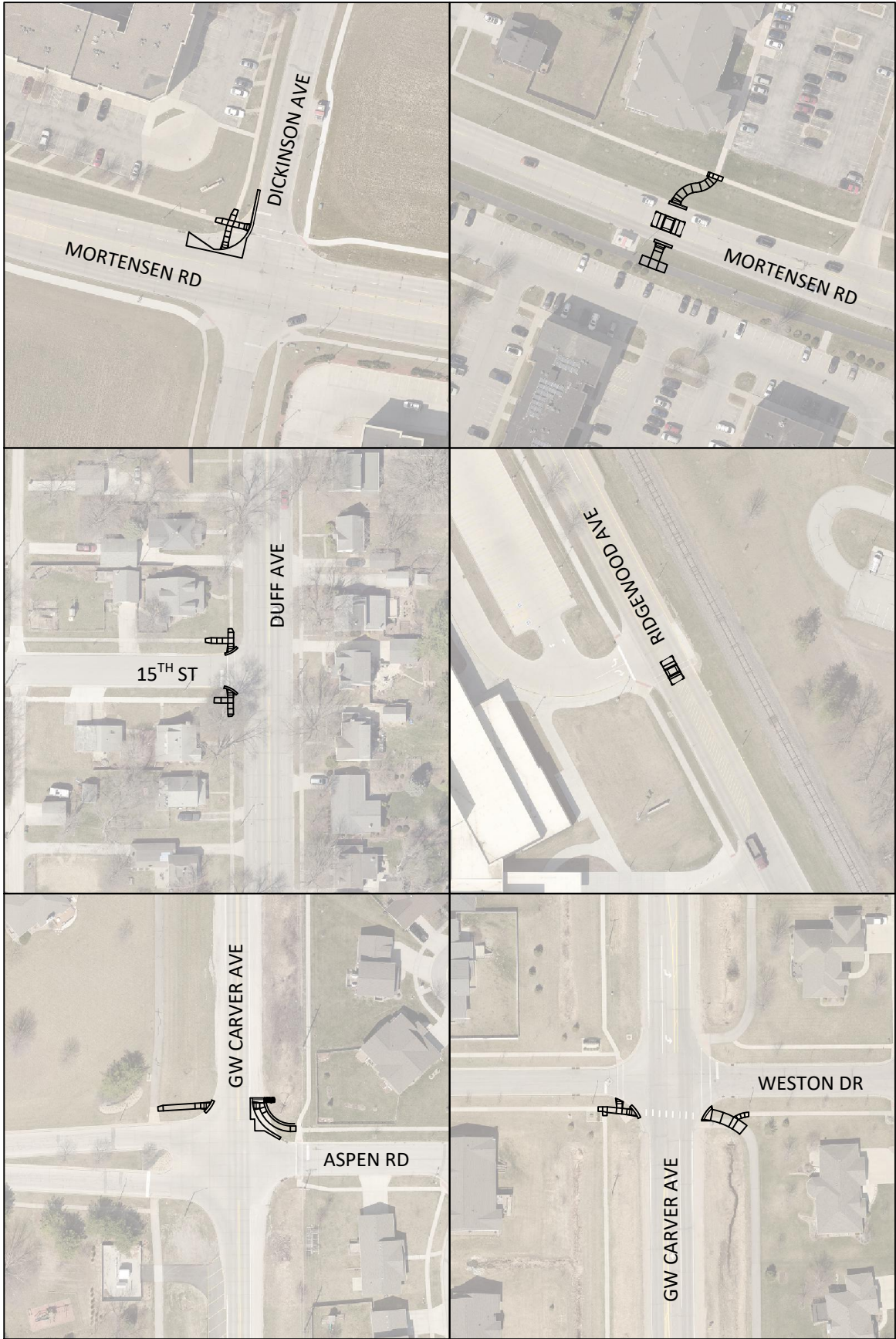
### **ATTACHMENT(S):**

[Map.pdf](#)

[Certification Letter 24-25 Accessibility Enhancement Program.pdf](#)



2024/25 Accessibility Enhancement Program Locations





December 5, 2025

Honorable Mayor and Council Members  
City of Ames  
Ames, Iowa 50010

Dear Mayor and Council Members:

I hereby certify the **2024/25 Accessibility Enhancement Program** project was completed in an acceptable manner by **TK Concrete, Inc.**, of Pella, Iowa, in the amount of **\$91,701.68** and was inspected by the Public Works Department of the City of Ames, Iowa.

Sincerely,

Justin A. Clausen, PE, CPWP-M  
Public Works Director

JAC/lbc

cc: City Clerk, Finance, Contractor, Administrative Services, Project File



**To:** Mayor and City Council  
**From:** Mark O. Lambert, City Attorney  
**Date:** December 9, 2025  
**Subject:** Discussion on Municipal Code Chapter 14, Human Relations regarding civil rights protection for gender identity

**BACKGROUND:**

At the November 18, 2025, joint meeting of the Ames City Council and the Ames Human Rights Commission, State Senator Herman Quirmbach asked the Council to consider adopting an ordinance providing civil rights protection for gender identity in employment, housing, and public accommodations in Ames. The Council directed that the matter be placed on a future agenda.

In 2007, the Iowa Legislature added “sexual orientation” and “gender identity” as protected classes under the Iowa Civil Rights Act. Earlier this year, the Iowa Legislature removed “gender identity” as a protected class under the law.

**The first question is whether the Council has the authority to enact a civil rights ordinance establishing gender identity as a protected class. The answer to that question is “yes.”**

The Iowa Civil Rights Act, Chapter 216 of the *Iowa Code*, specifically establishes that local governments can enact local ordinances protecting civil rights, and that such ordinances may include broader protections than state law, as long as such local ordinance doesn’t conflict with state law. The law specifically states that the Legislature is not “occupying the field” on this topic, and that a local government can adopt an ordinance giving broader civil rights protection than the state law.

**Here is the Iowa relevant Iowa Code section, with italicized emphasis added:**

**216.19 Local laws implementing chapter.**

1. All cities shall, to the extent possible, protect the rights of the citizens of this state secured by the Iowa civil rights Act. *Nothing in this chapter shall be construed as indicating any of the following:*
  - a. *An intent on the part of the general assembly to occupy the field in*

*which this chapter operates to the exclusion of local laws not inconsistent with this chapter that deal with the same subject matter.*

- b. An intent to prohibit an agency or commission of local government having as its purpose the investigation and resolution of violations of this chapter from developing procedures and remedies necessary to insure the protection of rights secured by this chapter.
- c. *Limiting a city or local government from enacting any ordinance or other law which prohibits broader or different categories of unfair or discriminatory practices.*

As an example, Iowa City has an ordinance that prohibits discrimination on the basis of gender identity (along with other defined classes of individuals).

One question the Council must consider is how would such an ordinance be enforced? Our current Human Relations ordinance (Chapter 14) does not include enforcement language, and states that we refer complaints about discrimination to the Iowa Civil Rights Commission (ICRC – now a part of the Iowa Office of Civil Rights). As gender identity is no longer a protected class under the Iowa Civil Rights Act, any complaint received alleging discrimination on that basis would not be able to be investigated by ICRC.

Iowa City has a staff person whose job is to investigate and process civil rights complaints under its ordinance. The Iowa City ordinance contains no specific penalty, so apparently default municipal infraction penalties would apply. **If the City of Ames were to adopt such an ordinance, the Council should consider establishing violations as a municipal infraction and setting a civil penalty level.** Unless a higher penalty amount is specifically adopted, the default penalties for a municipal infraction in Ames are \$30 for a first offense, \$100 for first repeat offense, and \$200 for subsequent repeat offenses. (Section 1.9, Ames Municipal Code). Iowa Code allows cities to establish civil penalties for municipal infractions at not more than \$750 for a first offense, and not more than \$1,000 for a repeat offense.

Please be aware that, upon determining that a violation has occurred, a municipal infraction would have to be filed and prosecuted in court.

#### **NEXT STEPS:**

In summary, the Council first has to decide whether or not to direct staff to proceed with drafting an ordinance for consideration. If so, the Council should decide in advance how to enforce the ordinance, including:

1. Who would investigate allegations of discrimination
2. What level the civil penalty should be.

#### **ATTACHMENT(S):**

[Iowa City Human Rights ordinance.pdf](#)



## TITLE 2

### HUMAN RIGHTS

#### CHAPTER 1

#### GENERAL PROVISIONS

##### SECTION:

##### 2-1-1: Definitions

##### 2-1-2: Purpose

##### 2-1-3: Construction

##### 2-1-1: DEFINITIONS:

As used in this title, the following terms shall have the meanings indicated:

AGE: Chronological age of any person.

AGGRIEVED PERSON: Any person who: a) claims to have been injured by a discriminatory housing practice; or b) believes that such person will be injured by a discriminatory housing practice that is about to occur.

CITY ATTORNEY: The duly appointed attorney for the city or such person designated by the city attorney.

COMMISSION: The Iowa City human rights commission.

COMPLAINANT: A person who has filed a report of discrimination as provided for by this title.

COMPLAINT: A report of discrimination as provided for by this title.

CONCILIATION: The attempt by the human rights coordinator to reach a resolution with both parties in a case in which a determination of probable cause has been made.

CONSUMER CREDIT TRANSACTION: As defined in section 537.1301(11) of the code of Iowa, as amended.

COURT: The district court of the state of Iowa or any judge of the court if the court is not in session at that time.

COVERED MULTI-FAMILY DWELLING:

A. A building consisting of four (4) or more dwelling units if the building has one or more elevators; or

B. The ground floor units of a building consisting of four (4) or more units.

CREDIT: As defined in section 537.1301(15) of the code of Iowa, as amended.

CREDITOR: As defined in section 537.1301(17) of the code of Iowa, as amended.

DEPENDENT: Any person, regardless of age, who resides in a household and who derives primary care or support from that household.

DISABILITY:

A. The physical or mental impairment of a person which substantially limits one or more of such person's major life activities, and the condition of a person with a positive human immunodeficiency virus test result, a diagnosis of acquired immune deficiency syndrome, a diagnosis of acquired immune deficiency syndrome related complex, or any other condition related to acquired immune deficiency syndrome. The inclusion of a condition related to a positive human immunodeficiency virus test result in the meaning of "disability" under the provisions of this title does not preclude the application of the provisions of this title to conditions resulting from other contagious or infectious diseases.

B. A record of having such an impairment.

C. Being regarded as having such an impairment. "Disability" does not include current, illegal use of or addiction to a controlled substance as defined by chapter 124A of the Code of Iowa, as amended.

DWELLING: Any building, structure, or portion thereof which is occupied as, or designed or intended for occupancy as, a residence by one or more families, and any vacant land which is offered for sale or lease for the construction or location thereon of any such building, structure, or portion thereof.

ELDERLY: Any person who has attained the age of fifty five (55) years.



**EMPLOYEE:** Any person who works for wages, salary or commission or any combination thereof, and persons who are seeking or applying for employment.

**EMPLOYER:** Includes any person, wherever situated, who solicits individuals within the City to apply for employment within the City or elsewhere. The term includes the City itself, and to the extent not inconsistent with State law, all other political subdivisions, public corporations, governmental units conducting any activity within the City and public agencies or corporations.

**EMPLOYMENT AGENCY:** Any person undertaking to procure employees or opportunities to work for any other person.

**FAMILIAL STATUS:**

A. One or more individuals under the age of eighteen (18) domiciled with one of the following:

1. A parent or another person having legal custody of the individual or individuals.
2. The designee of the parent or the other person having custody of the individual or individuals, with the written permission of the parent or other person.

B. Protections against discrimination on the basis of familial status shall apply to any person who is pregnant or is in the process of securing legal custody of any individual who has not attained the age of eighteen (18) years.

**FAMILY:** For purposes of this title "family" includes a single individual, and includes persons who are registered as domestic partners and who are eligible to obtain a certified statement of the domestic partnership from the City Clerk, as provided in chapter 6 of this title.

**GENDER IDENTITY:** A person's gender-related identity, appearance, or expression, whether or not traditionally associated with the person's biological sex or sex at birth, incorporating the person's attitudes, preferences, beliefs, and practices pertaining thereto, including being physically and/or behaviorally androgynous.

**HOUSING TRANSACTION:** The sale, exchange, rental or lease of real property and the offer to sell, exchange, rent or lease real property.

**LABOR ORGANIZATION:** Any organization which exists for the purpose in whole or in part of collective bargaining, of dealing with employers concerning grievances, terms or conditions of employment, or of other mutual aid or protection in connection with employment.

**MARITAL STATUS:** The state of being married, single, divorced, separated or widowed.

**PERSON:** One or more individuals; partnerships; associations; corporations; legal representatives; trustees; receivers; the City or any board, commission, department or agency thereof; all other governmental units conducting any activity in the City; labor organizations; trustees in cases under title 11 of the United States Code, as amended; and fiduciaries.

**PUBLIC ACCOMMODATION:** Each and every place, establishment or facility of whatever kind, nature or class that caters or offers services, facilities or goods to the general public for a fee or charge. Each and every place, establishment or facility that caters or offers services, facilities or goods to the general public gratuitously shall be deemed a public accommodation if the accommodation receives any substantial governmental support or subsidy. Public accommodation shall not mean any bona fide private club or other place, establishment or facility which is by its nature distinctly private, except that, when such distinctly private place, establishment or facility caters or offers services, facilities or goods to the general public for a fee or charge or gratuitously, it shall be deemed a public accommodation during such period.

**PUBLIC ASSISTANCE SOURCE OF INCOME:** Income and support derived from any tax supported Federal, State or local funds, including, but not limited to, social security, supplemental security income, temporary assistance for needy families, family investment program, general relief, food stamps, and unemployment compensation but not including rent subsidy programs. Housing choice voucher subsidies and similar rent subsidy programs shall also be included in this definition immediately upon the event of either of the following:

A. The repeal of Iowa Code section 364.3(16) and any similar statutes preempting cities from prohibiting owners, lessors, sublessors, managing agents, or other persons having the right to lease, sublease, or rent out a dwelling unit from refusing to lease or rent out the dwelling unit to a person because of the person's use of a federal housing choice voucher issued by the United States department of housing and urban development; or

B. A court with lawful jurisdiction invalidates Iowa Code section 364.3(16) and any statutes of similar effect.

**RESPONDENT:** A person who is alleged to have committed an act prohibited by this title, against whom a complaint has been filed under this title, or who has been identified in the course of investigation as required with respect to respondents so identified under subsection 2-4-4A of this title.

**SEXUAL HARASSMENT:** A form of sex discrimination. Sexual harassment may take the form of deliberate or repeated comments, questions, representations or physical contacts of a sexual nature which are unwelcome to the recipient. Sexual harassment may also take the form of conduct that has the purpose or effect of creating an intimidating, hostile or offensive environment.

**SEXUAL ORIENTATION:** Actual, history of, or perceived heterosexuality, homosexuality, or bisexuality.

**STATE, STATE PARTY AND STATE PARTIES:** As used in the preamble and part I of the "International Convention On

the Elimination of All Forms of Racial Discrimination (1966)", as amended, shall mean the City of Iowa City, Iowa.

**UNFAIR PRACTICE OR DISCRIMINATORY PRACTICE:** Those practices specified as unfair or discriminatory in sections 216.6, 216.7, 216.8, 216.8A, 216.9, 216.10, 216.11, and 216.11A of the Code of Iowa, as amended, or this title.

(Ord. 94-3647, 11-8-1994; amd. Ord. 95-3697, 11-7-1995; Ord. 97-3785, 5-20-1997; Ord. 00-3921, 3-7-2000; Ord. 03-4105, 12-16-2003; Ord. 15-4650, 12-15-2015; Ord. 16-4658, 2-16-2016, eff. 6-1-2016; Ord. 18-4736, 1-2-2018; Ord. 18-4739, 2-20-2018; Ord. 23-4911, 9-19-2023)

**2-1-2: PURPOSE:**

It is the purpose of this title to protect individuals of the City against discrimination as defined in this chapter. Moreover, this title provides for execution within the City of the policies of the Iowa Civil Rights Act of 1965, as amended, the Federal Civil Rights Acts, as amended, the preamble and part I (articles 1 - 7) of the "International Convention On the Elimination of All Forms of Racial Discrimination (1966)", as amended, and the promotion of cooperation among the City, State and Federal agencies which are charged, presently and in the future, with enforcing these Acts and instruments. (Ord. 03-4105, 12-16-2003; amd. Ord. 15-4650, 12-15-2015)

**2-1-3: CONSTRUCTION:**

This title shall be construed broadly to effectuate its purpose, and shall be enforced by the Iowa City Human Rights Commission consistent with the intent, language and spirit of the preamble and part I (articles 1 - 7) of the "International Convention On the Elimination of All Forms of Racial Discrimination (1966)", as amended. However, the construction and enforcement of the preamble and part I of said international convention shall in no event operate to diminish protection that otherwise exists under this title, the Iowa Civil Rights Act, as amended, the Federal Civil Rights Acts, as amended, or the Constitution of the State of Iowa, as amended, or the Constitution of the United States of America, as amended. (Ord. 94-3647, 11-8-1994)



## **CHAPTER 14**

### **HUMAN RELATIONS**

#### **Sec. 14.1. PURPOSE OF CHAPTER.**

The purpose of this chapter is to implement the provisions of the Iowa Civil Rights Act and to further provide for the general welfare of persons in the City of Ames, Iowa, by establishing a to undertake projects of education to prevent discrimination and to effect cooperative undertakings with the Iowa Civil Rights Commission and to aid in effectuating the purposes of the Iowa Civil Rights Act.

*[State Law Ref. Iowa Code Sec. 216.1] (Ord. 3123, 3-26-91; Ord. 3377, 3-5-96; Ord. No. 4385, 5-14-19)*

#### **Sec. 14.2. DEFINITIONS.**

When used in this chapter, unless the context otherwise requires:

(1) "Commission" means the Ames Human Relations Commission created by this chapter.

(2) "Commissioner" means a member of the commission.

(3) "Disability" means the physical or mental condition of a person which constitutes a substantial disability, and the condition of a person with a positive human immunodeficiency virus test result, a diagnosis of acquired immune deficiency syndrome, a diagnosis of acquired immune deficiency syndrome-related complex, or any other condition related to acquired immune deficiency syndrome. The inclusion of a condition related to a positive human immunodeficiency virus test result in the meaning of "disability" under the provisions of this chapter does not preclude the application of the provisions of this chapter to conditions resulting from other contagious or infectious diseases.

*[State Law ref. Iowa Code Sec. 216]*

(4) "Gender Identity" means a gender-related identity of a person regardless of the person's assigned sex at birth.

(5) "Public accommodation" means each and every place, establishment, or facility of whatever kind, nature, or class that caters or offers services, facilities, or goods for a fee or charge to nonmembers of any organization or association utilizing the place, establishment, or facility, provided that any place, establishment, or facility that caters or offers services, facilities, or goods to the nonmembers gratuitously shall be deemed a public accommodation if the accommodation receives governmental support or subsidy. Public accommodation shall not mean any bona fide private club or other place, establishment, or facility which is by its nature distinctly private, except when such distinctly private place, establishment, or facility caters or offers services, facilities, or goods to the nonmembers for fee or charge or gratuitously, it shall be deemed a public accommodation during such period.

"Public accommodation" includes each state and local government unit or tax-supported district of whatever kind, nature, or class that offers services, facilities, benefits, grants or goods to the public, gratuitously or otherwise. This paragraph shall not be construed by negative implication or otherwise to restrict any part or portion of the pre-existing definition of the term "public accommodation".

*(Ord. No. 2912, 12-18-84; Ord. No. 4385, 5-14-19)*

(6) "Unfair practice" or "discriminatory practice" means those practices specified as unfair or discriminatory in this chapter.

*(Ord. 3123, 3-26-91; Ord. No. 4385, 5-14-19)*

(7) "Sexual Orientation" means actual or perceived heterosexuality, homosexuality, or bisexuality. "Sexual orientation" does not include participation in acts which are prohibited by law.

*(Ord. 3128, 5-28-91; Ord. 3377, 3-5-96 Ord. No. 4385; Ord. No. 4385, 5-14-19)*

#### **Sec. 14.3. COMMISSION APPOINTED.**

(1) **Commission Appointed.** The Ames Human Relations Commission shall consist of seven (7) members appointed by the Mayor with the approval of the City Council. Appointments shall take into consideration the various racial, religious, cultural and social groups and geographical areas within the City of Ames in so far as may be practicable. The term of office shall be three (3) years and shall begin April 1 of the fiscal year of appointment, except that the Mayor may prescribe a shorter term for any appointment or reappointment in order to stagger terms. Six (6) of the members shall serve 3-year terms, and one (1) of the members shall serve a special 1-year term. Vacancies shall be filled for any unexpired term in the same manner as original appointments. Any member or all members of the Commission may be removed from office at any time by the Mayor with the approval of the City Council, for good cause. No member who has served two (2) full consecutive terms is eligible for reappointment. The Commission shall elect one of their members to be chairperson, and develop their own rules of procedure, not inconsistent with this chapter.

*(Ord. No. 3820, 3-08-05; Ord. No. 3943, 2-19-08; Ord. No. 4129, 11-13-12; Ord. No. 4385, 5-14-19)*  
*[State Law Ref. Iowa Code Sec. 216.3] (Ord. 3377, 3-5-96; Ord. No. 3943, 2-19-08; Ord. No. 4520, 02-27-24)*

#### **Sec. 14.4. COMPENSATION AND EXPENSES.**

The members of the Commission shall serve without salary, wages or other compensation provided that they may receive reimbursement for actual and necessary expenses incurred as allowed by the City Council pursuant to such procedures and policies for the reimbursement of expenses as shall be established by the City of Ames from time to time.

*[State Law Ref. Iowa Code Sec. 216.4] (Ord. 3377, 3-5-96; Ord. No. 4385, 5-14-19)*

#### **Sec. 14.5. POWERS AND DUTIES.**

The Commission shall have the following powers and duties:

(1) To investigate and study the existence, character, causes, and extent of discrimination in public accommodations, employment, apprenticeship programs, on-the-job training programs, vocational schools, credit practices, and housing in this city and to attempt the elimination of such discrimination by education.

(2) To issue such publications and reports of investigations and research as in the judgment of the commission shall tend to promote good will among the various racial, religious, and ethnic groups of the City and which shall tend to minimize or eliminate discrimination in public accommodations, employment, apprenticeship and on-the-job training programs, vocational schools, career and technical programs, or housing because of race, creed, color, sex, national origin, religion, ancestry, disability, sexual orientation or gender identity.

*(Ord. 3128, 5-28-91; Ord. No. 4385, 5-14-19)*

(3) To prepare and transmit to the Mayor and City Council from time to time, but not less often than once each year, reports describing its proceedings, and the other work performed by the commission.

(4) To make recommendations to the Mayor and City Council for such further legislation concerning discrimination because of race, creed, color, sex, national origin, religion, ancestry, disability, sexual orientation or gender identity as it may deem necessary and desirable.

*(Ord. 3128, 5-28-91; Ord. No. 4385, 5-14-19)*

(5) To cooperate, within the limits of any appropriations made for its operations, with other agencies or organizations, both public and private, whose purposes are consistent with those of this chapter, and on the planning and conducting of programs designed to eliminate racial, religious, cultural, and intergroup tensions.

(6) To adopt, publish, amend, and rescind regulations consistent with and necessary for the enforcement of this chapter.

(7) To receive, administer, dispense and account for any funds that may be voluntarily contributed to the commission and any grants that may be awarded the commission for furthering the purposes of this chapter with the approval of the City Council.

(8) To refer a complaint to the Iowa Civil Rights Commission under commission rules.

*[State Law Ref. Iowa Code Sec. 216.5] (Ord. 3377, 3-5-96; Ord. No. 4385, 5-14-19).*



Item No. 24  
**MEMO**

**To:** Mayor and City Council

**From:** Kelly Diekmann, Director of Planning and Housing

**Date:** December 9, 2025

**Subject:** Continue Hearing on Lease of City Property located East of 731 Billy Sunday Road now known as Lot 3 of Billy Sunday Subdivision

The City Council set a date of Public Hearing for the lease of City Property located East of 731 Billy Sunday Road now known as Lot 3 of Billy Sunday Subdivision to Lamar Advertising Company for a digital billboard on City property. City staff is working through final language for the lease agreement and requests this hearing be continued to December 16, 2025.

KD/cmw





indicate what material is proposed for use in a landscape planter. Pictures of rock and organic mulch planter examples are attached for reference.

The proposed change affects the following section of the City's General Development Standards of Article IV of the Chapter 29 Zoning Ordinance (new language is underlined).

29.403 (3) (D) Minimum planting standards.

(7) All required planters, bufferyards, and islands must include living groundcover. Foundation planters may use inorganic or non-living materials for ground cover. Organic mulch may be used in lieu of living ground cover beneath or around shrubs and trees.

a. An exception to utilize decorative landscape rock materials, in lieu of organic mulch, may be approved for areas within required planters immediately around decorative plantings, shrubs and trees. Details of the landscape rock material type and location shall be specified on the landscape plan. Decorative plantings may be required within planters along with the use of decorative landscape rock.

Decorative landscape rock in and of itself does not meet the definition of landscaping, therefore, it may not be utilized in lieu of landscape plantings and is to be confined to defined planter areas with shrubs, trees, and decorative plantings.

b. Decorative landscape rock materials are subject to the standards and limitations of other zoning districts, such as CSC and the University Impact Overlays.

#### **Planning and Zoning Commission:**

The Planning and Zoning Commission reviewed the proposed text amendment at its November 5 meeting. Commissioners discussed the examples of planters with rock materials compared to mulch. Commissioners expressed concerns about the general health of plantings, depth and type of rock used for mulch, the appearance of rock planters (specifically if landscape material died or were not present), and the overall aesthetics of the proposal. Staff described that code enforcement does not prioritize landscape maintenance and a refresh of plantings typically does not occur unless a subsequent permit for the site is requested. **The Commission voted 5-1 to recommend denial of the text amendment.** Generally, the Commissioners were concerned about its city-wide application to parking lot and front yard landscaping and believed the current standard was a better standard.

#### **ALTERNATIVES:**

1. Approve on first reading an ordinance amending the allowed landscaping planter mulch requirements to allow use of decorative rock landscape material as mulch consistent with the attached draft ordinance.
2. Direct staff to modify the proposed standards and approve the ordinance on first reading.
3. Request additional information from staff and take no action to approve on first reading.
4. Deny the application for a zoning text amendment. (Planning and Zoning Commission Recommendation)

**CITY MANAGER'S RECOMMENDED ACTION:**

The issue of landscape planter materials is a city-wide issue and not unique to any one zoning district. As such, the request would modify standards city-wide and benefit ISURP as the applicant. The use of decorative rock versus organic mulch is primarily a balancing of aesthetics, plant vitality, and cost.

**Staff believes that with intentional landscape design focused on the base requirements of planting and limited use of mulch combined with the organic soil content requirements, the decorative rock mulch option will likely be a successful alternative for developments.** Therefore, it is the recommendation of the City Manager that the City Council approve Alternative No. 1, as described above.

**ATTACHMENT(S):**

[Rock Mulch Attachment Landscape Examples.pdf](#)

[Ordinance-ZTA Minimum Planting Standards-Mulch.PDF](#)

## Landscaping Examples (outside of Ames)











ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY AMENDING SECTION 29.403(3)(D)(7) THEREOF, FOR THE PURPOSE OF MODIFYING MINIMUM PLANTING STANDARDS FOR LANDSCAPE MULCH REQUIREMENTS, REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.

**BE IT ENACTED**, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by amending Section 29.403(3)(D)(7) as follows:

**Sec. 29.403. LANDSCAPING AND SCREENING.**

\* \* \*

**(3) General Requirements All Sites.**

The following standards are required on all residential and non-residential sites.

\* \* \*

**(D) Minimum planting standards.**

\* \* \*

(7) All required planters, bufferyards, and islands must include living ground cover. Foundation planters may use inorganic or non-living materials for ground cover. Organic mulch may be used in lieu of living ground cover beneath or around shrubs and trees.

(a) An exception to utilize decorative landscape rock materials, in lieu of organic mulch, may be approved for areas within required planters immediately around decorative plantings, shrubs and trees. Details of the landscape rock material type and location shall be specified on the landscape plan. Decorative plantings may be required within planters along with the use of decorative landscape rock.

Decorative landscape rock in and of itself does not meet the definition of landscaping, therefore, it may not be utilized in lieu of landscape plantings and is to be confined to defined planter areas with shrubs, trees, and decorative plantings.

(b) Decorative landscape rock materials are subject to the standards and limitations of other zoning districts, such as CSC and the University Impact Overlays.

Section Two. All ordinances, or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Three. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
John A. Haila, Mayor

First Reading:

Second Reading:

Third Reading:

Passed on:

I, Renee Hall, City Clerk of the City of Ames, Iowa, hereby certify that the above and foregoing is a true copy of Ordinance No. \_\_\_\_\_, passed by the City Council of said City at the meeting held on \_\_\_\_\_ and signed by the Mayor on \_\_\_\_\_, and published in the Ames Tribune on \_\_\_\_\_.

\_\_\_\_\_  
Renee Hall, City Clerk

ITEM #:	26
DATE:	12-09-25
DEPT:	P&H

### **COUNCIL ACTION FORM**

**SUBJECT: REZONE OF 23959 580TH AVENUE FROM "II" (INTENSIVE INDUSTRIAL) TO "GI" (GENERAL INDUSTRIAL) ZONING DISTRICT WITH MASTER PLAN**

#### **BACKGROUND:**

**Jason Dietzenbach, Avec Design + Build, on behalf of Larson Leasing LC, is requesting to rezone the property at 23959 580th Avenue from Intensive Industrial (II) to General Industrial (GI) with a Master Plan.** The property was annexed into the City in summer 2021. The City supported annexation to allow for its reuse consistent with City standards due to its prominent gateway type of location.

The 18.65-acre parcel is the former Caremoli food manufacturing facility. It was previously developed in the County and includes one main building approximately 27,000 square feet in size and six other additions/connected buildings ranging between 5,000 and 9,000 square feet. The site was rezoned in November 2021 to Intensive Industrial (II) to reflect the intended industrial nature of the broader east industrial area of Prairie View. Attached is a zoning location map and an addendum with more background information.

**The current zoning has a more limited set of allowable uses compared to the requested GI zoning and is focused on accommodating traditional industrial types of uses.** The requested GI Zone allows a broader mix of allowable uses manufacturing, wholesale, office, institutional, and some retail trade uses.

GI was a zoning district originally established in 2000 to address a broad range of existing uses within Ames on small and large sites and was not planned for expansion areas of the City. Generally, the City has relied upon Planned Industrial, Research Park Innovation District, and Intensive Industrial zoning districts to more specifically guide future industrial development as the City has expanded, and retained GI zoning only for legacy areas of the City because of its diverse range of uses.

#### **REZONING MASTER PLAN:**

**The applicant has had limited success in tenanting the building under the II zoning standards, primarily because of the nature of it being a previously developed site for a specific type of industrial use. The owner believes the broader range of GI uses, including non-traditional industrial uses, is desirable for the site, and has therefore requested rezoning to GI.**

**While the applicant desires broadening of the allowed uses at the site, City staff requested the applicant propose an accompanying Master Plan (see attached). Staff believes the Master Plan is needed to address the goals of the City for site improvements and appropriate uses at this gateway location. The applicant agreed to propose a Master Plan with the rezoning to address site improvements and use limitations.**

A rezoning agreement to finalize the Master Plan details that are described herein and shown on the Master Plan attachment will be brought to Council for consideration no later than the third reading of this rezoning. The rezoning agreement will state the requirements of the Master Plan, including:

#### Site Improvements

The Master Plan indicates the locations of building, parking, storage, and maneuvering areas based upon a combination of County approvals and existing conditions. With the Master Plan, 91 gravel and paved parking spaces are recognized as existing and permitted to serve as parking areas with reuse of the site. The Plan includes requirements for when paving and parking lot stripping is triggered, and landscaping requirements associated with new uses and improvements.

The number of spaces provided are sufficient for a mix of manufacturing, warehousing, office, and retail uses. The Master Plan illustrates one potential breakdown of the buildings' square footage with selected uses from those allowed, but does not limit the site to only this breakdown. Any use allowed by the Master Plan may occupy the existing buildings if it does not create a need for more parking than is provided.

#### Uses

In addition to manufacturing and warehousing uses allowed in II, the Master Plan also allows for Wholesale Trade, Sports Practice Facility, and Retail Service and Trade. Retail Service and Trade uses exceeding 3,000 square feet and Sports Practice Facilities require a Special Use Permit. Offices, except medical and dental, are also permitted. **To ensure industrial uses are the primary use of the site, the Master Plan requires no more than 40% of the square footage of the buildings shall be retail sales and service or sports practice facility uses.**

Keeping in mind the City's intent for use of the site, the proposed Master Plan restricts most miscellaneous uses allowed in GI, such as institutional uses, schools, day care, religious, and major event entertainment facilities that may not be compatible with the II zoning of the larger Prairie View Industrial Center. It also prohibits salvage yards and towing uses, which would be in conflict with the City's view of the area as a gateway.

The Master Plan does allow vehicle service facilities (gas stations), automotive and marine craft trade, and other industrial service uses related to heavy trucks and equipment such as repair and sales. **For these and any use that is to be established outside the existing buildings, or as a new building, the Master Plan requires full compliance with City standards for landscaping, paving, and other site improvements. This includes any outdoor display and storage areas.** Establishment of these outdoor uses may not displace the otherwise legal nonconforming parking spaces shown.

#### **PLANNING AND ZONING COMMISSION:**

The Planning and Zoning Commission voted 6-0 to recommend approval of the request at its November 19, 2025 meeting. The Commission's discussion focused on the compatibility of industrial uses with retail, office, and sports practice uses allowed in the GI Zone that may be mixed together on the site instead of separate properties.

Staff noted that this site is unique in that there may be multiple uses on the same site, whereas in other GI areas there may be multiple different uses on the same block. In this situation, the Building Code, Fire Code, and Fire Suppression system requirements are the fundamental instruments for ensuring safety rather than property separation. The Special Use Permit requirement for retail sales and service over 3,000 square feet and sports practice facilities will also help address any compatibility issues.

**One specific concern was whether agricultural chemical storage would be permitted. Staff stated that manufacturing and processing uses that involve Standard Industrial Classification Major Industrial Groups 28 & 29 are not permitted in the GI Zone. This includes manufacturing of chemicals and through chemical processes, including agricultural chemicals, and manufacturing involving petroleum products.**

**ALTERNATIVES:**

1. Approve on first reading the rezoning of the property located at 23959 580th Avenue from "II" Intensive Industrial to "GI" General Industrial with Master Plan subject to the condition that a Rezoning Agreement for the Master Plan is reviewed and approved by City Council no later than the Third Reading of the rezoning ordinance.
2. Direct the applicant to modify the Master Plan use limitations or other site improvement conditions and return with an updated Master Plan for Council approval.
3. Deny the request to rezone the property located at 23959 580th Avenue from "II" Intensive Industrial to "GI" General Industrial with Master Plan.

**CITY MANAGER'S RECOMMENDED ACTION:**

**While the existing II zoning is consistent with intent for industrial development with Prairie View Industrial Center, it has not resulted in substantial reuse of the site. The applicant believes the GI Zone will better support re-tenanting of the site as multi-tenant facility rather than a single industrial use.**

**This is a unique circumstance for the east industrial area because of its previously developed nature. Through the Master Plan process, establishing improvement expectations and suitable allowable uses, the rezoning can be found to be consistent with Plan 2040 expectations for quality industrial sites and better serve as a gateway to Ames and the Prairie View Industrial Center. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative 1.**

**ATTACHMENT(S):**

[Addendum](#)

[Existing Zoning and Location Map.pdf](#)

[Master Plan.pdf](#)

[Ames Plan 2040 Excerpt and Future Land Use Map.pdf](#)

[Applicant Request Letter.pdf](#)

## **ADDENDUM**

### **REZONING BACKGROUND:**

**Site History.** The current owner bought the vacant food manufacturing facility with the intent of repurposing it. The property was annexed into the City in the summer of 2021. The City supported annexation to allow for its reuse consistent City standards. The prominent location as a gateway to the planned Prairie View Industrial Center north of the site was part of this consideration and controlling types of use and site improvements that further this intent was desirable compared to County use limitations.

The annexation also allowed rezoning of the property to support reuse of the existing buildings. At the time of annexation, the subject property was assigned an “A” Agricultural zoning classification. The property was then rezoned to Intensive Industrial (II) in November of 2021, consistent with the property’s Plan 2040 “Employment” designation and the City’s intent for large scale industrial uses east of I-35 for the Prairie View Industrial Area. At that time, the II Zone District was a newly created industrial zoning district to be used for properties located within this development area.

**Existing Uses of Land.** This property is the former Caremoli site, a food manufacturing facility, developed in the County. Properties to the north and west are undeveloped and part of 2021 annexation. Highway 30 is located to the south. To the east are commercial/light industrial properties located in unincorporated Story County.

Land uses that occupy the subject property and other surrounding properties are described in the following table.

<b>Direction from Subject Property</b>	<b>Existing Primary Land Uses</b>
Subject Property	Developed; Former Caremoli Facility
North	Turing Drive; Crop Production
East	Light Industrial/Commercial
South	US Highway 30; Crop Production
West	Crop Production

**Ames Plan 2040 Designation.** Ames Plan 2040 designates the property with the “Employment” designation, which supports industrial zoning districts and this the rezoning request to II, Intensive Industrial. See attachment for a Plan excerpt and map. Standard zoning categories listed for the Employment land use designation include “GI” (General Industrial), “RI” (Research Park Industrial) and “II” (Intensive Industrial) as the designation is meant to include a wide range of industrial uses.



The Employment designation can include high impact, heavy industrial uses as allowed in II or traditional manufacturing, warehouse, and office uses allowed in GI. The designation also includes goals for attractive, well function industrial sites with appropriate landscaping and screening. **Staff believes that with this previously developed site, the GI rezoning with the Master Plan addressing site conditions and limited uses can be found consistent with Plan 2040.** Reuse of the site with II uses has proven difficult compared to planned use of undeveloped land in this area with II uses.

**Proposed Zoning.** A request to “GI” (General Industrial) is consistent with the proposed re-use of the property and existing buildings. While the zoning of the larger Prairie View Industrial Center is II, the GI zoning will facilitate reuse of the subject previously developed property and aesthetic improvements, which will benefit the area.

### **Infrastructure**

No City utilities will immediately serve this site. The existing structures can continue to use rural water service provided by the Iowa Regional Utilities Association (IRUA). The site includes an onsite water tank to assist in meeting fire protection requirements. The site is served by an onsite septic system.

Limitations on availability of sewer service were known at the time of annexation and are not changed with this rezoning.

The property currently maintains a Story County address. The address will be updated to a City address when new tenant spaces are created and permits issued.

**Findings of Fact.** Based upon an analysis of the proposed rezoning and laws pertinent to the proposed map amendment, staff makes the following findings of fact:

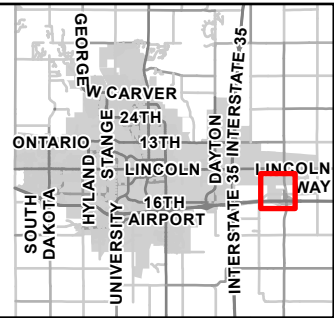
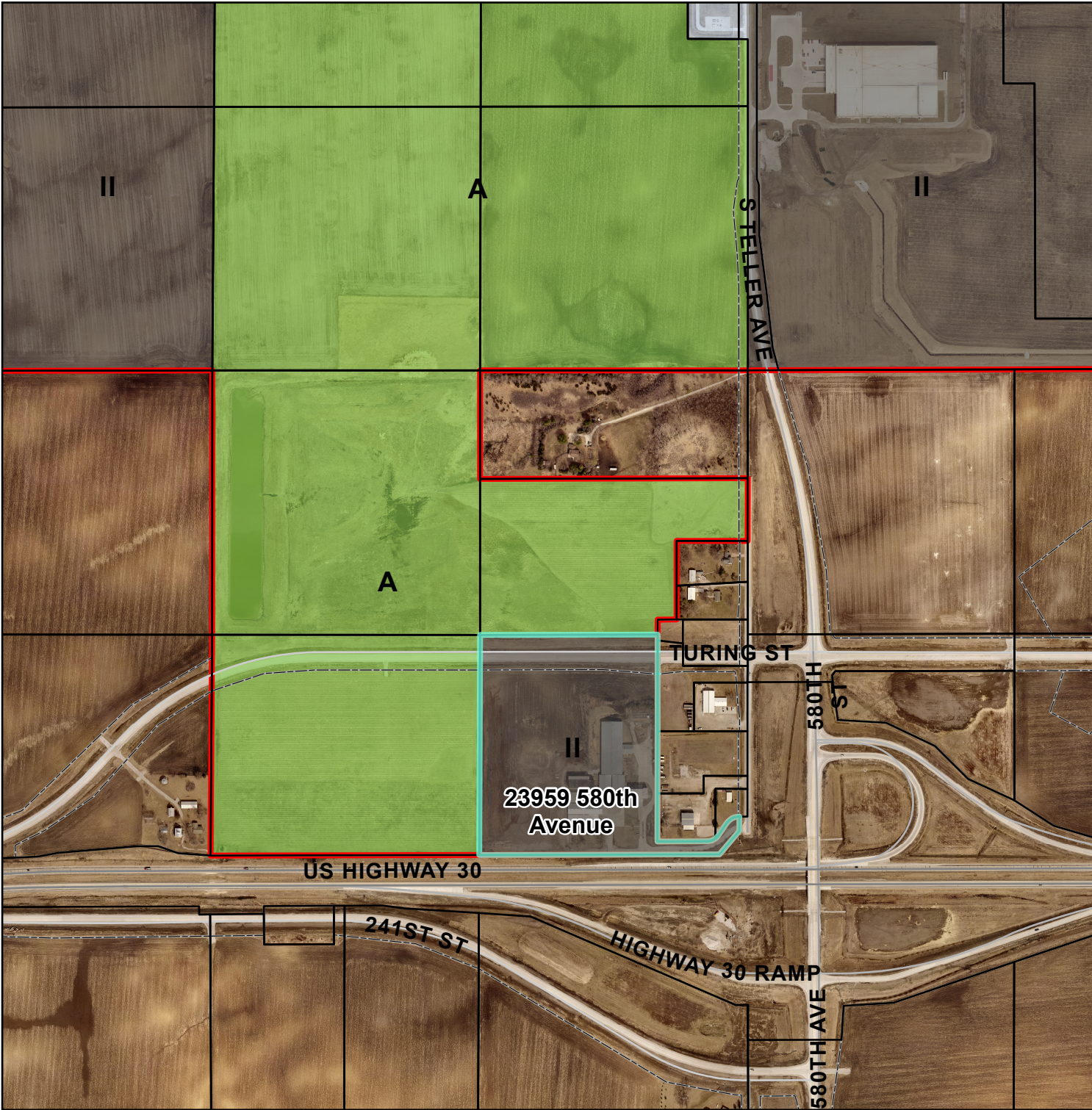
1. The subject property is owned by Larson Leasing LC. The rezoning request and statement of justification is included as Attachment D.
2. Ames Municipal Code Section 29.1507(1) allows the property owner to initiate an amendment to the Official Zoning Map. The rezoning process may require a Master Plan.
3. The subject properties are consistent with the designation of “Employment” identified on the Ames Plan 2040 Future Land Use Map.
4. Expectations for site improvements with reuse of the buildings, or if new development is proposed, is established by the accompanying Master Plan. This ensures incremental improvements to the quality of the site.
5. Impacts on infrastructure and City services for this parcel is consistent with what is already anticipated for the area and the near adjacent Prairie View Industrial Center.

**Public Notice.** The City provided mailed notice to all property owners within 400 feet of

the subject property prior to the Planning and Zoning Commission meeting in accordance with the notification requirements of Chapter 29.



# Zoning Map

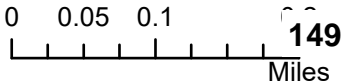


## Legend

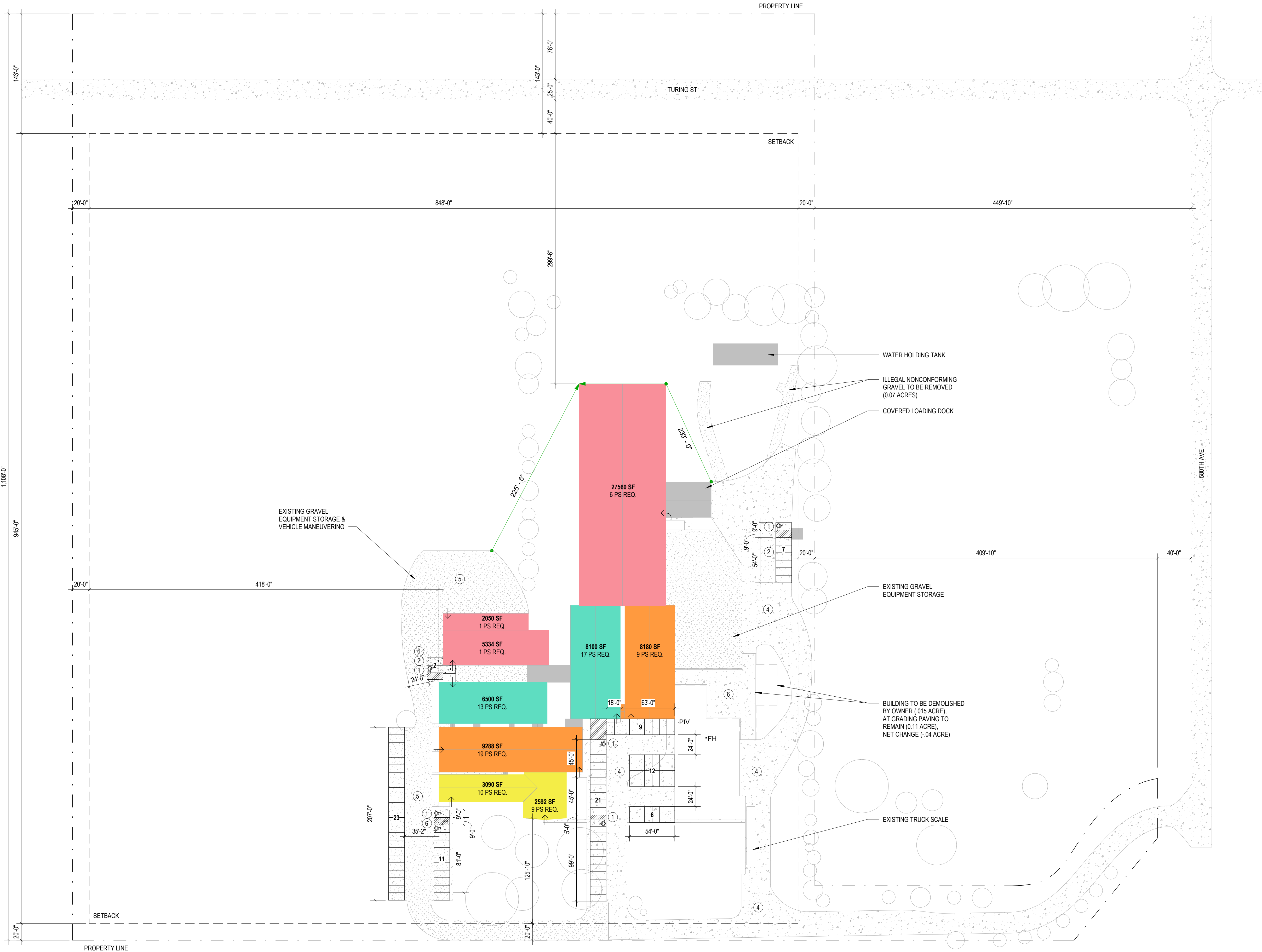
- Parcels
- Subject Properties
- ROW
- City Boundaries

## Zoning Districts

- Agricultural Zone "A" (sec 29.600)
- Intensive Industrial Zone "II" (sec 29.904)
- Government/Airport District "S-GA" (sec 29.1002)







**1 OVERALL SITE PLAN**  
SCALE: 1" = 60'-0"  
TRUE

**SITE PLAN NOTES**

- 1 ADA ACCESSIBLE PARKING
- 2 NEW PARKING AS NEEDED BY NEW TENANT
- 3 EXISTING PARKING LOCATIONS
- 4 EXISTING PAVEMENT
- 5 LEGAL NONCONFORMING GRAVE
- 6 NEW PAVED PARKING

**USE AND OCCUPANCY CLASSIFICATION KEY (IBC-CH.3)**

- ASSEMBLY A-3, RECREATION
- BUSINESS B, OFFICE
- FACTORY F-1, MODERATE HAZARD
- STORAGE S-1, MODERATE HAZARD

**GENERAL INDUSTRIAL (GI)**

**MINIMUM OFF-STREET PARKING REQUIREMENTS (TABLE 29.406(2)):**

RETAIL SALES & SERVICE	2 SPACES/1,000 SF
OFFICE	1 SPACE/300 SF
INDUSTRIAL SERVICE	1 SPACE/600 SF
WAREHOUSES	1 SPACE/6,000

**PARKING SPACES REQUIRED:**

A-3, RETAIL SALES & SERVICE	35 SPACES (17,468 SF)
B, OFFICE	19 SPACES (5,682 SF)
F-1, INDUSTRIAL SERVICE	29 SPACES (14,800 SF)
S-1, WAREHOUSES	7 SPACES (34,944 SF)
	<b>90 SPACES REQUIRED</b>

75 EXISTING LEGAL SPACES	
2 NEW SPACES (NEW PAVING)	
14 NEW SPACES (EXISTING PAVING)	
	<b>91 SPACES SHOWN</b>

**MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES (ADA-CH.5)**

76-100 = 4 STANDARD, 1 VAN = 5 TOTAL (STANDARD + VAN)

**IMPERVIOUS AREA**

EXISTING BUILDING (W/L.D.)	1.92 ACRES
EXISTING PAVING	1.55 ACRES
<b>TOTAL EXISTING</b>	<b>3.47 ACRES</b>

**NEW BUILDING (W/L.D.)**

EXISTING PAVING	1.72 ACRES
NEW PAVING (VEST)	0.02 ACRES
<b>TOTAL EXISTING</b>	<b>3.40 ACRES</b>

**USE PERCENTAGES**

RETAIL-TO-BUILDING TOTAL AREA AS SHOWN ON THIS PLAN  
17,468 SF / 118,483 SF = 14.74%

**GENERAL INDUSTRIAL ZONE USES**

(TABLE 29.901(2) - (WITH PROPOSED EXCLUSIONS))

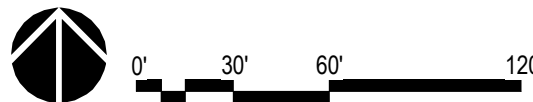
USE CATEGORY	PROPOSED EXCLUSIONS	APPROVAL REQUIRED	APPROVAL AUTHORITY
<b>OFFICE USES</b> OFFICE USES	EXCEPT MEDIAL & DENTAL SERVICES	SDP MINOR	STAFF
<b>TRADE USES</b> RETAIL SALES & SERVICES GENERAL SERVICES GREATER THAN ONE 3,000 SF USE PER SITE REQUIRE A SPECIAL USE PERMIT FROM THE ZBA	***	SDP MINOR / SP	STAFF / ZBA
BANQUET HALLS, EXHIBITION & MEETING AREAS - WHEN COMBINED WITH MANUFACTURING & PROCESSING INDUSTRIAL USE OF THE SAME LOT OR PARCEL		SDP MINOR	STAFF
WHOLESALE TRADE		SDP MINOR	STAFF
<b>INDUSTRIAL USES</b> MANUFACTURING/PROCESSING EXCEPT MAJOR INDUSTRIAL GROUPS 28 & 29		SDP MINOR	STAFF
WAREHOUSING / FREIGHT STORAGE		SDP MINOR	STAFF
INDUSTRIAL SERVICE	EXCEPT SALVAGE YARDS EXCEPT TOWING AND VEHICLE STORAGE INCLUDING AUTO & TRUCK SALVAGE & WRECKING	SDP MINOR	STAFF
<b>TRANSPORTATION, COMMUNICATIONS, AND ESSENTIAL SERVICES</b> PERSONAL WIRELESS COMMUNICATION FACILITIES		SP	ZBA
<b>MISCELLANEOUS USES</b> VEHICLE SERVICING FACILITIES		SP	ZBA
SPORTS FACILITIES (INDOOR ONLY)		SP	ZBA
ROCK CLIMBING FACILITIES (INDOOR ONLY)		SP	ZBA

**NOTES:**

1. TO ENSURE INDUSTRIAL USES ARE PRIMARY USE OF THE SITE, NO MORE THAN 40% OF THE BUILDING USE SHALL BE RETAIL SALES AND SERVICE OR SPORTS PRACTICE FACILITY USES.
2. EXCLUDED USES: SALVAGE YARDS, TOWING AND VEHICLE STORAGE, RESOURCE PRODUCTION AND EXTRACTION, WASTE PROCESSING AND TRANSFER, CHILD DAYCARE FACILITIES AND VOCATIONAL & TECHNICAL HIGH SCHOOLS, COLLEGES AND UNIVERSITIES, DETENTION FACILITIES, AND MAJOR EVENT ENTERTAINMENT. (WE BELIEVE THESE ARE INCONSISTENT WITH THE INTENT FOR THE AREA BASED ON PAST DISCUSSIONS AND THE INTENSIVE INDUSTRIAL ZONING THAT APPLIES TO THE LARGER AREA.)

**DISCLAIMER:**

GENERAL DIMENSIONS BASED ON EXISTING INFORMATION AVAILABLE. NO SURVEY WAS PERFORMED



**SITE AND BUILDING CODE EVALUATION FOR REZONING**



AVEC Design+Build  
131 Main Street  
Ames, IA 50010  
515-233-4641

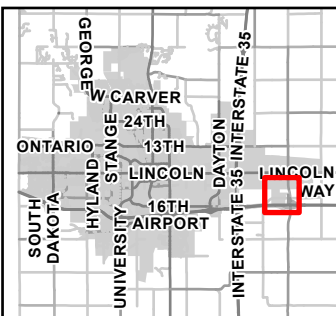
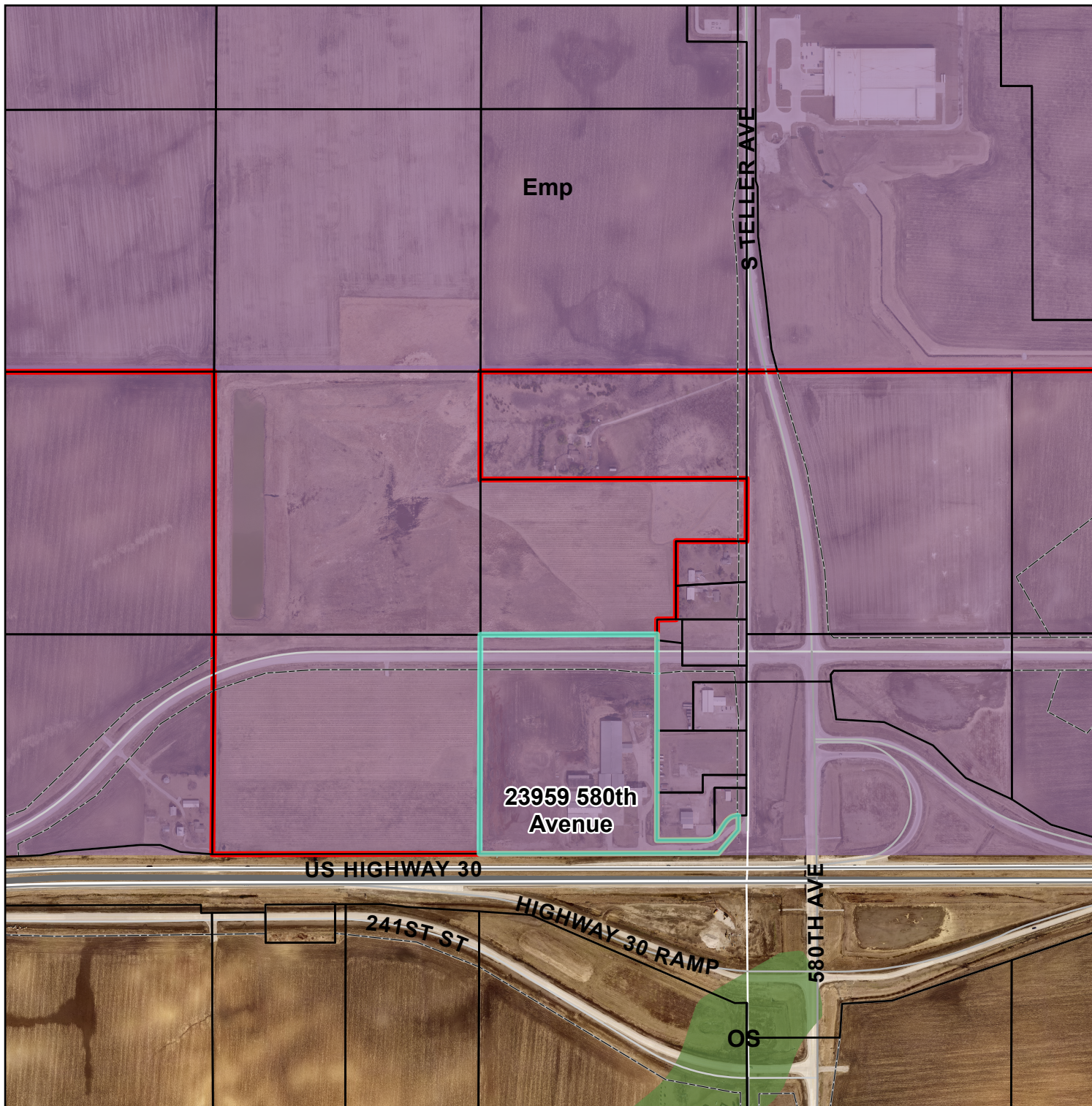
**SITE AND BUILDING CODE EVALUATION FOR REZONING**

NOVEMBER 7, 2025

23959 580th Ave  
Ames, IA 50010 150



# Ames Plan 2040 Future Land Use Map

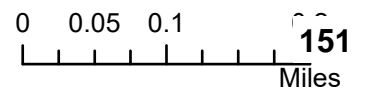


## Legend

- Parcels
- Subject Properties
- ROW
- City Boundaries

### Ames Plan 2040 Future Land Use Designations

- Employment (Emp)
- Open Space



# LAND USE: CATEGORIES

## Employment (Emp)

- » Includes both general industrial areas and large-scale employment centers that are part of planned business or ISU Research Park.
- » Mixes traditional manufacturing warehouse activities on the east side of the city and office and R&D uses in ISU Research Park and areas near South Bell.
- » Can include high impact and heavy industrial uses.
- » Older areas include single purpose industrial lots and relatively low-density site development.

- » Planned facilities include large blocks and large sites.
- » High truck traffic generation with good access to regional transportation facilities.
- » City policy to focus most new large large industrial development east of I-35.
- » Service uses are clustered in Boone County and can be expanded with the West Growth Areas.

### APPLICABLE EXISTING ZONING CATEGORIES

- » GI General Industrial PI Planned Industrial
- » RI Research Park Industrial
- » II Intensive Industrial

## GOALS

- » Provide attractive and well-functioning settings for a range of industrial enterprises.
- » Build on Ames' natural and historic strength in research.
- » Minimize impact and external effects on city neighborhoods.
- » Discourage industrial uses that are large resource users for water and sewer services with system capacity impacts.



## DEVELOPMENT GUIDELINES

- » Phase out small obsolete industrial clusters in primarily non-industrial areas, such as industrial pockets along the railroad.
- » Use screening and landscaped buffering to address building scale and typical utilitarian appearance.
- » Residential uses should not be permitted in these areas. Site design should provide separation and buffering between intense industrial and adjacent residential use.
- » Apply aesthetic enhancements to sites along major corridors.
- » Plan for improved pedestrian connectivity and access for alternative modes of transportation.
- » Large sites may allow for incorporating green infrastructure, renewable energy, or other GHG reduction and sustainable design techniques to existing site and development in new employment areas.
- » Focus Research Park uses on R&D and office with high employment intensity.
- » Ensure truck traffic and transportation capacity is adequately addressed in siting new large industrial facilities.

## PUBLIC ACTIONS

- » Implement infrastructure and transportation projects necessary to open the East Industrial area.
- » As East Industrial, Prairie View, develops out with large uses, evaluate options for smaller industrial sites and locally serving commercial uses. Large format retail is not permitted.
- » Use economic development tools and standard to support resource and environmentally conscious uses, minimize water and sewer capacity demand.
- » Support commuter transportation alternatives to single occupant automobiles.
- » Adapt zoning to provide for large manufacturing facilities based on automation.
- » Differentiate zoning for business park use types from individual general industrial uses oriented to small or independent businesses.
- » East scenario Tiers 3 and 4 have planned residential uses adjacent to industrial uses north of the railroad. Consider future compatibility of use and traffic levels with industrial. Development options north of the railroad.



September 11, 2025

Kelly Diekmann  
Planning Department  
515 Clark Ave.  
Ames, IA 50010

Rezoning of 23959 580th Avenue, Ames, IA 50010

Dear Kelly,

This letter accompanies the Rezoning with Master Plan Application Form.

### Overview

We reviewed the site and building(s) for potential tenant uses per the allowed General Industrial (GI) zoning. A mixed use of Office, Retail Sales and Service, Industrial Service, and Warehouse was used. Our evaluation shows that the existing site has adequate parking and that fire separation between tenants can be achieved.

### Reasons for Requesting Rezoning

We are requesting rezoning of the property from Intensive Industrial (II) to General Industrial (GI) to allow for a broader range of industrial uses, thereby increasing the site's potential utilization and supporting economic development. The proposed rezoning will provide flexibility for future growth while maintaining compatibility with surrounding properties.

### Consistency with Ames Plan 2040

Rezoning from Intensive Industrial (II) to General Industrial (GI) is consistent with the goals of the Ames Plan 2040. Specifically, this change will:

- Reduce potential land-use conflicts between neighboring properties.
- Promote more efficient and productive use of the land.
- Aligning future infrastructure demand with community objectives.
- Serve as an effective transitional buffer in areas identified for future mixed or changing uses.

Overall, the proposed rezoning supports the City's long-term planning objectives and encourages orderly and compatible industrial development.

Respectfully,



Jason Dietzenbach, AIA  
Architect/Partner  
Avec Design, Inc.

ITEM #:	<u>27</u>
DATE:	<u>12-09-25</u>
DEPT:	<u>P&amp;H</u>

### COUNCIL ACTION FORM

**SUBJECT: MAJOR SITE DEVELOPMENT PLAN AND ADAPTIVE REUSE PLAN  
AMENDMENT FOR FAST FOOD RESTAURANT AT 2615 GRAND AVENUE**

**BACKGROUND:**

In 2007, an Adaptive Reuse Plan (ADP) was adopted for the North Grand Mall site, which contained allowances to waive certain parking and landscaping standards. **Ed Kaizer, representing the owner of 2615 Grand (Grand 1350 LLC), is requesting an amendment to the 2007 Adaptive Reuse Plan and approval of a Major Site Development Plan to allow a fast-food restaurant (KFC) with a drive-thru on the property, which was previously a US Bank location.**

**The proposed new fast-food project alters the current approved ADP in regard to the total number of parking stalls and site circulation, resulting in the need for an amendment with a Major Site Development Plan and waivers.**

A location map showing the subject property and the ADP boundaries is attached. More information regarding the ADP and past amendments is included in the addendum.

**PROJECT DESCRIPTION:**

The building site is a 0.18 acre parcel that is an island within the overall "Mall" site. The Mall site is divided into multiple ownerships between the original mall area and the redeveloped mall area. The subject site is a separate parcel surrounded by a property under the same ownership that includes shared parking stalls and access aisles. Parking for the use and drive-thru circulation will affect this abutting property under the same ownership. **The changes do not affect the layout of the mall site to the north under separate ownership.**

The site contains the bank building, former bank drive-thru area, and three parking spaces on the south side of the building. **The existing brick building will be retained and reused for the new restaurant.** Excerpts from the site plan including building elevations are attached. An addendum includes more information on the modifications to the building and site design elements.

Several conditions are proposed requiring a lighting plan, additional directional signage, and landscaping prior to occupancy. These are further discussed in the addendum. **The primary issue for reuse related to the site is the proposal for circulation of the drive-thru and additional reduction in required parking.**

*Site Circulation and Drive-Thru Design*

Reuse of the site for a fast-food restaurant was complicated by how to queue vehicles for the drive-thru without impeding the general circulation within the site. The proposed design directs traffic to approach the drive-thru from the south. The menu board is located on the southeast corner of the building, parallel to Grand Avenue. The drive-thru lane adjacent to the building

will be one-way and also serve as an access aisle for angled parking. Once ordering is complete, vehicles will then turn left around the north end of the building to access the pick-up window and exit to the main mall parking lot driveway.

Staff has reviewed multiple iterations of how to configure a drive-thru to function appropriately and meet queuing and circulation interests. **With vehicles approaching from the south and following the proposed directional signage, staff believes that adequate queueing will exist and that the primary drive aisles of the parking area will remain unobstructed.**

Due to a limited turning radius around the building's south and east sides, vehicles traveling east cannot turn left to enter the drive-thru. Staff has proposed a condition to discourage drivers from approaching the drive-thru at this location. Additional striping on the pavement near the menu board and a diverter will delineate the drive aisle and reinforce right-turn-only movement at this location to emphasize that drive-thru vehicles circulate from the south.

Directional signage on the pavement will direct this traffic to turn right before reaching this point and loop around the off-site parking area south of the building to enter the queue. Staff proposes a condition that similar signage be installed at the southern entrance to the off-site parking area to reinforce this routing and prevent vehicles from attempting to enter the queue near the building. A drive-thru directional sign at the south end of the parking lot may also be provided.

**To approve the proposed drive-thru configuration, a waiver of the 5-foot drive-thru setback requirement is required with the ADP amendment.** The parcel's "island" configuration would not permit conformance to the typical drive-thru setback standards as the queue crosses property lines.

#### Parking

The original ADP and subsequent amendments have addressed parking as an overall requirement of the combined mall properties that are governed by the ADP. All parking is considered shared within the context of the ADP with a set minimum number of spaces for the overall site to serve the specific uses allowed within the ADP.

**The result of the proposed fast food plan is a net loss of 6 parking spaces for the overall ADP due to a change in the configuration of the parking (change from a two-way access aisle to one-way angled parking along the drive-thru). This requires Council to grant a waiver to modify the minimum parking allowed with the ADP.**

**The proposed fast food use requires 1 less parking space than the prior bank use. The reconfiguration of the parking lot is what results in the need for the parking waiver, not the change in use.**

#### WAIVERS:

**Since City Council has already made the determination of the long-term benefits of the redevelopment of the site with the 2007 ADP, the amendment requires Council to only consider the requested waivers to the Development Standards and determine if they believe it is in the interest of the neighborhood and the City to approve them. Approval of the Major Site Development Plan, as proposed, will approve the three requested waivers listed below.**

The specific waivers requested include:

1. Drive-Thru Setback. **The applicant requests waiver of the 5-foot setback for drive-thrus from property lines to allow queuing across properties under common ownership.** While the setback is not met from the subject property's property lines, it is met from all exterior property lines and property lines not under common ownership.
2. Parking. **The applicant requests a reduction of 6 spaces and approval of 1,720 total parking spaces on the site for the proposed and existing mix of uses.** The proposed use itself has sufficient parking on-site and nearby, but the overall ADP site is short of required parking for all uses established with the original approval and subsequent amendments. Through approval of the requested amendment to the ADP, City Council would permit the continued waiver for reduction of overall parking requirements.
3. Landscaping. **The applicant requests City Council determine that the landscaping as shown on the site plan is adequate for the purpose of enhancing the site and supporting reinvestment, waiving full landscaping standards.** A new drive-thru island will be landscaped with grass and two overstory trees. The building site currently has no landscaping. This landscaping significantly increases landscaped area. Staff believes this is the most landscaping that can be practicably added to the site, given that proposed improvements are limited to this area.

#### **PLANNING AND ZONING COMMISSION:**

The Planning and Zoning Commission reviewed the request at its November 19, 2025, meeting. The primary focus was on the reconfiguration of the parking and drive-thru access.

The Commission wanted to ensure the accessible parking, which is located across the drive-thru lane from the building, was permitted because of its separation from the front door and location crossing through the drive-thru. Staff responded that, at this time, the City's Inspections Division staff considered it compliant with the Building Code because it is located along an accessible route. Striping and a sloped ramp will be added to guide pedestrians from the parking to the entrance. The spaces could be relocated if an additional accessible route is defined for a different location of the spaces. Staff has also proposed a condition to add a painted stop bar in front of the ordering board so that drive-thru traffic does not block the sidewalk and parking lot crossing that occurs at the southeast corner of the building.

The Commission also took an interest in the function of the angled parking stalls and their transition to 90 degree stall to the south of the menu board ordering location. Staff reviewed the overlap of a drive-thru lane and access aisle and noted that while it is not ideal, is it not prohibited by the Zoning Ordinance and is a common configuration for other drive-thrus.

A Commissioner also asked if other improvements to the larger ADP site were triggered by the proposal or could otherwise be required. Staff did not revisit the overall scope of the mall property when reviewing this proposal; the review was confined to the footprint of this project. Prior amendments did trigger other site enhancements, such as landscaping and walkway connections. Staff responded that this project did not trigger any upgrades to other parking or common areas based upon the prior ADP conditions.

The Commission voted 6-0 to recommend approval.

**ALTERNATIVES:**

1. Approve the amendment to the Adaptive Reuse Plan and Major Site Development Plan for 2615 Grand Avenue subject to the following conditions:
  - a. A painted stop bar shall be added in front of the ordering board so that drive-thru traffic does not block the sidewalk and pedestrian parking lot crossing in this area.
  - b. Directional signage be installed at the southern entrance to the drive-thru to direct traffic prior to occupancy.
  - c. Prior to Occupancy, work with Planning staff to define the painted area and diverter options at the southeast corner of the building to deter vehicle entering the drive-thru queuing area.
  - d. The 8 shrubs along the site frontage with Grand are replanted prior to occupancy.
  - e. A lighting plan compliant with City standards is submitted for review and approval by the Planning Division.
2. Approve the amendment to the Adaptive Reuse Plan and Major Site Development Plan for 2615 Grand Avenue with modified conditions.
3. Deny the amendment to the Adaptive Reuse Plan and Major Site Development Plan for 2615 Grand Avenue.

**CITY MANAGER'S RECOMMENDED ACTION:**

In reviewing the proposed amendment to the Adaptive Reuse Plan/Major Site Development Plan, staff prioritized review of the circulation for the site. The proposed plan accommodates a drive-thru use that does not impact the overall circulation of the site and creates a new restaurant space that will be complementary to the uses at the mall and provide services to the residents of north Ames.

**The overall benefit of adding new uses to the site support findings for approval of the Adaptive Reuse Plan amendment, even with the granting of waivers as requested to facilitate the design.** Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, as described above.

**ATTACHMENT(S):**

[ADDENDUM KFC.pdf](#)

[Location Map.pdf](#)

[Site Plan Excerpts.pdf](#)

[Adaptive Reuse Plan and Major Site Development Plan Criteria.pdf](#)

## **ADDENDUM:**

### **ADP Plan Background**

In 2007, City Council approved an Adaptive Reuse Plan (ADP) for North Grand Mall. An ADP allows for development flexibility (waivers) for redevelopment of economically significant commercial properties or historic properties. The entire Mall site from 24<sup>th</sup> Street to 30<sup>th</sup> Street, including a small parcel on the west side of Ferndale Avenue, and the subject 2615 Grand site, were included within the ADP. The area the ADP applies to is zoned Planned Regional Commercial (PRC).

While the ADP site encompasses multiple parcels and ownerships, it views all included properties as a single development area for the purpose of shared parking, access, and landscaping amenities. Additionally, the ADP includes development parameters for redoing parking lots and constructing new buildings consistent with the Plan.

In 2012, an amended ADP for the entire site was approved to facilitate redevelopment of the former Sears store and buildings to the south (e.g. Kohl's). Other amendments have been approved to construct the Starbucks project and B-Bop's.

One of the key waivers granted through the ADP is the parking ratio allowed for the site. The ADP allows for a ratio of 4 parking stalls/1,000 square feet of building area for the mall plus other specified use allowances related to parking. The total required parking is accounted for with an overall site plan that includes a minimum number of striped parking stalls. Any change of use or building that alters this overall plan requires an amendment.

There are currently 1,726 parking spaces site-wide. With the previous amendments, the parking ratio was permitted to fall below 4/1,000 square feet (3.86 per 1,000 square feet) due to allowances for fitness uses on the site and new structures impacting existing parking. The amendments also anticipated long-term improvements to the northeast corner of the site that will add 20 parking spaces.

### **Additional Building and Site Design Information**

#### ***Building***

The existing brick building will remain. The canopy that previously covered the bank drive-through lanes on the north side of the building has been removed.

The brick will be painted and parapet rebuilt. The existing transom windows that wrap all four sides of the building will be maintained.

A new primary entrance will be on the south side of the building, adjacent to the existing parking area on the site. While the entrance to the building facing Grand will be removed, it will be replaced with windows into the dining area. The overall design including the



retention of the brick and improved fenestration are consistent with contemporary commercial design qualities and the Mall site development overall.

### *Pedestrian Access*

A new sidewalk connection will extend from the public sidewalk on Grand Avenue onto the site. A striped pedestrian crossing is proposed across the drive aisle between the building and parking spaces along Grand. This will connect with a sidewalk on the south side of the building that provides pedestrian access to the primary entrance.

### *Parking*

The original bank use would have been accounted for at 4 spaces per 1000 gross square feet, or 9 parking spaces with the 2012 ADP. A fast-food restaurant would apply a minimum requirement of 12 spaces per 1,000 square feet of customer area, of which staff calculated as only being 700 square feet for 8 required parking spaces. The seating area includes fixed seating for 28 people. **Based upon zoning minimum standards there is no net change in parking demand, but the overall supply is reduced by 6 spaces due to a change in the configuration of the parking, which requires a waiver to the approved parking ratio of the ADP**

The reconfiguration is of the 90-degree parking spaces east of the building along Grand. These spaces will be restriped into seven 45-degree angled parking spaces, including two accessible spaces and their associated access aisle. This is because the access aisle behind the spaces will be changed to one-way to accommodate the drive through and angled parking. Although this arrangement of drive through and angled parking is not ideal, it is approvable. Importantly, there is a large parking area south of the building with standard parking spaces and access that will likely be the predominant location of customer parking.

### *Landscaping*

The 2012 ADP included allowances for reduced landscaping compared to Zoning Ordinance requirements of overall landscape percentages and specific planting requirements. Along the Grand Avenue frontage, a combination of trees and shrubs were to be planted. The required shrubs are missing along the frontage abutting the development area are required to replanted in accordance with the ADP.

The building site currently has no landscaping and therefore is nonconforming. In general, where there are existing nonconformities, a development is required to conform with current standards as practicable without causing new deficiencies and in proportion to the proposed improvements.

The area north of the building will be altered with the drive through plan, including a new island. The island will be landscaped with grass and two overstory trees, increasing

pervious area by 900 square feet. This exceeds the required 10% of the parking area (500 square feet) that is required to be landscaped, and approaches the 15% (1,200 square feet) of the lot area required to be landscaped.

Staff finds that this is the greatest level of compliance that can be practicably achieved. There are no other areas impacted by the development where new landscaping could be added and the landscaped island cannot be enlarged or it will interfere with site circulation.

### *Screening*

New mechanical equipment mounted on the roof will be screened with a metal screen, painted to match the building trim.

A dumpster will be located east of the drive-through island and enclosed with a 6-foot-tall fence, meeting screening requirements.

A new transformer is proposed in the drive-through island, behind the centerline of the building. Due to this location, the Planning Director may approve screening to meet the requirements of this section solely based upon front yard landscaping and other site features that obscure equipment. Ornamental grasses that will be 5 feet high at maturity are to be planted in front of the transformer to meet this allowance.

### *Signs*

All signs including painted wall signs will be required to reviewed and approved separately after approval of the ADP amendment and Major Site Development Plan. Uniquely, the site has no street frontage, but it will be granted signage as if the lot line along Grand is a street frontage. Because Grand Avenue is part of U.S. Highway 69, the Iowa DOT must also review the signage package in addition to City of Ames review.

The applicant does desire to reuse existing pole sign at the southwest corner of the site. Its reuse is currently proposed as a standard cabinet sign and not a “chicken bucket” that was an historic icon for the KFC.

### *Lighting*

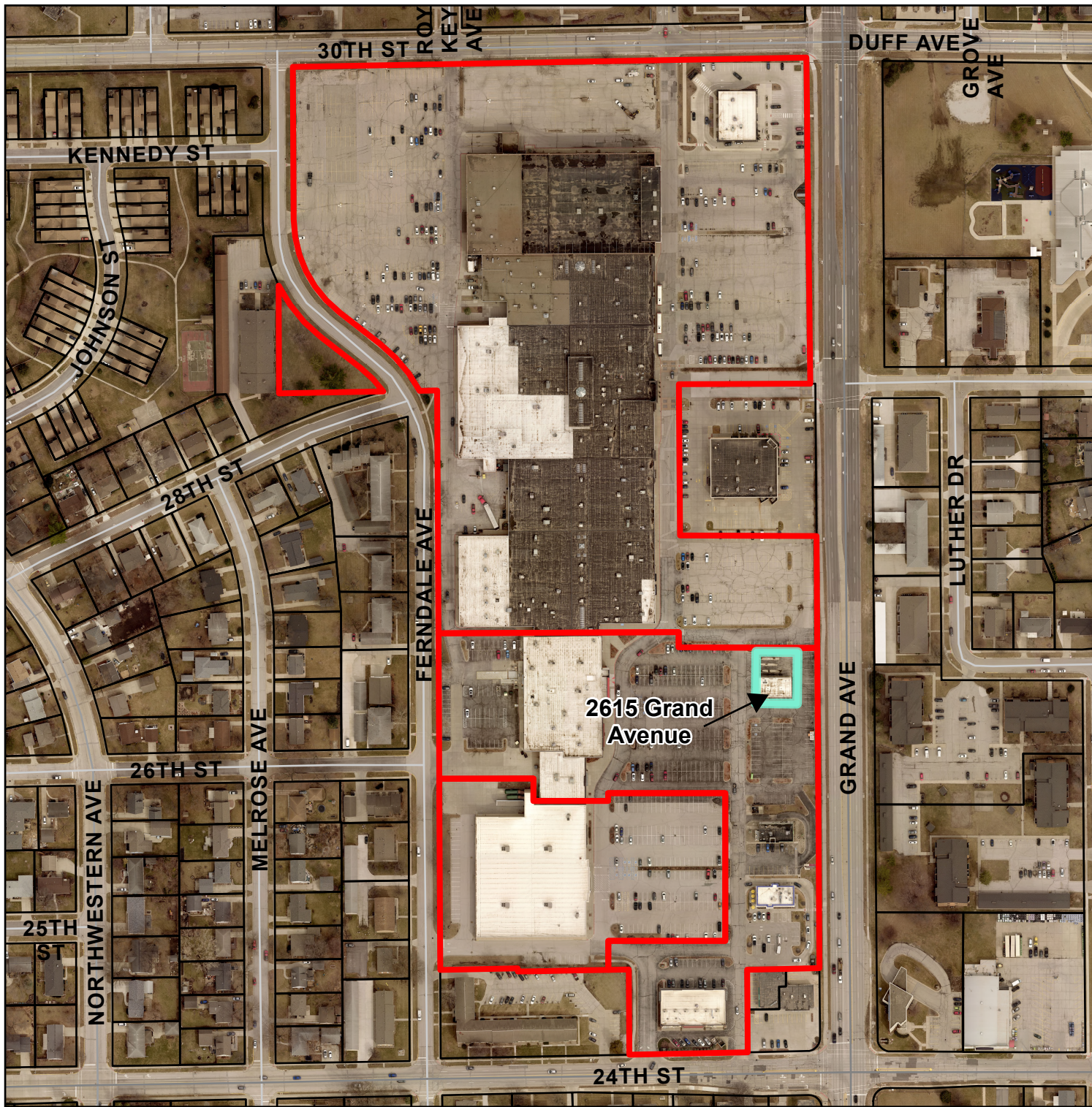
A lighting plan will be submitted after approval of the Major Site Development Plan. The lighting is required to be compliant with City standards prior to occupancy, per a recommended condition. All outdoor lighting must meet zoning standards based upon downlighting to address “Dark Sky” requirements. This includes LED accent/strip lighting and other exterior accent light on the building and any exterior lights aimed at the menu board or other features. The applicant indicates existing parking lot lighting will remain.

### *Utilities*

A new 6-inch water line is shown on the site plan serving the building. This is no longer required. The existing 1-inch line is adequate to serve the proposed use, as a requirement to install a sprinkler system for basement is no longer applicable following removal of internal storage room doors that previously restricted hose access. If the 1-inch line is upgraded, an easement with the property owner to the north will be required as the service line crosses over private property under different ownership.

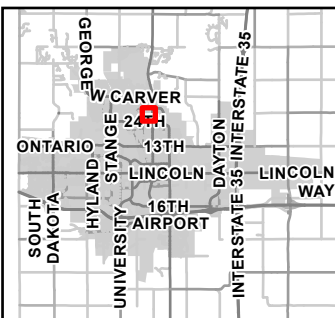


# Attachment A - Location Map



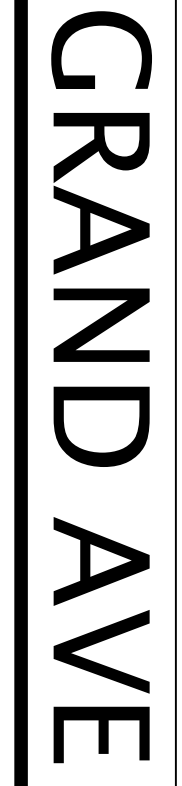
## Legend

- 2012 Adaptive Reuse Plan Limits
- Parcels
- Subject Property



0 0.02 0.04 162<sup>09</sup>  
Miles





C 1 1



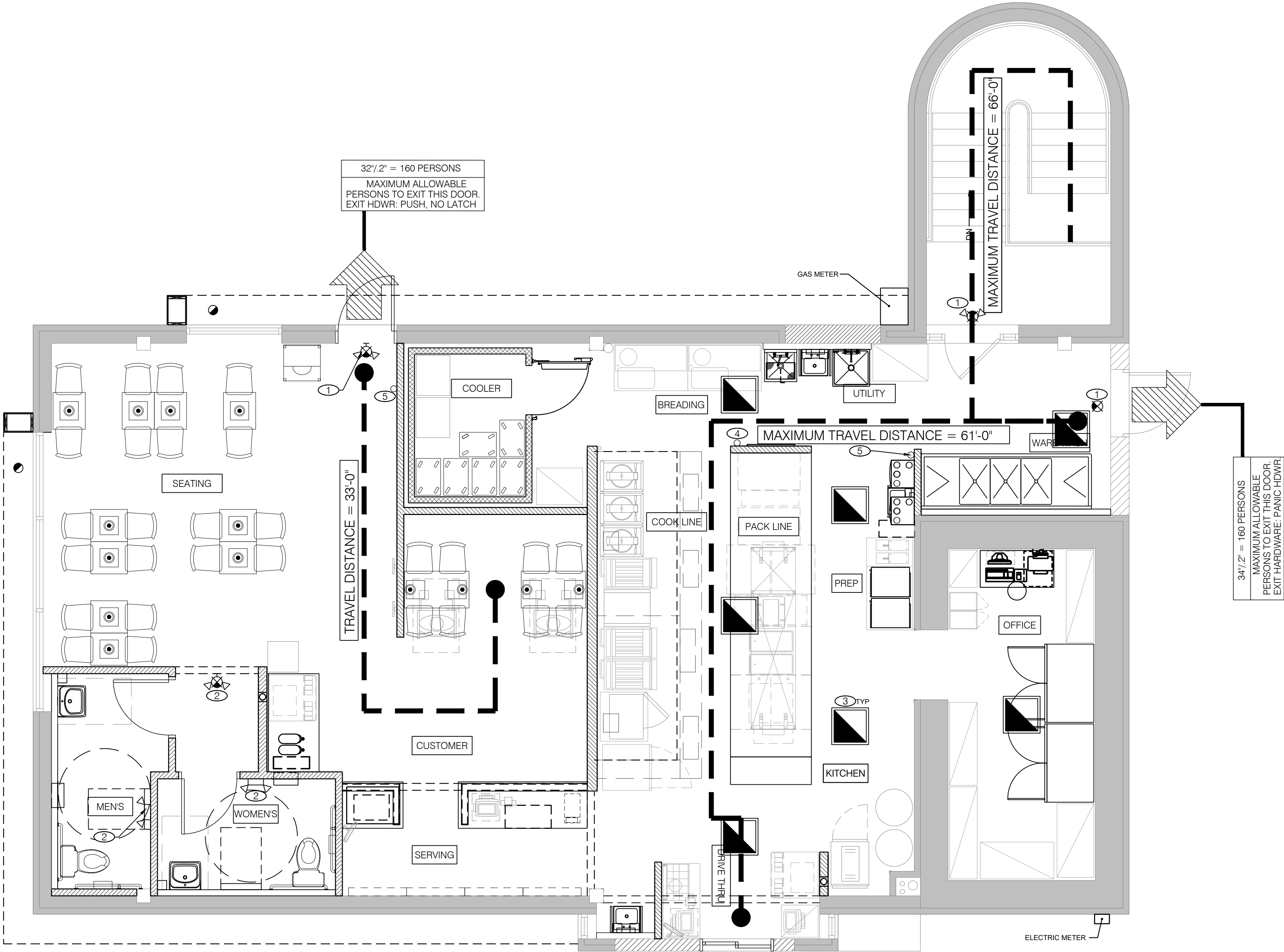
PROJECT PROPERTIES	
BUILDING PLAN REVIEW: NEW ASSEMBLY (A-2) RESTAURANT	
1. OCCUPANCY CLASSIFICATION:	BUILDING PROPERTIES
(IBC)	RESTAURANT A-2
(NFPA 101)	
2. CONSTRUCTION TYPE:	
IA=PROTECTED B=UNPROTECTED	TYPE V-B (000) UNSPRINKLERED
(NFPA 101)	
3. AREA & HEIGHT LIMITATIONS:	
MAX HEIGHT = 40'-0"	(2018 IBC)
MAX STORIES = 1 STORY	(2018 IBC)
MAX AREA = 6,000 S.F.	(2018 IBC)
	STORIES PROVIDED = 1 STORY + BASEMENT
	HEIGHT PROVIDED = 17'-2"
	AREA PROVIDED = 2,127 SF
4. FIRE SUPPRESSION / ALARM:	
SUPPRESSION:	UNSPRINKLERED
5. FIRE PROTECTION REQUIREMENTS FOR BUILDING ELEMENTS (HOURS):	
(2018 IBC)	
STRUCTURAL FRAME:	
COLUMNS & GIRDERS, BEAMS, TRUSSES	0 HOUR
BEARING WALLS:	
EXTERIOR	0 HOUR
INTERIOR	0 HOUR
NONBEARING WALLS & PARTITIONS:	
EXTERIOR	(SEE 2018 IBC TABLE 602)
NONBEARING WALLS & PARTITIONS:	
INTERIOR	0 HOUR
FLOOR CONSTRUCTION:	
INCLUDING SUPPORTING BEAMS & JOISTS	0 HOUR
ROOF CONSTRUCTION:	
INCLUDING SUPPORTING BEAMS & JOISTS	0 HOUR
FIRE-RESISTANT RATING FOR EXTERIOR WALLS:	
(2018 IBC)	
X ≥ 30'-0" TO ADJACENT BUILDING	0 HOUR

PROJECT PROPERTIES (CONT.)	
BUILDING PLAN REVIEW: NEW BUSINESS - RESTAURANT	
VERTICAL SHAFTS:	BUILDING PROPERTIES
(2018 IBC & NFPA)	N/A
INCIDENTAL USE: (2018 IBC)	N/A
TENANT SEPARATION: (2018 IBC)	N/A
6. OCCUPANT LOAD:	
(NFPA TABLE 7.3.1.2)	49 OCCUPANTS TOTAL
7. EXIT CAPACITY:	
(NFPA TABLE 7.3.3.1)	49 x 0.2 = 9.8' REQUIRED
2' PER OCCUPANT (LEVEL COMPONENTS): (FLOORS)	96' PROVIDED
3' PER OCCUPANT (STAIRWAYS):	N/A
8. COMMON PATH, DEAD-END, & TRAVEL DISTANCE LIMITS	SEE PLAN THIS SHEET
(NFPA TABLE A.7.6)	
(2018 IBC)	
COMMON PATH LIMIT:	100 FT. (NON SPRINKLED) N/A
DEAD-END LIMIT:	20 FT. (NON SPRINKLED) N/A
TRAVEL DISTANCE LIMIT:	200 FT. (NON SPRINKLED) 66'-2" < 200 FT.

FIRE PROTECTION LEGEND:	
	EMERGENCY EXIT SIGN

NOTES	
1. NO FIRE RATED WALLS ARE REQUIRED FOR TYPE VB BUILDINGS.	

BUILDING PROPERTIES C

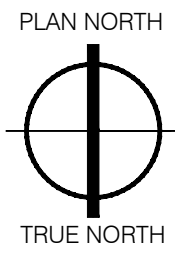


OCCUPANT LEGEND	
ASSEMBLY-FIXED TABLES & CHAIRS 28 SEATS = 28 OCCUPANTS	
ASSEMBLY- STANDING CUSTOMER STANDING SPACE 59 SF NET / 5 = 12 OCCUPANTS	
KITCHEN EMPLOYEE SPACE 906 SF NET / 200 = 5 OCCUPANTS	
ACCESSORY STORAGE COLD STORAGE 62 SF NET / 300 = 1 OCCUPANT	
TOTAL GRADE LEVEL OCCUPANT LOAD 46	

OCCUPANT LOAD KEY PLAN B

- 1 EMERGENCY EXIT SIGN
- 2 EMERGENCY ILLUMINATED FIXTURE
- 3 CONTINUOUSLY LIT LED FIXTURES
- 4 TYPE K FIRE EXTINGUISHER
- 5 20 LB TYPE ABC FIRE EXTINGUISHER.

LIFE SAFETY PLAN NOTES C



LIFE SAFETY PLAN 1/4"=1'-0" A



KFC



TESSERE

I hereby certify that the portion of this technical submission described below was prepared by me or under my direct supervision and responsible charge. I am a duly licensed architect under the laws of the state of Iowa.

Lee Manske Date

License number 07033  
Renewal date 06/30/2025  
Pages or sheets covered by this seal include Title, Site and Architectural.

21689R24001

REVISION:	Mark	Date	By
		04.01.2025	MEW
OWNER COMMENTS			

PROJECT TITLE  
DT1800  
RED

2615 GRAND AVE  
AMES, IA 50010

STORE NO. C029078

ISSUE DATE 09.11.2024

SHEET TITLE  
LIFE SAFETY PLAN

SHEET NO.

A-0.1



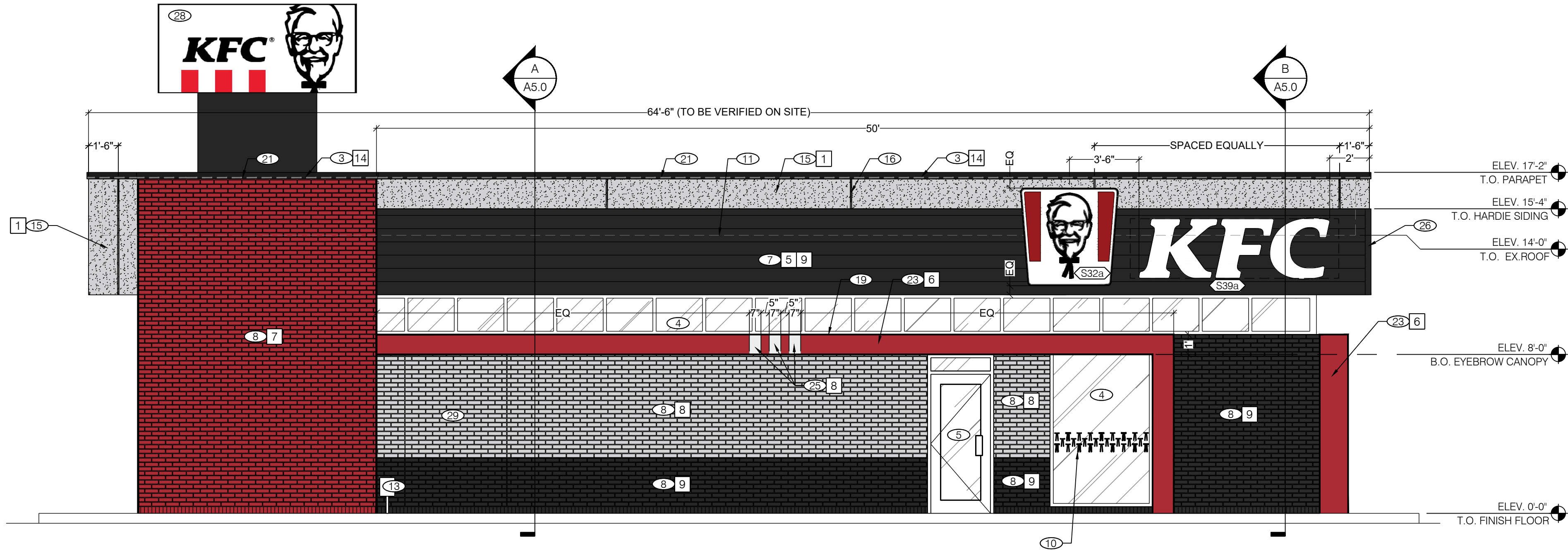


- 1 NOT USED.  
2 NOT USED.  
3 PARAPET COPING. COLOR AS NOTED.  
4 EXISTING STOREFRONT WINDOWS TO REMAIN.  
5 INSTALL NEW ALUMINUM STOREFRONT WINDOW / DOOR SYSTEM. SEE SHEET A1.1.  
6 NOT USED.  
7 FIBER CEMENT SHIPLAP SIDING.  
8 EXISTING BRICK TO REMAIN.  
9 NEW GLAZING TO BE SUPPLIED AND INSTALL BY GC. MODIFY FRAMING AS REQUIRED.  
10 WINDOW VINYL DECAL 'S38', SEE A-7.3.  
11 INDICATES TOP OF EXISTING ROOF.  
12 NOT USED.  
13 GAS METER. DO NOT PAINT METER.  
14 CONCRETE SILL TO REMAIN. PAINT AS SPECIFIED  
15 1.5" EIFS - COLOR AS NOTED.  
16 3/4" EIFS V-GROOVE, TYP. SEE DETAIL 13/A-6.0.  
17 VENDOR SUPPLIED CANOPY. SEE DETAIL 2/A-6.2.  
18 NOT USED.  
19 CONTINUOUS LINEAR ACCENT LIGHT FIXTURE - RED. REFER TO ELECTRICAL.  
20 NOT USED.  
21 CONTINUOUS LINEAR ACCENT LIGHT FIXTURE - WHITE. REFER TO ELECTRICAL. SEE DETAIL 17/A-6.2.  
22 NOT USED.  
23 EYEBROW CANOPY AND VERTICAL ELEMENT WITH ACM PANELS. SEE DETAILS 3/A-6.2 6/A-6.2.  
24 NOT USED  
25 WHITE PAINTED STRIPING AS INDICATED.  
26 2.5" FIBER CEMENT TRIM TO MATCH PLANKS.  
27 NOT USED  
28 NEW 2024 PANEL SIGN ON EXISTING ROOF MOUNT PYLON. COORDINATE INSTALLATION WITH SIGN VENDOR. G.C. TO PAINT PYLON FRAME AND POST BLACK.  
29 INFILL EXISTING OPENING WITH CONSTRUCTION AND BRICK VENEER TO MATCH SURROUNDING

NOTE: NOT ALL KEY NOTES APPLY TO THIS SHEET

KEY NOTES

E



NOTE:  
SIGNAGE AND BUILDING ELEMENTS ARE NOT SHOWN ON THIS SHEET.  
REFER TO "VENDOR SUPPLIED / INSTALLED ELEMENTS" GENERAL NOTE, THIS SHEET.

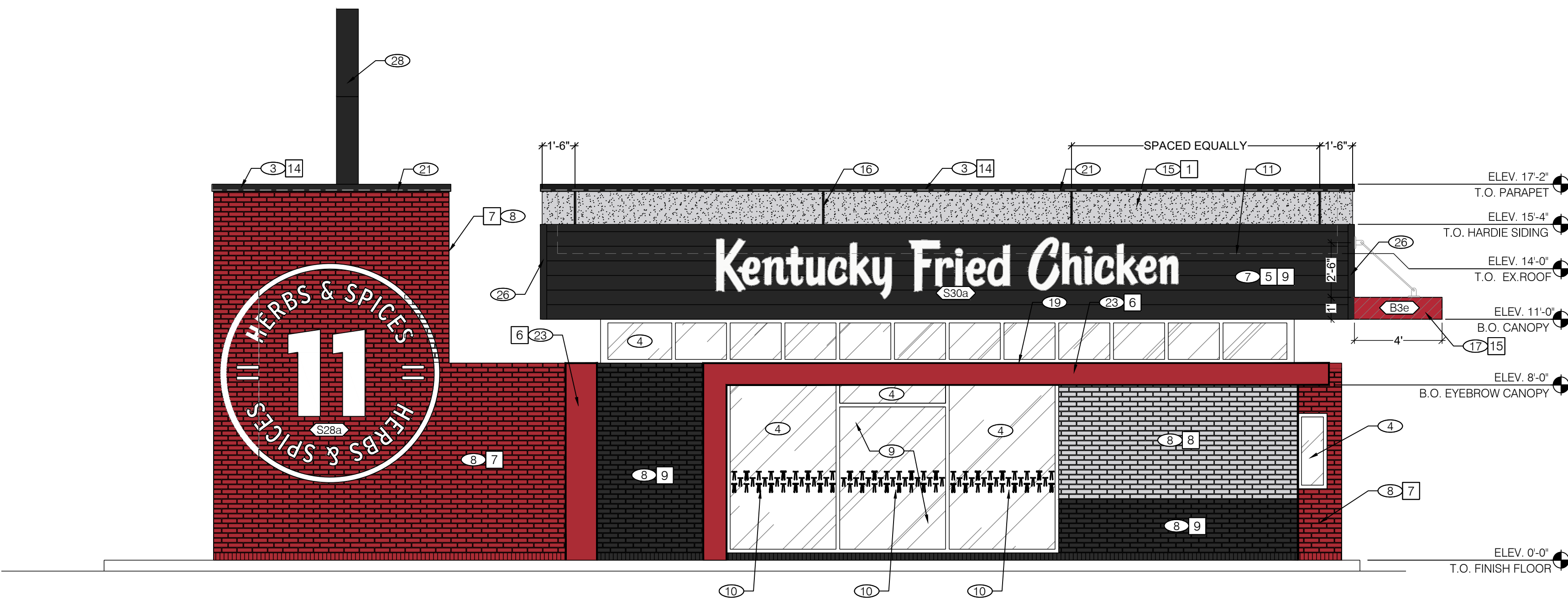
MAIN ENTRY ELEVATION 1/4"=1'-0"

A

SYMBOL	EXTERIOR WALL AREA	MANUFACTURER	DESCRIPTION	NOTES
EIFS				
<div>1</div> <div>ef-1</div>	GREY EIFS 1.5"	STO CORP.	MATCH BM PAPER WHITE 1590	
<div>2</div> <div>ef-2</div>	RED EIFS 1.5"	STO CORP.	MATCH BM EXOTIC RED 2086-10	
<div>3</div> <div>ef-3</div>	BLACK EIFS 3" (ALTERNATE)	STO CORP.	MATCH BM BLACK JACK 2133-20	EIFS ALTERNATE FOR fc-1 PROVIDE 3/4" HOIZONTAL V-GROOVE SCORING 9" APART.
EXTERIOR CLADDING				
<div>5</div> <div>fc-1</div>	FIBER CEMENT SIDING - HORIZ. SHIPLAP ON 2x2 FURRINGS W/ 1/2" PLYWOOD	JAMES HARDIE	ARTISAN SHIPLAP SIDING WITH MATCHING 2.5" TRIM PAINTED p-9	www.jameshardie.com Hardie Artisan Siding - Shiplap 9" Exposure
<div>6</div> <div>ac-1</div>	ACM PANELS	ALPOLIC	MATCH BM EXOTIC RED 2086-10	
PAINT				
<div>7</div> <div>p-1</div>	RED EXTERIOR PAINT	BENJAMIN MOORE	BM EXOTIC RED 2086-10	
<div>8</div> <div>p-2</div>	WHITE EXTERIOR PAINT	BENJAMIN MOORE	BM WEDDING VEIL 2125-70	
<div>9</div> <div>p-9</div>	BLACK EXTERIOR PAINT	BENJAMIN MOORE	BM BLACK JACK 2133-20	
<div>10</div> <div>p-10</div>	GREY EXTERIOR PAINT	BENJAMIN MOORE	BM PAPER WHITE 1590	
WOOD				
<div>11</div> <div>w-1</div>	EXTERIOR WOOD FACADE (LIGHT)	IDENTITY WOOD PRODUCTS	COLOR: KFC BISCUIT	1/2 OF EACH, SEE 18/A6.1 FOR PATTERN. SUBMIT MOCK UP TO OWNER / ARCHITECT FOR APPROVAL.
<div>12</div> <div>w-2</div>	EXTERIOR WOOD FACADE (MEDIUM)	IDENTITY WOOD PRODUCTS	COLOR: KFC FINGER LICKING	
<div>13</div> <div>w-3</div>	EXTERIOR WOOD FACADE (DARK)	IDENTITY WOOD PRODUCTS	COLOR: KFC ORIGINAL RECIPE	
METAL TRIM				
<div>14</div> <div>m-3</div>	EXTERIOR METAL TRIM (BLACK)		MATCH BM BLACK JACK 2133-20	
<div>15</div> <div>m-1</div>	EXTERIOR METAL TRIM (RED)		MATCH BM EXOTIC RED 2086-10	

EXTERIOR FINISH SCHEDULE

F



FRONT ELEVATION 1/4"=1'-0"

B

MISCELLANEOUS:

A. SEE SHEET A1.1 "WINDOW TYPES" FOR WINDOW ELEVATIONS.

B. SEE FINISH SCHEDULE ON SHEET A7.3 FOR MORE INFORMATION SEALERS.

A. PROVIDE SEALANT PER MFR'S SPECIFICATIONS AT ALL WALL AND ROOF PENETRATIONS.

B. PROVIDE SEALANT PER MFR'S SPECIFICATIONS AT ALL STOREFRONT, STOREFRONT DOOR, WINDOW AND SERVICE DOOR FRAMES @ HEAD AND JAMB ONLY. DO NOT SEAL SILL AT WINDOWS.

VENDOR SUPPLIED / INSTALLED ELEMENTS:

GC TO COORDINATE WITH VENDOR PROVIDED / VENDOR INSTALLED SIGNAGE AND BUILDING ELEMENTS.

TAG	ITEM DESCRIPTION	SIGNAGE DIMENSIONS	SIGNAGE AREA	ELEC
B3e	DT WINDOW CANOPY - SIGNAGE VENDOR	N/A	N/A	YES
S39a	KFC CHANNEL LETTERS - WHITE (USE PROPORTIONAL SIZED BUCKET 60")	2'-6"H X 8'-2.3"W	20.5 S.F.	YES
S39b	KFC CHANNEL LETTERS - WHITE (ALTERNATE - USE PROPORTIONAL SIZED BUCKET 48")	2'-0"H X 6'-6.6"W	13.1 S.F.	YES
S40a	KFC CHANNEL LETTERS - RED (USE PROPORTIONAL SIZED BUCKET 60")	2'-6"H X 8'-2.3"W	20.5 S.F.	YES
S40b	KFC CHANNEL LETTERS - RED (ALTERNATE - USE PROPORTIONAL SIZED BUCKET 48")	2'-0"H X 6'-6.6"W	13.1 S.F.	YES
S28a	11 HERBS & SPICES - STENCIL (10 DEGREE ROTATION)	12'-0" DIA.	37.7 S.F.	NO
S30a	29.5" HIGH KENTUCKY FRIED CHICKEN WHITE STACKED LETTERS	8'-0" H X 7'-4.25"W	58 S.F.	NO
S31e	POSTER FRAME - ON DISPLAY	45"H X 27"W	8.44 S.F.	NO
S32a	ILLUMINATED BUCKET WITH COLONEL ONLY (STANDARD)	60" X 60"	25 S.F.	YES
S32b	ILLUMINATED BUCKET WITH COLONEL ONLY (ALTERNATE)	48" X 48"	16 S.F.	YES
S35	IT'S FINGER LICKIN' GOOD STENCIL	7'-6"H X 13'-5" W	100.7 S.F.	NO

- NOTES:  
1. FOR WINDOW DECALS AND SIGNAGE, REFER TO INTERIOR ELEVATIONS SHEET A8.0 AND SIGNAGE SCHEDULE ON SHEET A7.3.  
2. REFER TO GRAPHICS PACKAGE FOR ADDITIONAL INFORMATION.

EXTERIOR GRAPHICS

C



KFC



TESSERE

I hereby certify that the portion of this technical submission described below was prepared by me or under my direct supervision and responsible charge. I am a duly licensed architect under the laws of the state of Iowa.

Lee Manske Date

License number 07053  
Renewal date 06/30/2025  
Pages or sheets covered by this seal include Title, Site and Architectural.

21689R24001

REVISION:  
Mark Date By  
04.01.2025 MEW  
OWNER COMMENTS

PROJECT TITLE  
DT1800  
RED

2615 GRAND AVE  
AMES, IA 50010

STORE NO. C029078

ISSUE DATE 09.11.2024

SHEET TITLE

EXTERIOR  
ELEVATIONS

SHEET NO.

A-4.0

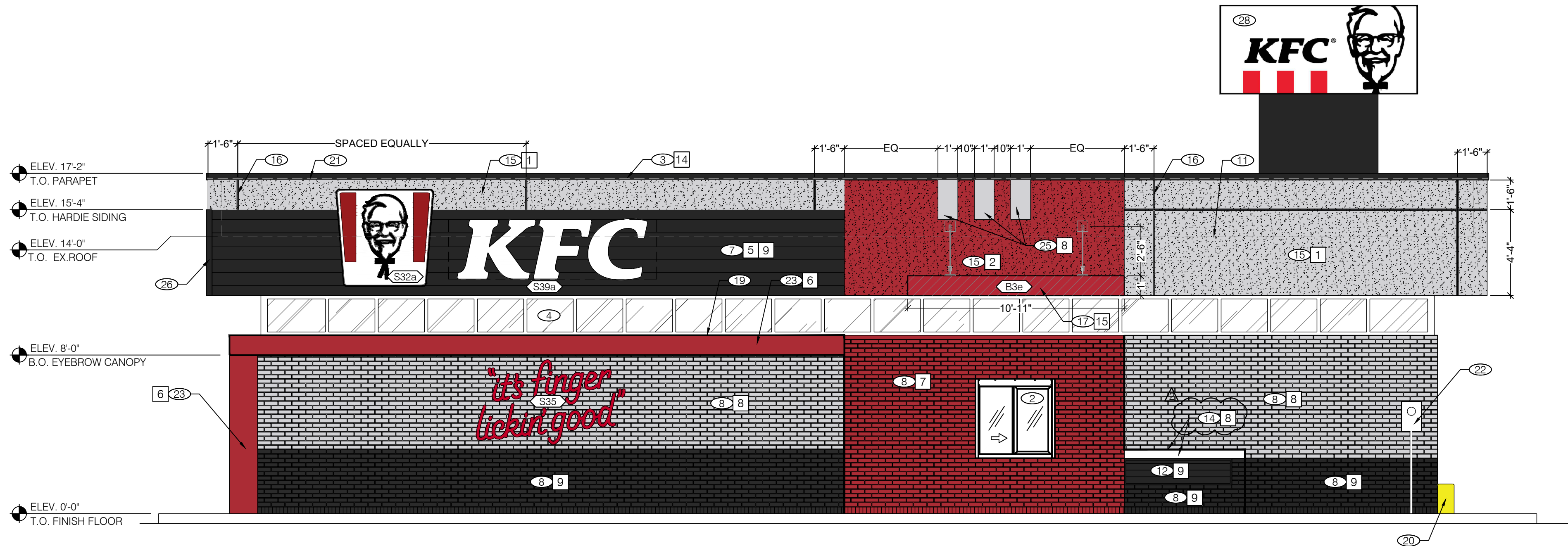


- 1 SECURITY DOOR. G.C. TO SUPPLY AND INSTALL.
- 2 G.C. TO SUPPLY AND INSTALL NEW DRIVE-THRU WINDOW. SEE SHEET A1.0.
- 3 PARAPET COPING. COLOR AS NOTED.
- 4 EXISTING STOREFRONT WINDOWS TO REMAIN.
- 5 NOT USED.
- 6 WALL LIGHTING - LIGHTING VENDOR SUPPLIED / GC INSTALLED. SEE SHEET E4.0.
- 7 FIBER CEMENT SHIPLAP SIDING.
- 8 EXISTING BRICK TO REMAIN.
- 9 NOT USED.
- 10 NOT USED.
- 11 INDICATES TOP OF EXISTING ROOF.
- 12 KEEP AIR VENT AND PAINT AS SPECIFIED.
- 13 NOT USED.
- 14 CONCRETE SILL TO REMAIN, PAINT AS SPECIFIED
- 15 1.5" EIFS - COLOR AS NOTED.
- 16 3/4" EIFS V-GROOVE, TYP. SEE DETAIL 13/A-6.0.
- 17 VENDOR SUPPLIED CANOPY. SEE DETAIL 2/A-6.2.
- 18 STAINLESS STEEL CORNER GUARDS.
- 19 CONTINUOUS LINEAR ACCENT LIGHT FIXTURE - RED. REFER TO ELECTRICAL.
- 20 EXISTING BOLLARD TO REMAIN AND TO BE PAINTED YELLOW.
- 21 CONTINUOUS LINEAR ACCENT LIGHT FIXTURE - WHITE. REFER TO ELECTRICAL. SEE DETAIL 17/A-6.2.
- 22 NOT USED
- 23 EYEBROW CANOPY AND VERTICAL ELEMENT WITH ACM PANELS. SEE DETAILS 3/A-6.2 AND 6/A-6.2.
- 24 NOT USED
- 25 WHITE PAINTED STRIPING AS INDICATED.
- 26 2.5" FIBER CEMENT TRIM TO MATCH PLANKS.
- 27 NOT USED
- 28 NEW 2024 PANEL SIGN ON EXISTING ROOF MOUNT PYLON. COORDINATE INSTALLATION WITH SIGN VENDOR. G.C. TO PAINT PYLON FRAME AND POST BLACK.
- 29 INFILL EXISTING OPENING WITH CONSTRUCTION AND BRICK VENEER TO MATCH SURROUNDING

NOTE: NOT ALL KEY NOTES APPLY TO THIS SHEET

KEY NOTES

G



NOTE:  
SIGNAGE AND BUILDING ELEMENTS ARE NOT SHOWN ON THIS SHEET.  
REFER TO "VENDOR SUPPLIED / INSTALLED ELEMENTS" GENERAL NOTE, THIS SHEET.

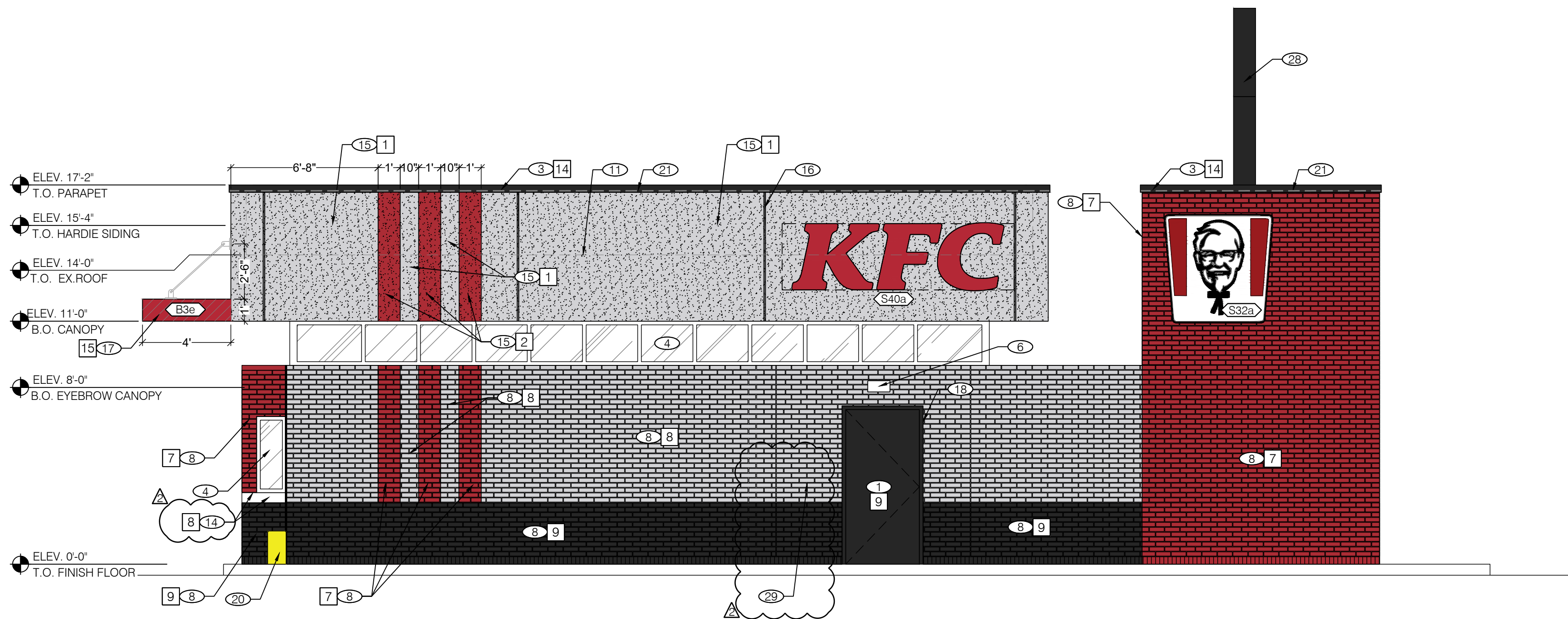
DRIVE THRU ELEVATION 1/4"=1'-0"

A

SYMBOL	EXTERIOR WALL AREA	MANUFACTURER	DESCRIPTION	NOTES
EIFS				
<div>1</div> <div>ef-1</div>	GREY EIFS 1.5"	STO CORP.	MATCH BM PAPER WHITE 1590	
<div>2</div> <div>ef-2</div>	RED EIFS 1.5"	STO CORP.	MATCH BM EXOTIC RED 2086-10	
<div>3</div> <div>ef-3</div>	BLACK EIFS 3" (ALTERNATE)	STO CORP.	MATCH BM BLACK JACK 2133-20	EIFS ALTERNATE FOR 1c-1 PROVIDE 3/4" HOIZONTAL V-GROOVE SCORING 9" APART.
EXTERIOR CLADDING				
<div>5</div> <div>fc-1</div>	FIBER CEMENT SIDING - HORIZ. SHIPLAP ON 2x2 FURRINGS W/ 1/2" PLYWOOD	JAMES HARDIE	ARTISAN SHIPLAP SIDING WITH MATCHING 2.5" TRIM PAINTED p-9	www.jameshardie.com Hardie Artisan Siding - Shiplap 9" Exposure
<div>6</div> <div>ac-1</div>	ACM PANELS	ALPOLIC	MATCH BM EXOTIC RED 2086-10	
PAINT				
<div>7</div> <div>p-1</div>	RED EXTERIOR PAINT	BENJAMIN MOORE	BM EXOTIC RED 2086-10	
<div>8</div> <div>p-2</div>	WHITE EXTERIOR PAINT	BENJAMIN MOORE	BM WEDDING VEIL 2125-70	
<div>9</div> <div>p-9</div>	BLACK EXTERIOR PAINT	BENJAMIN MOORE	BM BLACK JACK 2133-20	
<div>10</div> <div>p-10</div>	GREY EXTERIOR PAINT	BENJAMIN MOORE	BM PAPER WHITE 1590	
WOOD				
<div>11</div> <div>w-1</div>	EXTERIOR WOOD FACADE (LIGHT)	IDENTITY WOOD PRODUCTS	COLOR: KFC BISCUIT	1/2 OF EACH. SEE 18/A6.1 FOR PATTERN. SUBMIT MOCK UP TO OWNER / ARCHITECT FOR APPROVAL.
<div>12</div> <div>w-2</div>	EXTERIOR WOOD FACADE (MEDIUM)	IDENTITY WOOD PRODUCTS	COLOR: KFC FINGER LICKING	
<div>13</div> <div>w-3</div>	EXTERIOR WOOD FACADE (DARK)	IDENTITY WOOD PRODUCTS	COLOR: KFC ORIGINAL RECIPE	
METAL TRIM				
<div>14</div> <div>m-3</div>	EXTERIOR METAL TRIM (BLACK)		MATCH BM BLACK JACK 2133-20	
<div>15</div> <div>m-1</div>	EXTERIOR METAL TRIM (RED)		MATCH BM EXOTIC RED 2086-10	

EXTERIOR FINISH SCHEDULE

F



REAR ELEVATION 1/4"=1'-0"

B

MISCELLANEOUS:

- A. SEE SHEET A1.1 "WINDOW TYPES" FOR WINDOW ELEVATIONS.
- B. SEE FINISH SCHEDULE ON SHEET A7.3 FOR MORE INFORMATION.

SEALERS:

- A. PROVIDE SEALANT PER MFR'S SPECIFICATIONS AT ALL WALL AND ROOF PENETRATIONS.
- B. PROVIDE SEALANT PER MFR'S SPECIFICATIONS AT ALL STOREFRONT, STOREFRONT DOOR, WINDOW AND SERVICE DOOR FRAMES @ HEAD AND JAMB ONLY. DO NOT SEAL SILL AT WINDOWS.

VENDOR SUPPLIED / INSTALLED ELEMENTS:

GC TO COORDINATE WITH VENDOR PROVIDED / VENDOR INSTALLED SIGNAGE AND BUILDING ELEMENTS.

GENERAL NOTES

E

TAG	ITEM DESCRIPTION	SIGNAGE DIMENSIONS	SIGNAGE AREA	ELEC
B3e	DT WINDOW CANOPY - SIGNAGE VENDOR	N/A	N/A	YES
S39a	KFC CHANNEL LETTERS - WHITE (USE PROPORTIONAL SIZED BUCKET 60")	2'-6"H X 8'-2.3"W	20.5 S.F.	YES
S39b	KFC CHANNEL LETTERS - WHITE (ALTERNATE - USE PROPORTIONAL SIZED BUCKET 48")	2'-0"H X 6'-6.6"W	13.1 S.F.	YES
S40a	KFC CHANNEL LETTERS - RED (USE PROPORTIONAL SIZED BUCKET 60")	2'-6"H X 8'-2.3"W	20.5 S.F.	YES
S40b	KFC CHANNEL LETTERS - RED (ALTERNATE - USE PROPORTIONAL SIZED BUCKET 48")	2'-0"H X 6'-6.6"W	13.1 S.F.	YES
S28a	11 HERBS & SPICES - STENCIL	12'-0" DIA.	37.7 S.F.	NO
S30a	29.5" HIGH KENTUCKY FRIED CHICKEN WHITE STACKED LETTERS	8'-0" H X 7'-4.25"W	58 S.F.	NO
S31e	POSTER FRAME - ON DISPLAY	45"H X 27"W	8.44 S.F.	NO
S32a	ILLUMINATED BUCKET WITH COLONEL ONLY (STANDARD)	60" X 60"	25 S.F.	YES
S32b	ILLUMINATED BUCKET WITH COLONEL ONLY (ALTERNATE)	48" X 48"	16 S.F.	YES
S35	IT'S FINGER LICKIN' GOOD STENCIL	7'-6"H X 13'-5" W	100.7 S.F.	NO

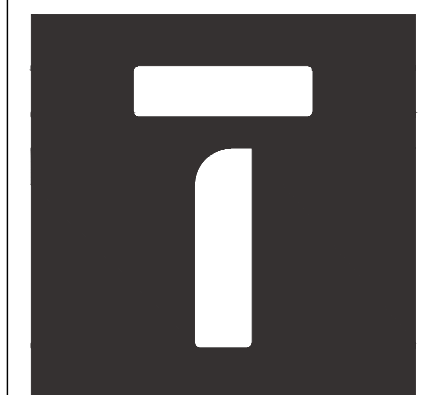
- NOTES:
1. FOR WINDOW DECALS AND SIGNAGE, REFER TO INTERIOR ELEVATIONS SHEET A8.0 AND SIGNAGE SCHEDULE ON SHEET A7.3.
2. REFER TO GRAPHICS PACKAGE FOR ADDITIONAL INFORMATION.

EXTERIOR GRAPHICS

C



KFC



TESSERE

I hereby certify that the portion of this technical submission described below was prepared by me or under my direct supervision and responsible charge. I am a duly licensed architect under the laws of the state of Iowa.

Lee Manske Date

License number 07053  
Renewal date 06/30/2025  
Pages or sheets covered by this seal include Title, Site and Architectural.

21689R24001

REVISION:  
Mark Date By  
04.01.2025 MEW  
OWNER COMMENTS

PROJECT TITLE  
DT1800  
RED

2615 GRAND AVE  
AMES, IA 50010

STORE NO: C029078  
ISSUE DATE 09.11.2024

SHEET TITLE  
EXTERIOR  
ELEVATIONS

SHEET NO.

A-4.1

## ATTACHMENT C: Adaptive Reuse Plan Criteria

### Sec. 29.306. ADAPTIVE REUSE.

(1) **Purpose.** The purpose of these adaptive reuse provisions is to foster the renovation and reuse of structures that have historic, architectural, or economic value to the City and are vacant or at risk of becoming under- utilized, vacant or demolished.

(2) **Qualifying Adaptive Reuses.** Any proposal for the adaptive reuse of a structure or group of contiguous structures, whether or not the proposal involves one or more Nonconforming Uses, Nonconforming Structures, and/or Nonconforming Lots, shall qualify for City Council review if the proposal meets all of the following conditions:

(a) The proposed adaptive reuse must be residential, commercial, or a combination of such uses except if it is located in an industrial zone. If the proposed adaptive reuse is located in an industrial zone, it may be devoted to any use or uses that the City Council finds compatible with the uses permitted in the industrial zone. All adaptive reuses proposed in industrial zones, except industrial uses, require a Special Use Permit.

(b) The structure or group of structures proposed for adaptive reuse must have historic, architectural, or economic value to the City justifying renovation and preservation, as determined by the City Council.

(c) The City Council must determine that the long-term benefits of the proposed adaptive reuse outweigh any negative impact on the neighborhood of the proposed project and on the City, as compared with the alternative of having the structures demolished or remaining vacant or under-utilized.

(d) In all matters relative to the administration of the Adaptive Reuse requirements, the City Council shall obtain a recommendation from the Historic Preservation Commission on all structures that are determined to have architectural or historic value.

(3) **Adaptive Reuse Performance Standards.** If the City Council determines that a proposed project qualifies for consideration as an adaptive reuse, then the City Council may waive some or all of the applicable Zone Development Standards and General Development Standards set forth in Article 4, so long as the project conforms to the following:

(a) The renovation and remodeling of structures for adaptive reuse may not destroy or obscure essential architectural features. In addition, such architectural features must be enhanced to the extent that it is feasible and prudent to do so.

(b) Where landscaping and public space required by Section 29.403 cannot be provided on site, any area on site that is available for landscaping shall be so utilized. When the City grants permission, the owner or operator of the site must also use areas within the public right-of-way and adjacent to the site to satisfy landscaping requirements.

(c) Where necessary parking cannot be provided on site, reasonable provision for parking shall be provided off site.

(4) **Adaptive Reuse Procedures.** Any property in any zone is eligible for adaptive reuse status if it meets the requirements of this Section 29.306, unless

otherwise limited by the Use Table for the zone. Submission and review of a project qualified for adaptive reuse shall be in accordance with the procedures set forth in Section 29.1502(4)(c), Major Site Development Plan.

## Attachment D Major Site Development Plan Criteria

1. ***The design of the proposed development shall make adequate provisions for surface and subsurface drainage to limit the rate of increased runoff of surface water to adjacent and downstream property.***

Impervious coverage is proposed to be reduced. As a redevelopment site, it does not trigger the requirement for a stormwater management plan. Public Works has reviewed existing site grades and, generally, the site will remain unchanged and will drain in the same manner as it does today.

2. ***The design of the proposed development shall make adequate provision for connection to water, sanitary sewer, electrical, and other utility lines within the capacity limits of those utility lines.***

The existing utilities were reviewed and found adequate to support the anticipated load of the proposed development. Only a new transformer is required.

3. ***The design of the proposed development shall make adequate provision for fire protection through building placement, acceptable location of flammable materials, and other measures to ensure fire safety.***

The fire inspector has reviewed access and fire truck circulation and found that the needs of the fire department are met.

No sprinkler system is required if all rooms in the basement remain without doors and accessible with a hose.

All grease will remain in jugs provided by the manufacturer prior to use.

4. ***The design of the proposed development shall not increase the danger of erosion, flooding, landslide, or other endangerment to adjoining and surrounding property.***

It is not anticipated that this proposed development will be a danger due to its location on the site. Grading of the site will generally remain unchanged.

5. ***Natural topographic and landscape features of the site shall be incorporated into the development design.***

The developer is working with the existing topography of the site as a 100% developed site.

6. ***The design of the interior vehicle and pedestrian circulation shall provide for convenient flow of vehicles and movement of pedestrians and shall prevent hazards to adjacent streets or property.***



A new sidewalk will be installed from the public sidewalk on Grand Avenue connecting to the building.

The drive through will use the parking lot access aisle closest to Grand for queueing to provide adequate stacking without interfering with the flow of traffic using the more primary access aisles.

- 7. *The design of outdoor parking areas, storage yards, trash and dumpster areas, and other exterior features shall be adequately landscaped or screened to minimize potential nuisance and impairment to the use of adjoining property.***

The dumpster area will be screened with as required by code and grasses that will reach five feet at maturity.

The missing landscaping along Grand Avenue that provides screening of the parking area will be replaced as a condition of approval.

- 8. *The proposed development shall limit entrances and exits upon adjacent streets in order to prevent congestion on adjacent and surrounding streets and in order to provide for safe and orderly vehicle movement.***

All access into the development will remain at their existing locations. The proposed drive-through is designed to allow for queuing on site with minimal interruption to overall circulation of the site.

- 9. *Exterior lighting shall relate to the scale and location of the development in order to maintain adequate security, while preventing a nuisance or hardship to adjacent property or streets.***

All lighting will be required to comply with the City's Outdoor Lighting code, Section 29.411. Building lighting must also meet down lighting requirements. A lighting plan compliant with City Standards is required as a condition of approval.

- 10. *The proposed development shall ensure that dust and other forms of air pollution, noise disturbances, odor, glare, and other nuisances will be limited to acceptable levels as prescribed in other applicable State and City regulations.***

The proposed development is not expected to generate any nuisances.

- 11. *Site coverage, building scale, setbacks, and open spaces shall be in proportion with the development property and with existing and planned development and structures, in adjacent and surrounding property.***

The proposal is for reuse of a former bank building and site as a fast-food restaurant and drive-through. No new buildings will be constructed. The existing building was part of the previous ADP.

### **COUNCIL ACTION FORM**

**SUBJECT:**    **MODIFICATIONS TO *MUNICIPAL CODE* CHAPTERS 4: BICYCLES AND 19: PARKS AND RECREATION TO ADDRESS PERSONAL TRANSPORTATION DEVICES**

**BACKGROUND:**

In October 2024, City Council directed staff to develop a micromobility ordinance for Council consideration. On [March 11, 2025](#), a [staff report](#) was provided and presented to Council, which included 1) presenting research findings on micromobility ordinances in other communities and 2) outlining ordinance components being proposed, and seeking Council direction on various components.

Specifically, at the March 11, 2025, meeting, City Council directed staff to:

- maintain current rules governing where bicycles are allowed and not allowed to operate and extend those guidelines to other mobility devices.
- exclude City parks and refer considerations of micromobility in parks to the Parks and Recreation Commission (Commission).
- direct staff to proceed with a 20 mph speed limit for non-roadway uses, except in City parks.
- include staff recommendations of exceptions for parades and ADA devices.
- request staff include signage concepts with the future draft ordinance on micromobility.

*Important Note: While the term "micromobility" had been commonly used to describe using transportation devices such as scooters, e-scooters, e-bikes, etc., staff is recommending that the City use a more accurate term, "personal transportation devices". The definition being proposed is a slight modification of what the Des Moines Area Metropolitan Planning Organization uses. A personal transportation device, therefore, is a "mobility device, which may be equipped with an electric motor for assistance or sole propulsion, designed for conveying the operator, with speeds of less than 20 miles per hour, but excluding a bicycle or low-speed electric bicycle".*

*Examples include: Any small, lightweight, electric-powered vehicle designed for single/tandem- passenger use, such as scooters, electric scooters, electric skateboards, one-wheelers, and similar devices. Any gas-powered device or higher-powered device than a 750 watt engine is already prohibited on sidewalks and shared-used paths.*

**PUBLIC OUTREACH:**

After the March meeting, staff developed an online survey to gather public feedback on the

use of bicycles and personal transportation devices. The Personal Transportation Survey was open from May 1 – May 16, 2025, and 257 responses were received. The purpose of this survey was to gather public feedback around bicycles and personal transportation uses and to use the input to inform any updates to City ordinances around the use of these devices. Staff has analyzed the survey results (see Attachment A - PTD Survey Analysis).

Notably from the feedback,

- 73.7% (approximately 180 people) of respondents felt somewhat safe or very safe using a bicycle or personal transportation device; 67.9% (approximately 166 people) felt somewhat safe or very safe being around these devices on the sidewalk; and 78.2% (191) felt somewhat safe or very safe being around these devices on a park path or trail.
- 79% of respondents felt most comfortable riding a personal transportation device in parks and trail, 51% were comfortable riding on bike lanes, 61.7% felt uncomfortable riding on a roadway (street), and about half of respondents felt comfortable riding on sidewalks.
- A majority of survey respondents (58.37%) supported no size restrictions on bicycles and personal transportation devices.
- Opinions were split on whether to have a speed limit or not, however, the primary area for support for speed limit restrictions were in areas with heavy pedestrian traffic, like shared-use trails or sidewalks, although there was no clear consensus on what that speed limit ought to be (e.g., 10 mph, 15 mph). As such, the proposed ordinance suggests 20-mph everywhere except on road where other speeds are posted and Parks, since it was referred to the Park and Recreation Commission.
- When asked if survey takers have experienced or witnessed any issues with personal transportation uses, the most common issues observed were unsafe riding (50% or 130/257) and collisions or close calls with vehicles (49% or 126/257) and pedestrians (40% or 103/257).
- When asked what other safety concerns there are, the most common themes from responses related to 1) speed and users going too fast, especially on trails 2) pedestrian conflicts and the lack of warnings when passing 3) drivers not yielding and unsafe intersections 4) riders ignoring traffic laws and 5) lack of helmets or poor lighting, possible distracted riders.
- Other notable themes through the survey responses included 1) a desire for more safety and education learning opportunities 2) continue investing in dedicated infrastructure.

The Parks and Recreation Commission has discussed personal transportation device uses on City parks and trails at its meetings, and conducted a "Parks Rules" survey to get input from community members on a potential speed limit for these types of devices in City parks. The Commission recommends a 10 mph speed limit for bicycles and personal transportation devices in City parks. This new speed limit is included in the Parks Rule, which the Commission is authorized to set. Other proposed ordinance modifications to the Chapter 19: Parks and Recreation are before Council at this meeting as well to ensure any changes to *Municipal Code* Chapter 4 and *Municipal Code* Chapter 19 are complimentary.

In addition to the public survey conducted, Staff outlined possible changes to *Municipal Code* Chapters 4 and 19 and provided it directly to several local bicyclists and biking advocates who also shared it with their connections. Their feedback has been considered and many of their suggestions have been incorporated into the proposed changes attached.

#### **SUMMARY OF CHANGES TO MUNICIPAL CODE CHAPTER 4: BICYCLES:**

The primary changes to *Municipal Code* Chapter 4 consists of updating existing language to be clearer on the intent of what was already there and adding "personal transportation device". Significant changes include:

1. Adding Section 4.5 Definitions for bicycle and personal transportation devices;
2. Adding clarity on speeds not to exceed for roadways and non-roadway uses outside of parks (Section 4.9);
3. Adding an exception for riding on sidewalks for person(s) with a disability who uses a wheelchair or mobility device (Section 4.13);
4. Modification of lamps and reflectors required (Section 4.16);
5. Clarity on brakes required (Section 4.17); and,
6. New sections that address:
  - a. Sirens, whistles and horns prohibited (Section 4.18)
  - b. Parking (Section 4.19)
  - c. Impoundment (Section 4.20) and
  - d. Responsible Riding (Section 4.21)

**The changes to *Municipal Code* Chapter 19 updates Section 19.9 creating an exemption for mobility device use for individuals with disabilities and updates language to address personal transportation device uses in parks.**

The Parks and Recreation Department has already began designing the appropriate signs for installation in the parks. Signs will encourage appropriate speeds for multi-modal use on shared-use paths. See Attachment B and C for signs that will be installed at Ada Hayden Heritage Park.

Additionally, once the ordinance is fully in effect after final ordinance adoption, staff will work on educational opportunities to share the new rules with the community. This will include social media posts, emails to notification subscribers, and other educational materials.

#### **ALTERNATIVES:**

1. Approve on first reading of the attached ordinance regarding Ames *Municipal Code* Chapters 4 and 19 to take effect immediately after final ordinance adoption.
2. Direct staff to modify the proposed ordinance and bring it back to a future City Council meeting for City Council consideration.

3. Do not approve first reading of the ordinance.

**CITY MANAGER'S RECOMMENDED ACTION:**

**Updating *Municipal Code* Chapters 4 and 19 will improve public safety and the use of bicycles and personal transportation devices. Modifying the ordinances provides clarity around requirements when operating such devices.** Therefore, it is the recommendation of the City Manager that the City Council approve Alternative No. 1, as described above.

**ATTACHMENT(S):**

[DRAFT Ordinance Amending Chapters 4 and 19.pdf](#)

[Attachment A - PTD Survey Analysis .docx](#)

[Attachment B: Share The Path 24x18.pdf](#)

[Attachment C: Speed Limit 24x18.pdf](#)

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY AMENDING CHAPTERS 4 AND 19 THEREOF, FOR THE PURPOSE OF ESTABLISHING USE OF BICYCLES AND PERSONAL TRANSPORTATION DEVICES; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; PROVIDING A PENALTY; AND ESTABLISHING AN EFFECTIVE DATE.

**BE IT ENACTED**, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by amending Chapters 4 and 19 as follows:

**“CHAPTER 4**

**BICYCLES AND PERSONAL TRANSPORTATION DEVICES**

\* \* \*

**Sec. 4.5 DEFINITIONS**

- (1) Bicycle. Bicycle means either:
  - (a) a device having up to four (4) wheels and having at least one saddle or seat for the use of a rider which is propelled by human power, or
  - (b) a device having up to four (4) wheels with fully operable pedals and the assistance of an electric motor of less than 750 watts.
- (2) Personal Transportation Device. Personal Transportation Device means a mobility device which may be equipped with an electric motor for assistance or sole propulsion, designed for conveying the operator, with speeds of less than 20 miles per hour, but excluding a bicycle or low-speed electric bicycle.

**Sec. 4.6. APPLICABILITY OF TRAFFIC LAWS.**

~~Every person riding a bicycle, tricycle or unicycle upon a roadway is granted all rights and is subject to all the duties applicable to the driver of a vehicle by the laws of this state declaring rules of the road applicable to vehicles or by the traffic ordinances of this city applicable to the driver of a vehicle, except as to special regulations in this chapter and except as to those provisions of laws and ordinances which by their nature can have no application.~~

Every person riding or operating a bicycle, tricycle, unicycle, skateboard, longboard, inline or quad skates, or other personal transportation device upon a roadway is granted all rights and subject to all duties applicable to the driver of a vehicle, except as otherwise provided by this chapter or where the nature of the device renders specific provisions inapplicable.



#### **Sec. 4.7. NUMBER OF PASSENGERS.**

No bicycle, tricycle, ~~or~~ unicycle or personal transportation device shall be used to carry more than one person unless equipped with a seat for each person carried.

#### **Sec. 4.8. RIDING ON ROADWAYS, SIDEWALKS, BICYCLE PATHS.**

(1) Every person operating a bicycle, tricycle, ~~or~~ unicycle or personal transportation devices upon a roadway shall ride as near to the right-hand side of the roadway as practicable and safe, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(2) Persons riding bicycles, tricycles, ~~or~~ unicycles or personal transportation devices upon a roadway shall not ride more than two (2) abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Single file when traffic is heavy.

(3) Persons riding bicycles, tricycles, ~~or~~ unicycles or personal transportation device upon a bicycle path not affixed to a roadway shall yield the right-of-way to all vehicular traffic traveling on the public roadways which intersect with the bicycle path. Persons riding bicycles or personal transportation devices upon a bicycle path which is a designated lane or part of a roadway shall obey the instructions of official traffic-control signals, signs, and other control devices applicable to vehicles.

(4) No person shall operate any motor vehicle, including a motorcycle, motor scooter, 'mo-ped' or motorized bicycle, when under power, upon any sidewalk or bike path separated from the roadway, except that golf carts may be operated on the following described portions of bike paths:

(a) The bike path along South Sixteenth Street commencing at the South Riverside Drive intersection and going north to University Boulevard, across University Boulevard ~~Elwood Drive~~ and continuing north along the east side of Jack Trice Stadium to South Fourth Street, across South Fourth Street, and then north to Center Drive;

(b) The bike path along Beach Avenue from South Fourth Street north to Lincoln Way, across Lincoln Way then north along Wallace Road to its intersection with Union Drive, then south on Union Drive to Welch Avenue, then along Welch Avenue to Lincoln Way;

(c) The bike path along Center Drive from University Boulevard ~~Elwood Drive~~ to Beach Avenue; and

~~(d) The bike path along University Boulevard ~~Elwood Drive~~ from Center Drive to South Fourth Street.~~

~~This exception to Sec. 4.8(4) shall be in effect from July 23, 1999 through July 29, 1999.~~

~~—(e) Exception in cases of parades or special events authorized by the City.  
See also Section 19.14.~~

#### **Sec. 4.9. SPEED, OPERATION TO BE REASONABLE AND PRUDENT.**

~~No person shall operate a bicycle, tricycle or unicycle at a speed greater than, or in a manner other than is reasonable and prudent under the conditions then existing.~~

If a bicycle, tricycle, unicycle, or personal transportation device is being used on

the roadway, it must adhere to the speed of the roadway and be operated in a manner that is reasonable and prudent under the conditions then existing.

If a bicycle, tricycle, unicycle or personal transportation device is being used anywhere other than a roadway, it must not be operated at a speed greater than 20 miles per hour if no other speed limit is posted or applicable, and it must be operated in a manner that is reasonable and prudent under the conditions then existing.

#### **Sec. 4.10. EMERGING FROM ALLEY, DRIVEWAY, BUILDING.**

The operator of a bicycle, tricycle ~~or~~ unicycle or personal transportation device emerging from an alley, driveway or building shall, upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on said sidewalk or sidewalk area, and upon entering the roadway shall yield the right-of-way to all vehicles approaching on said roadway.

#### **Sec. 4.11. CLINGING TO VEHICLES.**

No person riding upon any bicycle, tricycle, ~~or~~ unicycle or personal transportation device shall attach ~~the same or~~ themselves to any vehicle or be in any manner towed upon a roadway, sidewalk, or trail.

#### **Sec. 4.12. CARRYING ARTICLES.**

No person operating a bicycle, tricycle, ~~or~~ unicycle or personal transportation device shall carry any package, bundle, or article which prevents the rider from keeping at least one hand upon the handlebars, when handlebars are provided.

#### **Sec. 4.13. RIDING ON SIDEWALKS.**

It is unlawful for any person to operate a bicycle, tricycle, ~~or~~ unicycles or personal transportation device upon any sidewalk on the following streets:

**Main Street** from Duff Avenue to Clark Avenue.

**Lincoln Way** on the south side thereof from Stanton Avenue to Hayward Avenue.

**Hayward Avenue** on the east side thereof from Lincoln Way to Hunt Street.

**Welch Avenue** from Lincoln Way to Knapp Street.

Exception: A person with a disability who uses a wheelchair or other mobility device is permitted to use such a device on the sidewalks and areas listed above.

~~See also Section 19.14.~~

#### **Sec. 4.14. RIGHT-OF-WAY OF PEDESTRIANS ON SIDEWALKS AND SHARED-USE PATH; SIGNAL REQUIRED.**

Whenever any person is riding a bicycle, tricycle, ~~or~~ unicycle or personal transportation device upon a sidewalk, such person shall ~~yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing any such pedestrian~~ operate in a careful and prudent manner that is safe, respectful, and responsive to conditions and others using the sidewalk and shared-use path.

Every person operating a bicycle, tricycle, unicycle or personal transportation device upon a sidewalk and share-use path, shall yield the right-of-way when

approaching a pedestrian and shall give an audible signal, such as a voice call and bell, before overtaking and passing.

#### **Sec. 4.15. BICYCLES, TRICYCLES, UNICYCLES AND PERSONAL TRANSPORTATION DEVICES PROHIBITED ON GRAND AVENUE.**

The riding of bicycles, tricycles, or unicycles or personal transportation devices on the roadway of Grand Avenue in the City of Ames, Iowa, is prohibited. Any person who shall rides a bicycle, tricycle, unicycle, or personal transportation device on the traveled portion of the roadway of Grand Avenue between Lincoln Way and 30th Street in the City of Ames will be in violation of this section.

See also Section 19.14.

#### **Sec. 4.16. LAMPS, REFLECTORS REQUIRED.**

Every bicycle, tricycle or unicycle when in use during the hours from sunset to sunrise shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred (500) feet to the front and with a red reflector or lamp on the rear which shall be visible three hundred (300) feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

Every bicycle, tricycle, unicycle or personal transportation device ridden at any time from sunset to sunrise and at such other times when conditions such as fog, snow, sleet, or rain provide insufficient lighting to render clearly discernible persons and vehicles on the highway at a distance of three hundred feet ahead must be equipped with a lamp on the front exhibiting a white light visible from a distance of at least three hundred feet to the front.

Every bicycle, tricycle, unicycle or personal transportation device ridden at any time from sunset to sunrise and at such other times when conditions such as fog, snow, sleet, or rain provide insufficient lighting to render clearly discernible persons and vehicles on the highway at a distance of three hundred feet ahead must be equipped with a lamp on the rear exhibiting a red light visible from a distance of three hundred feet to the rear; except that a red reflector may be used in lieu of a rear light.

Equivalent equipment such as headlamps and red-light attachments to the head, back, are, or leg may be used in lieu of a lamp on the front and a red light on the rear of the bicycle.

A peace officer riding a police bicycle is not required to use either front or rear lamps if duty so requires.

#### **Sec. 4.17. BRAKE REQUIRED.**

Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement.

Every bicycle, tricycle, unicycle, or personal transportation device operated within the City boundaries must be able to come to a complete stop within a safe distance.

#### **Sec. 4.18. SIRENS, WHISTLES AND HORNS PROHIBITED.**

A bicycle, tricycle, unicycle, or personal transportation device shall not be equipped

with, and a person shall not use upon a bicycle, tricycle, unicycle, or personal transportation device any siren, whistle, and horn. This section does not apply to bicycles, tricycles, unicycles, or personal transportation devices ridden by peace officers in the line of duty.

#### **Sec. 4.19. PARKING.**

No person shall park a bicycle, tricycle, unicycle or personal transportation device upon a sidewalk, street, or alley in such a manner that provides no adequate path for pedestrian or motor vehicle travel, or a curb ramp, building entrance, or fire hydrant.

#### **Sec. 4.20. IMPOUNDMENT.**

The Police Department may impound the bicycle, tricycle, unicycle or personal transportation device that is used by any person who creates a hazardous condition while violating this chapter. If impounded, the bicycle, tricycle, unicycle, or personal transportation device will be released by the Police Department to the owner if proof of ownership is shown and any associated fees and charges are paid.

#### **Sec. 4.21. RESPONSIBLE RIDING.**

(1) A person must operate a bicycle, tricycle, unicycle, or personal transportation device in a manner that is safe, respectful, and responsive to conditions of roadways, shared-use paths, sidewalks, and city parks.

(2) A person operating a bicycle, tricycle, unicycle, or personal transportation device must keep it under control at all times.

(3) A person must not operate a bicycle, tricycle, unicycle, or personal transportation device while using a phone or another device which prevents the rider from keeping at least one hand upon the handlebars, when handlebars are provided.

(4) A person must not operate a bicycle, tricycle, unicycle, or personal transportation device in a manner so as to disregard the safety of the operator, others, or property.

#### **Sec. 4.22 4.18. PENALTIES FOR OFFENSES PERTAINING TO BICYCLES.**

(1) A violation of any provision of Chapter 4, Bicycles and Personal Transportation Devices, shall be a municipal infraction punishable by a penalty of \$50.00 for a person's first violation thereof, and a penalty of \$100.00 for each repeat violation.

(2) Alternatively, a violation of Chapter 4 can be charged by a peace officer of the City as a simple misdemeanor.

\* \* \*

## CHAPTER 19

### PARKS AND RECREATION

\* \* \*

#### **Sec. 19.9. UNLAWFUL TO OPERATE A MOTOR VEHICLE IN CITY PARK; EXCEPTIONS.**

It is unlawful for any person, other than authorized personnel, to operate a motor vehicle as defined in the laws of the state in any public park or ~~pleasure ground~~ greenway of the city, except upon the streets and parking lots therein which are specifically designated for motor vehicle travel.

Exception: This section does not apply to manual or powered mobility devices used by individuals with a disability. Use of Other Power-Drive Mobility Devices (OPDMDs) by individuals with mobility disabilities are subject to a case-by-case assessment based on official factors (i.e., device characteristics, park characteristics, safety requirements, environmental factors, and/or land management).

\* \* \*

#### **Sec. 19.12. BIKE RIDING PROHIBITED IN CERTAIN PARKS.**

~~Bike riding is~~ Riding of bicycles, tricycles, unicycles, and personal transportation devices, (i.e., manual, electric, etc.) are prohibited in Munn Woods; East River Valley Park; and in Brookside Park on the Audubon Trail.

See also 19.14.

\* \* \*

#### **Sec. 19.14. PROHIBITED USE OF GEORGIE TSUSHIMA MEMORIAL SKATE PARK.**

(1) No person shall use or have in or on the ~~City Skate Park~~ Georgie Tsushima Memorial Skate Park any type of ~~bicycle, scooter, coaster, unicycle, sled, vehicle or other device~~ scooter, coaster, sled, bicycle, tricycle, unicycle, personal transportation device or vehicle, except for skateboards and in-line roller skates.

(2) Violation of this section shall be a municipal infraction punishable by a penalty of \$50.00 for a first offense, \$100 for a second offense, and \$200 for each subsequent offense.

\* \* \* "

Section Two. Violation of the provisions of this ordinance shall constitute a municipal infraction punishable as set out by law.

Section Three. All ordinances, or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict, if any.



Section Four. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
John A. Haila, Mayor

First Reading:

Second Reading:

Third Reading:

Passed on:

I, Renee Hall, City Clerk of the City of Ames, Iowa, hereby certify that the above and foregoing is a true copy of Ordinance No. \_\_\_\_\_, passed by the City Council of said City at the meeting held on \_\_\_\_\_ and signed by the Mayor on \_\_\_\_\_, and published in the Ames Tribune on \_\_\_\_\_.

\_\_\_\_\_  
Renee Hall, City Clerk

# City of Ames Personal Transportation Survey Results

May 1 – May 16, 2025 | 257 responses

The City of Ames Personal Transportation Survey was open from May 1 – May 16, 2025. The purpose of this survey was to gather public feedback around bicycles and personal transportation uses and to use the input to inform any updates to City ordinances around the use of these devices.

Below is a summary of the results from the survey. It is important to note, that ChatGPT was used to help summarize the results, however, staff has verified that the results of ChatGPT are aligned with the survey results. There were a few questions with comment boxes where survey respondents could provide input. The raw results for those are included in Appendix A at the end of this report.

## Summary of Key Findings:

### 1. "Do you live, work or play in Ames? (Check all that apply)"

- The vast majority of respondents (96.34%) live in Ames, indicating the survey captured opinions primarily from the local community. A high percentage also play (82.93%) and work (71.14%) in Ames, suggesting a strong connection to the city.

### 2. "Please select your top three forms of transportation:"

- Traditional transportation methods like **Car/vehicle (93.09%)** and **Walking (84.55%)** are overwhelmingly the most selected.
- **Bicycle (52.03%)** is also a significant mode of transportation.
- Electric bikes (E-bike: 10.16%) and scooters (E-scooter: 0.81%) were selected as top forms of transportation by a smaller, but notable, percentage of respondents.

### 3. "Which of the following do you own and use, or do you see most often used by others? (Check all that apply)"

- **Bicycles, unicycles, or tricycles** are widely owned/used or seen by others (69.11% personally own/use, 26.42% see others use).
- **Electric-bikes, electric-unicycles, or electric-tricycles** are frequently observed (64.23% see others use), with a smaller percentage owning/using them (10.98%).
- **Electric Scooters** are also commonly observed (59.35% see others use), but rarely personally owned/used (1.63%).
  - This suggests that while traditional bicycles are very popular, electric-assisted devices, particularly e-bikes and e-scooters, are a noticeable presence in the community, often seen rather than owned by respondents.

### 4. "If applicable, how often do you use the following transportation methods?"

- **Cars/vehicles (75.20% Daily)** and **Walking (62.20% Daily)** are used most frequently.

- While bicycles are selected as a top transportation method by many, their daily use (13.41% for Bicycle, unicycle or tricycle) is lower than cars/walking.
- Electric-assisted devices like electric scooters and other electric-assisted personal transportation devices are "Never" used or "Do not own/use" by a significant majority, reinforcing the observation that they are mostly *seen* rather than *personally used* by survey respondents.

## 5. How safe do you feel about bicycle or personal transportation devices (e-bikes, e-scooters, electric skateboard, etc.) in your community?

Below is summary of the survey responses about safety perceptions regarding bicycles or personal transport devices:

- Using these devices
  - Somewhat safe: 126 (51.6%) | Very safe: 54 (22.1%) | Unsafe: 22 (9%)
  - Very unsafe: 15 (6.1%) | Do not use / no opinion: 27 (11%)
- Being around these devices on the sidewalk
  - Somewhat safe: 116 (47.5%) | Very safe: 50 (20.4%) | Unsafe: 51 (20.9%)
  - Very unsafe: 23 (9%) | Do not use / no opinion: 4 (1.6%)
- Being around these devices on a park path or trail
  - Somewhat safe: 109 (44.6%) | Very safe: 82 (33.6%) | Unsafe: 27 (11%)
  - Very unsafe: 18 (7.3%) | Do not use / no opinion: 8 (3.2%)

Overall, people generally feel “somewhat safe” both using and being around these devices, with more confidence on park paths/trails than sidewalks.

There was a comment box available for this question where respondents could provide additional comments on comfortability of riding personal transportation devices. Here’s a short summary of the comments analyzed by ChatGPT. The raw data is included in Appendix A.

### **Main Concerns**

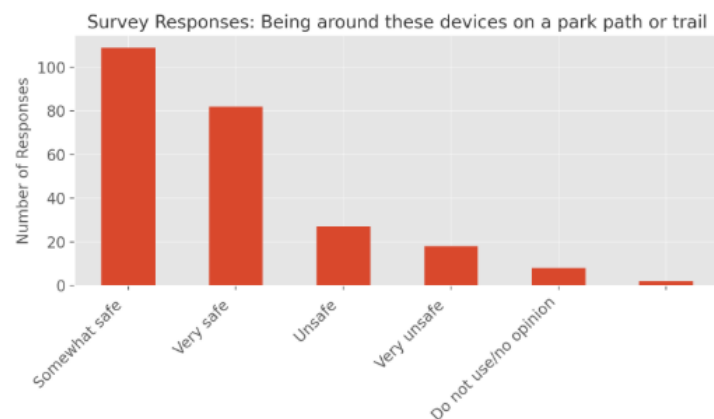
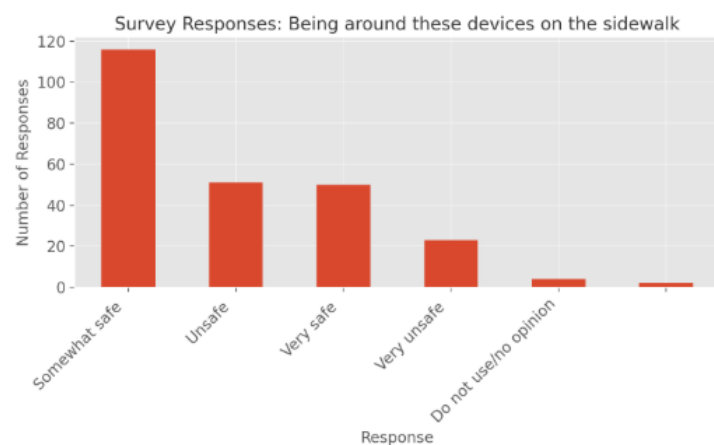
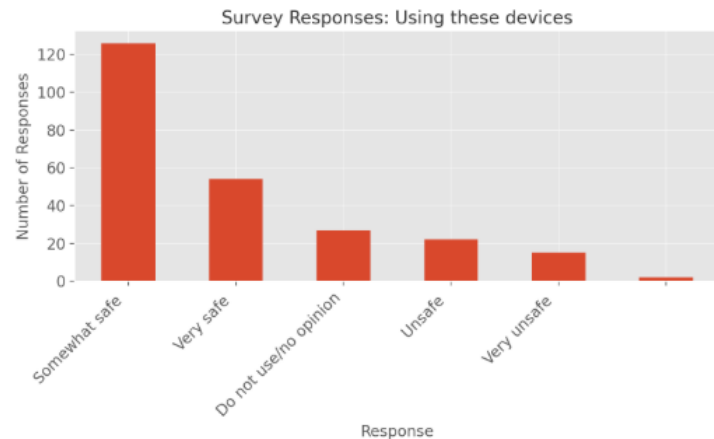
- *Speed & Silence: E-bikes/scooters move too fast and quietly, startling pedestrians.*
- *Unsafe Sidewalk Use: Many want motorized devices banned from sidewalks—too narrow and dangerous.*
- *Reckless Behavior: Riders often ignore traffic rules, don’t announce themselves, and show little courtesy.*
- *Poor Infrastructure: Roads feel unsafe; there’s a strong need for more and better bike lanes and trail connections.*
- *Driver Danger: Cars are still the biggest threat to cyclists and micromobility users.*

### **Support & Suggestions**

- *Many support micromobility for affordability and sustainability.*
- *Safety depends more on operator behavior and infrastructure than the device.*

*Personal Transportation Device Survey Responses – 257 total responses*

- *Suggestions include: speed limits, banning high-powered devices from sidewalks, better signage, and rider education.*



6. **"What would your level of comfort be with riding a personal transportation device (ex. e-scooter, e-bike) on each of the following types of bike facilities?"**
  - **Parks and trails (53.66% Very comfortable, 26.02% Somewhat comfortable)** are the most comfortable places to ride.
  - **City bike lanes** show mixed comfort (28.05% Somewhat comfortable, 23.17% Very comfortable, but also 20.73% Very uncomfortable, 22.36% Somewhat uncomfortable).

- **Roadway (on the street)** is largely uncomfortable (41.06% Very uncomfortable, 20.73% Somewhat uncomfortable).
- **Sidewalks** are also a concern, with a nearly even split between comfortable (31.71% Somewhat, 21.54% Very) and uncomfortable (19.51% Somewhat, 21.54% Very). This indicates strong conflicting views on sidewalk usage.

There was a comment box available for this question where respondents could provide additional comments on comfortability of riding personal transportation devices. Here's a short summary of the comments analyzed by ChatGPT. The raw data is included in Appendix A.

- **Safety concerns:** *Many riders feel unsafe on busy streets with heavy traffic, especially where bike lanes are narrow, unprotected, or poorly maintained. Intersections and crossings increase risk. Distracted or aggressive drivers and debris in bike lanes add to discomfort.*
- **Bike lane design:** *Numerous comments call for physically separated bike lanes with barriers to protect riders from cars, rather than just painted lines. Current bike lanes are often seen as inadequate, unsafe, or wasted resources.*
- **Sidewalk use:** *Most agree sidewalks are primarily for pedestrians and feel uncomfortable or unsafe biking on them. Shared use of sidewalks or multi-use paths can cause conflicts due to speed differences and unpredictability of pedestrians and pets.*
- **Rider skill and etiquette:** *Comfort varies with rider ability, courtesy, and adherence to laws. Poor etiquette and inconsistent behavior among riders and drivers contribute to conflicts and discomfort.*
- **Infrastructure needs:** *There is a desire for more and better bike lanes and multi-use trails that are wide, well-maintained, and separated from traffic. Some users prefer multi-use paths with fewer pedestrians over busy streets.*
- **Vehicle interaction:** *Many express distrust of drivers' awareness of bikers and lack of consistent rules on how to share the road or trails safely.*
- **E-bikes and personal devices:** *Concerns about the safety and appropriateness of e-bikes and e-scooters on sidewalks and trails, both for riders and pedestrians.*
- **Variability in comfort:** *Comfort levels depend heavily on location, infrastructure quality, and traffic conditions. Some roads and trails are considered much safer or more enjoyable than others.*
- **Desire for education and clarity:** *Some users want clearer guidelines on how to navigate bike lanes, multi-use paths, and shared spaces safely.*
- **General sentiment:** *Riders want safer, more separated, and better-maintained facilities to feel comfortable biking or using PTDs in the city.*

7. **"Should there be a size restriction (dimensions and/or weight) on the size of the personal transportation devices allowed to operate in the city?"**

- A majority (58.37%) responded "No" to size restrictions, while 41.63% supported them.



There was a comment box available for this question where respondents could provide additional comments on size restrictions. Here's a short summary of the comments analyzed by ChatGPT. The raw data is included in Appendix A.

### **General Sentiment**

- *Mixed opinions: Some support size restrictions, others are against them or unsure; however, the majority of respondents who provided comments agree that size and weight restrictions on personal electric transportation devices (PTDs) should be considered to ensure pedestrian safety and comfort, especially on sidewalks and shared-use trails.*
- *Many think speed and behavior are more important safety factors than size alone.*

### **Support for Restrictions**

- *Devices should not be too wide or heavy to safely share sidewalks or trails.*
- *Large, vehicle-like devices (e.g. golf carts, four-wheelers, electric motorcycles) should not be allowed on multi-use paths or sidewalks.*
- *Suggestions include setting limits based on width, weight, or speed.*

### **Concerns About Restrictions**

- *Could limit access for people with disabilities or lower-income users.*
- *Hard to enforce fairly, especially with custom or ADA mobility devices.*
- *Risk of overregulation discouraging non-car transportation.*

### **Key Suggestions**

- *Restrict by speed and function, not just size.*
- *Make exceptions for ADA devices and special needs.*
- *Create guidance based on where devices are used (e.g., streets vs. trails).*

## **8. "Should there be a speed limit to how fast users (human-powered and/or electric-assisted personal transportation users) can ride on:"**

- **City bike lanes:** Opinions are split, with a significant portion suggesting "No speed limit" (39.84%), but also suggestions for 15 mph (17.48%), 20 mph (11.38%), and 10 mph (8.13%).
- **Sidewalk:** There is strong support for "**Less than 10 mph**" (**41.46%**) and "**10 mph**" (**19.92%**), indicating a clear preference for lower speeds or restrictions on sidewalks. "No speed limit" on sidewalks has very low support (8.13%).
- **Specific area(s) of the City:** "No speed limit" (24.39%) and "Less than 10 mph" (12.60%) or "10 mph" (11.79%) are common suggestions.

There was a comment box available for this question where respondents could provide additional comments on speed. Here's a short summary of the comments analyzed by ChatGPT. The raw data is included in Appendix A.

Most respondents support speed limits for e-bikes and other personal transport devices (PTDs), particularly in areas with heavy pedestrian traffic like downtown, campus, parks, and shared-use trails. Many emphasize:

- Context-based limits: Speed should depend on area type (e.g., lower in busy pedestrian zones, higher on open trails or protected bike lanes).
- Safety concerns: High speeds on sidewalks and trails can endanger pedestrians.
- Enforcement challenges: Many devices lack speedometers, making enforcement difficult.
- Common sense and etiquette: Some feel formal limits aren't needed if users act responsibly and courteously.
- Separate infrastructure: Some suggest designated lanes or signage to separate fast-moving PTDs from pedestrians.
- A few believe speed isn't the main issue—rule-following and behavior are more important.

## **9. Have you experienced or witnessed any issues with the personal transportation use?**

Most common concerns

- Unsafe riding: 130
- Collisions or close calls with vehicles: 126
- Collisions or close calls with pedestrians: 103
- Underaged or inexperienced riders: 80
- Devices lacking safety measures (lighting, braking, etc.): 79
- Sidewalk cluttering: 76
- Collisions or close calls with other bikes/devices: 60

Less common concerns

- Riders carrying too many things: 33
- Miscellaneous/other issues (reported once each):
  - Cell phone use, ignoring rules, running stop signs/lights
  - Poor infrastructure (cracked sidewalks/roads)
  - Riding in prohibited areas (e.g., trails in East River Valley Park)
  - Reference to homelessness

Overall, the top concerns are unsafe riding and conflicts with vehicles and pedestrians, followed by inexperienced riders and inadequate device safety features.

## **10. Are there other safety concerns that you have about these use of personal transportation devices?**

This was an open-ended question with a comment box. Here's are some summary results analyzed by ChatGPT. The raw data is included in Appendix A.

Here is a short summary of responses:

*Top Safety Concerns with E-bikes, Scooters, etc.*

- *Speed & Recklessness: Going too fast, especially on sidewalks/trails.*
- *Pedestrian Conflicts: Quiet, sudden approaches; lack of warnings when passing.*
- *Cars & Roads: Drivers not yielding, unsafe intersections, poor bike lanes.*
- *Rules & Etiquette: Riders ignoring traffic laws; little knowledge of etiquette.*
- *Gear & Visibility: Few helmets, poor lighting, distracted riders.*
- *Infrastructure Issues: Sidewalk clutter, need for protected lanes/crossings.*

*Overall: Main worries are speed, lack of etiquette, and unsafe interactions with both pedestrians and cars, worsened by weak infrastructure.*

Here is a longer summary of the feedback:

*Key Themes*

*1. Speed & Recklessness*

- *Going too fast on sidewalks, trails, and bike paths.*
- *Riders weaving unpredictably, passing too close, or riding side by side.*
- *Inexperienced or young riders operating devices unsafely.*

*2. Pedestrian Safety*

- *Conflicts on sidewalks and crowded areas, especially near campus.*
- *Riders startling pedestrians because devices are quiet and approach suddenly.*
- *Lack of warning (bells, verbal signals) when passing.*

*3. Car & Road Interactions*

- *Drivers not yielding to bikes/scooters at crossings or stop signs.*
- *Right turns on red creating hazards.*
- *Bike lanes too narrow, inconsistent, or nonexistent.*
- *Overall street design prioritizing cars over bikes/scooters.*

*4. Rules, Etiquette & Enforcement*

- *Riders ignoring traffic signals, stop signs, or right-of-way rules.*
- *Lack of knowledge of trail etiquette and city laws.*
- *Calls for education, licensing, or training.*
- *Difficulty enforcing speed limits.*

*5. Protective Gear & Visibility*

- *Lack of helmets.*
- *Poor lighting or no reflectors at night.*
- *Riders distracted by phones or headphones.*

#### 6. *Infrastructure & Policy*

- *Concern about scooter rental programs causing sidewalk clutter.*
- *Desire for separated bike lanes, protected crossings, and better trail design.*
- *Some suggesting “no turn on red” rules or traffic calming measures.*
- *Calls for overpasses/underpasses at busy crossings.*

#### 7. *Mixed Views*

- *Some feel personal transportation devices are not a major concern compared to cars.*
- *Others believe they should not be on sidewalks at all (except ADA devices).*
- *A few said they’ve had no problems personally.*

In short: The top concerns are speed, lack of rider etiquette, and unsafe interactions with both pedestrians and cars—made worse by limited bike infrastructure.

### 11. **"What other things should the City consider as it relates to regulating bicycle and personal transportation device use in the City of Ames?"**

This was an open-ended question with a comment box. Here’s are some summary results analyzed by ChatGPT. The raw data is included in Appendix A.

#### 1. *Consistent and clear regulations:*

- *Same rules for bikes, e-bikes, personal devices, LSVs*
- *Licensing and fines for violations*
- *Age restrictions and supervision for young users*

#### 2. *Safety equipment requirements:*

- *Helmets, lights, reflectors, braking gear*

#### 3. *Speed limits and enforcement:*

- *Reasonable speed limits for devices (e.g., 10–25 mph)*
- *Enforcement of traffic laws for all users (bikers, motorists, scooter riders)*
- *Ticketing motorists and riders who break rules*

#### 4. *Infrastructure improvements:*

- *More and better-connected bike lanes and trails*
- *Protected/separated bike lanes with physical barriers*
- *Safer, clearer intersections and crossings*
- *Maintenance of trails and sidewalks (repair, debris removal)*
- *Designated bike/pedestrian lanes with clear markings and wayfinding*

5. *Encouragement of alternative transportation:*
  - *Promote use of bikes and personal devices over cars*
  - *Avoid over-regulation that discourages ridership*
  - *Provide education and maintenance workshops*
  - *Consider commuter trails to workplaces and ISU*
6. *Separation of transportation modes:*
  - *Avoid mixing fast and slow users on same paths or roads*
  - *Encourage secondary routes for bikes and devices instead of busy streets*
7. *User behavior and education:*
  - *Training or safety courses, especially for e-bike users*
  - *Promote etiquette like slower traffic keep right, signaling, yielding*
  - *Address distracted riding and driving*
8. *Focus on motor vehicle regulation:*
  - *Greater enforcement and awareness of motorists' responsibilities toward cyclists and pedestrians*
  - *Emphasize that cars pose the biggest danger*
9. *Accessibility and inclusivity:*
  - *Consider ADA issues and safety for disabled users*
  - *Ensure regulations do not disproportionately limit alternative transportation*
10. *Community involvement and enforcement:*
  - *Citizen patrols or involvement in problem areas*
  - *Coordination with ISU and enforcement across jurisdictions*
11. *Additional concerns:*
  - *Address clutter from rental bikes/scooters*
  - *Improve safety at specific problematic intersections*
  - *Consider noise and pollution from gas-powered bikes*

## **Recommendations for Ordinances:**

Based on these findings, here are recommendations for ordinances to enhance the safety of riders and pedestrians:

### **1. Designated Usage Areas & Restrictions:**

- **Prioritize Parks and Trails for Personal Transportation Devices:** Given the high comfort levels, encourage the use of personal transportation devices on parks and trails.



- **Restrict or Prohibit Personal Transportation Devices on Sidewalks, Especially for Faster Devices:** The data strongly suggests discomfort and calls for low speed limits on sidewalks. Ordinances should explicitly define where devices are allowed. Consider prohibiting e-scooters and e-bikes on sidewalks, or limiting their speed to walking pace (e.g., 5-8 mph) where allowed. This directly addresses pedestrian safety concerns.
- **Clarify Rules for City Bike Lanes:** While there's mixed comfort, city bike lanes are a primary intended space. Ordinances could clearly state speed limits and etiquette for sharing these lanes between different types of users (e.g., traditional bikes and faster e-devices).
- **Discourage Roadway (on the street) Use for Less Visible/Slower Devices:** Due to high discomfort with riding on roadways, ordinances should emphasize proper visibility and road rules for devices permitted on streets.

## 2. Speed Limits:

- **Implement Low Speed Limits on Sidewalks:** This is the most crucial speed-related ordinance for pedestrian safety. A limit of **10 mph or less** (e.g., 5-8 mph) is strongly supported and aligns with pedestrian comfort.
- **Consider Differentiated Speed Limits for Bike Lanes:** While "No speed limit" was popular, a significant portion suggested limits. The city could consider a reasonable speed limit for bike lanes (e.g., 15-20 mph) that balances efficiency for riders with safety for all users.
- **Define Speed Limits for Specific Areas (e.g., Downtown, High-Traffic Zones):** Based on the "Specific area(s)" responses, identifying areas where lower speeds are necessary could enhance safety.

## 3. Education and Enforcement:

- **Safety Education:** Consider implementing mandatory online safety courses or information dissemination for riders, especially for those operating higher-speed or rental devices, aligning with community suggestions.
- **Rules of the Road and Pedestrian Etiquette:** Ordinances should clearly outline rules for passing, yielding, and respecting pedestrian space, particularly on shared paths.
- **Enhanced Enforcement:** Address concerns about reckless behavior and non-compliance with existing traffic laws. Clear signage and consistent enforcement of new ordinances will be vital.

## 4. Infrastructure Improvements (Beyond Ordinances but Related):

- **Continue Investing in Dedicated Infrastructure:** The high comfort levels on parks and trails suggest that dedicated paths are effective. Continued investment in separated bike lanes and multi-use trails can encourage safer usage patterns and reduce conflicts.

- **Improve Intersections:** Address concerns about car interactions at stop signs and intersections through infrastructure design and public awareness campaigns.

By implementing ordinances that are informed by these community perspectives, Ames can create a safer environment for both personal transportation device riders and pedestrians.

## Demographics of Survey Respondents

What is your age group?

	Count	% of Total
<i>No response</i>	8	3.25%
0-18	1	0.41%
19-30	52	21.14%
31-40	32	13.01%
41-50	29	11.79%
50-65	61	24.80%
65+	63	25.61%
<b>Total</b>	<b>246</b>	<b>100.00%</b>

What Zip Code do you live in?

	Count	% of Total
<i>No response</i>	8	3.25%
50010	160	65.04%
50012	1	0.41%
50014	72	29.27%
Other: 50023	1	0.41%
Other: 50105	1	0.41%
Other: 50223	1	0.41%
Other: 50278	1	0.41%
Other: 55020	1	0.41%
<b>Total</b>	<b>246</b>	<b>100.00%</b>

Do you identify as someone with a disability?

	Count	% of Total
<i>No response</i>	10	4.07%
No	221	89.84%
Yes	15	6.10%
<b>Total</b>	<b>246</b>	<b>100.00%</b>

What is your annual household income?

Row Labels	Count	% of Total
<i>No response</i>	8	3.25%
\$100,000–\$149,999	45	18.29%
\$150,000+	45	18.29%
\$25,000–\$49,999	20	8.13%
\$50,000–\$74,999	31	12.60%
\$75,000–\$99,999	39	15.85%
Prefer not to say	40	16.26%
Under \$25,000	18	7.32%
<b>Grand Total</b>	<b>246</b>	<b>100.00%</b>

## Appendix A: Raw Data from Survey Fields where an Open Comment Box was Available

Question 5: Comments on Device Safety	
1	When walking on a large street with marked bike lanes, occasionally a biker comes up behind me on the sidewalk without any notice to me to be aware.
2	Just as with cars, safety depends on the operator.
3	Ban these on sidewalks and streets
4	I notice a lack of communication and safety from people who bike occasionally.
5	I don't always hear other bicyclists coming behind me. Electric bikes especially come up quickly
6	Transportation such as E-bikes, e-scooters are an excellent form of transportation. They are economical and much more efficient than using a car. Many people can't afford cars.
7	<p>Although I always watch out and yield to pedestrians, many students on campus will zoom by and it scares me that they might run into me on my bike. I feel comfortable around these devices until someone decides that they don't care about anyone else zooms by. Most of the time they seem to not watch out for others, look around the corner, or look before crossing a pedestrian intersection. I feel comfortable when there is plenty of space on the path but it gets concerning when they're trying to do this during a passing period. Throughout Ames, I feel very comfortable biking, I have very few issues with the exception of intersections on Lincoln Way. Bikes are not thought about in any way or form and makes it difficult as a bicyclist when intersections aren't designed for you. Pedestrians don't want you on the sidewalk and cars aren't looking for you. Cars don't want you on the road and I don't want to be there when most are going 40 in a 35, or 30 in a 25. Lincoln is designed for cars. I have had several issues with Lincoln and South Dakota, crossing west from the south east side. I've been hit once and almost hit on several other occasions. As someone who takes this route on a daily basis, cars aren't looking out for bikes or pedestrians. I've gotten to the point that even when I have the right of way, I wait there for a minute to ensure that the cars there will look at me, acknowledging that I'm there. I also have to watch for cars turning left from the east and cars turning right from the west. The answer may be that I go slower, but cars still manage to start turning, stop in the intersection, and slam on there breaks. It's also not a visibility issue because I have several reflectors and keep a bike light on both front and back of my bike. I would love a no turn on red here because throughout this entire year, it has been consistent.</p>
8	Problem is car not yielding at pedestrian crossings
9	More congestion ==> less safe
10	The speed of electric PTDs is incompatible with pedestrians and with vehicles.
11	Concerned with distracted drivers at intersections
12	Many people do not use trail etiquette or follow traffic laws
13	Speed and operator behavior (just like autos) are the driving issues re safety
14	My walking on trails in Brookside Park and Ada Hayden stopped because of bikes whizzing by me, causing fear and distress. Bikers do not properly announce themselves, nor take any care for how they ride on roadways; they weave in and out of traffic, which is scary.
15	Many users of these devices do not know or do not care to follow laws or safety practices.
16	Depends on the operator
17	Given sufficient warning and awareness, I feel very safe around these devices. I also feel that requiring users to carry a bell/alerting device is problematic, and would like to see more outreach and education instead.
18	I want better bike lanes. Ones with a disconnection to the road.

19	Hard to say as I don't feel I encounter that many
20	Never know if they should be in the road like a car or on the sidewalk or trail.
21	Not any more or less safe then regular bikes
22	Car drivers don't care, see, or know about pedestrians/bicyclists rights/traffic laws in Ames. People should use more reflectors and bicycles lights when dark.
23	Ok at Hayden where the path is wide enough to pass and there are no intersections to cross. Most bike paths around town are very unsafe
24	excessive speeds create safety concerns
25	I do NOT feel safe in the roads or on bike lanes, no matter what I use. Drivers are not safe, caring, or provide enough distance to feel safe.
26	Great on trails that are wide enough to accommodate, otherwise, they don't mix well with walking.
27	Overall I don't have a problem with people using them.
28	Most of my safety issues are due to the operator of these devices. Some do not show courtsey to others of the sidewalks or paths.
29	Cars are always the greatest danger. Physical barriers between cars and pedestrians/cyclists is the best solution. Bollards and curbs. Bikes that have throttles should not be considered bicycles and should not be on sidewalks. If the bike does not have pedals and cranks as the main source of propulsion, it is a motorcycle and should be banned from sidewalks and paths.
30	Condition and upkeep of mix-used paths and trails is a concern
31	It all depends on everyone following the same courtesy in sharing and using spaces.
32	Lack of safety is due to poor infrastructure, not the devices themselves. Safety varies widely at different locations.
33	Not all users of these devices stay on the road. and they are reckless on the sidewalks. And many users run the STOP SIGNS not everyone has safety in mind
34	Can't always hear when such a device is approaching from the rear.
35	As long as used with respect for others
36	Crash force is determined by speed, regardless of whether the device has propulsion assistance. There is no reason to exclude a certain e-bicycle category.
37	We need a bike trail that connects to the High Trestle Trail. This would reduce bike traffic at Ada Hayden.
38	Mixing speeds creates risk. Adding power to devices adds risk. Mixing power/no power and speeds is tricky to navigate.
39	Add ordinances to Keep all of these PTDs off sidewalks!
40	I don't feel safe sharing a road with a car when on a bicycle. (bicycle lane). Due to cell phones and car entertainment.
41	Primary bike paths should NEVER be adjacent to a high traffic street. Offset bikes to side streets to increase the level of safety for both bikers and autos.
42	I see students in/around ISU zooming on those stand up electric scooters. way too fast and shooting thru lights and crosswalks all the time
43	Many cyclists do not understand the "shared" aspect of shared use paths. I've never seen an e-scooter rider slow or yield right of way. They are too fast and too small to be visible on a city street.
44	My biggest concern for safety is related to vehicular traffic (speed, distracted drivers, rude and reckless, etc.)
45	Don't trust drivers to pay attention to road (many are distracted drivers), so feel have to ride defensively
46	No one follows any rules as no one knows rules of the road

47	Questions unclear about the perspective of safety. Is it personal safety or the safety of the individuals on these devices. Disappointed in the lack of precision in this survey. Questions poorly worded and unclear.
48	Didn't ask me about safety when they're on the roadway. The unpredictability of these operators makes them very unsafe on the roadway.
49	More bike lanes would be great and safer!
50	i feel safer when the "rules" are clearly communicated to car drivers. any unsafe conditions i've met are the result of angry cars.
51	Sometimes they can get in the way on the sidewalks or seemingly come out of no where
52	I feel like the people using them don't pay attention and i almost always get ran over by them or they almost always seem to cause accidents or traffic issues
53	Many EBIke riders are inexperienced riding at the speed these devices travel.
54	I generally feel safe when I ride my bike on trails and multi-use paths, but feel more unsafe on the road and feel that there is a lot of uncertainty around expectations of use.
55	I would rather see more dedicated multimodal lanes (bike lanes) and keep these vehicles off the sidewalk, especially if they are motorized.
56	I feel safe using them. I wish sidewalks were wider. During peak busy times it gets quite crowded and I'm afraid I'm going to get hit.
57	Wearing a helmet is important.
58	A truck ran into me on my bike while I was on the bike path on S. 4th St. The alleyway opened on on the bike path. As I began rolling away after falling off the bike, luckily the pickup driver stopped after hearing the bike drag under his truck with less than 2 feet from his passenger side front tire rolling over my chest. Clutered alleyways should nor open up onto a bike path!
59	Wheels and walking don't mix
60	Speed and refusal of some to announce their presence (on your left) are my pet peeves
61	Ames needs more bike trails and they need to connect to each other. I don't feel safe riding on streets, even with bike lanes as drivers are too distracted.
62	The paths at Ada Hayden do not feel as safe now for walking.
63	It would be nice if they would obey the traffic laws and stop at stop lights signs.
64	It's not so much the presence of these devices but the speed at which they operate and the silent running of the electric one. This is dangerous to all walkers at all times when the speeds are too high.
65	These types of electric personal transportation are too fast on sidewalks and park paths.
66	Cars don't know how to drive around bikes. The problem is not bikes....
67	I am/was expert bicyclist, I have been on e-cycle, have never tried others, but respect those who can use them. I might be a safety hazard if I was on some of them, but the young folks I see using them are good at it, though I have seen a cut corners, etc.They are much better than everyone trying to use automobile for short trips.
68	Biggest concerns are electric scooters used on sidewalks and cars that are not attentive to bicycles.
69	Some of the mixed use paths can feel a bit unsafe if there is high traffic and mixed of regular and electric bike/scooter.. Some of the roads that are bike routes do not feel as safe as they could.
70	Around Ames, most people on bikes are courteous enough to navigate around me as I'm walking on the sidewalk. On campus, people are never courteous about anything.
71	electric powered devices are fast and quiet and are dangours to those walking with small children or anyone with difficult walking. They should be banned from all sidewalks and paths, unless speed restricted and automated bells installed to alert others.
72	definitely safer than the silly enormous trucks people drive



73	bicycles should not be on the roads unless there is a designated bike lane, especially roads without a shoulder.
74	In my experience, individuals on e-bikes and e-scooters fall into two categories: those who have mobility impairment and those who are looking for fast and novel transportation. I love seeing e-vehicles improve the lives of individuals who otherwise may not be able to get out and enjoy cycling or scooting. On the other hand, I have personally witnessed, young, capable riders behaving recklessly on e-vehicles. They do not respect pedestrians, perform dangerous maneuvers, do not wear helmets or other protective gear, do not follow bike/scooter rules, and are all together a dangerous nuisance. I know it's a challenge to police this, but e-vehicles require some level of basic intelligence to ride in public.
75	If I didn't have a commute to get to Ames I would consider using one of these devices.
76	Ebike riders go way to fast and drive like idiots on the walking / biking trails. Cost me \$100 for a new bike wheel.
77	Users of these devices can be reckless on sidewalks and trails when passing pedestrians.
78	With regards to using: there are some locations, mostly busy streets with high vehicle traffic where I do not feel completely safe. I have no issue being around these devices on a path/trail that is wide enough, provided the users are being responsible, but a standard sidewalk is generally too narrow to allow these modes and walking to mix comfortably.
79	E-assist only. No fully electric should be on sidewalks or paths
80	our car got hit by a scooter on the road that was performing tricks and lost control
81	I think there is nuance here. Someone using an electric assist bike to take a ride on trails is different than someone using a fully powered electric bike or scooter on trails at higher speeds. I don't believe fully motorized vehicles that travel at high speeds belong on sidewalks and bike paths.
82	To many residentially challenged people/homeless. They are unpredictable and can be dangerous at times. They don't move off of sidewalks; are in the way loitering.
83	Sidewalks are for walkers, strollers, dog walkers, and small young children learning to play on wheeled toys
84	Walkers need to listen more for when a cyclist says "On Your Left". Most times they have earbuds in and never hear me.

	<b>Question XXXXX: Comments on Comfortability</b>
1	Some bike lanes are placed on heavily used streets with heavy traffic ... buses, trucks.
2	Auto drivers don't always respect bike lanes or riders.
3	I don't want to bike on sidewalks
4	Cars are extremely dangerous. Bike lanes should have physical barriers to protect against cars.
5	Sidewalks for walking
6	Being focused and aware to conditions and surroundings.
7	I do not own an electric bike
8	Most bikers get hurt or worse when they are on a road or street.
9	intersections ==> greater risk
10	PTDs on sidewalks and trails make pedestrians uncomfortable. I also can't picture a PTD user feeling comfortable in a bike lane or on the street.
11	Riders vary in ability and their willingness to follow protocol, I.e. "Hi, I'm on your left". Makes a huge difference when walking on paved trails and sidewalks.

12	I own a bicycle and could commute with it from my home to my job, but feel uncomfortable being around vehicle traffic in Ames (due to lack of bike lanes, my own lack of knowledge about how to bike with vehicle traffic around, and bicyclists/drivers not being on the same page)
13	Many use conflicts due to varying speeds and lack of etiquette or following lawd
14	Proximity to traffic (incl other PTD/peds) and speed differentials are fundamental issues, Re sidewalk use, driveway cuts are an additional problem
15	Honestly, the street provides more space to be SEEN and to maneuver while riding a bike. The bike trails are too narrow and compete with walkers, that can suddenly fling their arms out or move to the other side suddenly as you are coming up fast behind them bc they can't hear you.
16	Car drivers are often distracted and either drift into bike lanes or turn across them without looking. Device users still need to follow laws and safety practices.
17	The more separate and spacious the route, the more comfortable. If the route has to be shared, I'd much rather with pedestrians than motor vehicles.
18	Please give us better bike lanes with a disconnection from the road.
19	It's more comfortable to bike on the sidewalk, but ultimately not a good idea for a city to allow
20	do people understand the city bike lanes?
21	Entirely depends on the operator's skill and courtesy
22	Sidewalks are for pedestrians and too narrow to accommodate faster devices meeting or passing. Bikes and cars don't mix safely! Ames streets are too congested and drivers don't always see bikes (or walkers or motorcycles for that matter)
23	excessive speeds and cellphone distractions
24	Bike lanes are narrow and cars passing can be tenuous and dangerous. Better to be in the road instead, or some other wider trail (preferred).
25	Sidewalks are the safest. Hearing that certain sidewalk areas are not for riding makes me drive more often.
26	The sidewalks and paths can be dangerous when the operators do not follow common sense and traffic laws
27	Availability and suitability of designated bike lanes is a concern
28	WHen on my e-bike, I do not trust car drives to see me, especially car drivers who are distracted drivers with cellphones.
29	Comfort varies widely depending on location.
30	on North Duff, I have had cars pass me on the right, using the bike lane north of the Miracle Park. any bike or Parked car could be hit.
31	Need more bike trails and lanes. Bikes don't belong on sidewalks.
32	Paint stripes for street PDT lanes are FALSE SENSE OF SECURITY. Add curbs to separate cars and busses.
33	Bikes and autos (including trucks and semis) should never occupy the same piece of roadway or share lanes.
34	bike lanes are a waste of money. and I am a regular bike rider. people do not ride their bikes on roads because there is a bike lane there
35	Crossing busy streets is scary
36	Sidewalks are for pedestrians, so feel awkward riding bike on sidewalks
37	Don' t trust others on the road
38	Sidewalks are for pedestrians, the very young, and the very old. Wheeled vehicles should be on the street with the slowest to the farthest right..
39	I don't feel safe riding my bike on roads in Ames. I live on South Duff and it is impossible to get anywhere without biking on the road. Sidewalks on duff are in bad condition, too narrow, or just nonexistent.

40	More bike lanes would mean less sidewalk congestion without hindering vehicle traffic.
41	more comfortable/safe with wide multi use paved sidewalks than narrower residential sidewalks
42	Not comfortable at all riding on busy streets which have a bike lane. Southbound Duff is better because there is a mostly unoccupied parking lane. Northbound Duff is dangerous in my opinion and the multi-use trail ends at Inis Grove. Then, you either have to cross Duff and get on the sidewalk or get in a bike lane which is uneven and full of weeds and debris. 24th Street is nice and wide, with parking allowed, it is good.
43	I have noticed bike lanes occasionally have debris in them most commonly broken glass
44	Ames bike lanes are unusable and unsafe. I do not and will not ride them on a bike and wouldn't on an E Bike either. Poor design and waste of space.
45	I wish wide sidewalk so that pedestrian and bike can share comfortably. I don't like to ride the bike on the bike lanes that is part of the street.
46	I feel most comfortable on multi-use paths that don't have many pedestrians. However, it becomes unclear at intersections who has the right of way, and regardless of being on the road or a trail, drivers are unsure whether to treat bikers as pedestrians or vehicles. Generally, any kind of riding on roads where vehicles are at a much faster speed can feel unsafe and I prefer multi-use paths for that reason. Similarly, I'm unsure of etiquette on paths that have pedestrians, but are clearly wide enough to have a cyclist pass without any change from walkers.
47	I really don't like riding on the sidewalks, I always fear a walker will move unexpectedly, I'll be attacked by a startled dog, etc.
48	I only worry about spaces when it gets very busy. I don't want to hit any pedestrians and I don't want to get hit by a car.
49	Keep Ada Hayden walking only; let the other bike trails in city have bikes etc
50	Some of the bike paths are really narrow.
51	I don't feel e-scooters & e-bikes are safe on sidewalks or walking trails.
52	I would be uncomfortable on the trails or sidewalks because I think I could be a danger to pedestrians.
53	I do not have experience on these, but think, with some quick training, I could handle most
54	On street bike lanes are uneven and unsafe to ride on both from a surface and traffic proximity standpoint.
55	bikes are not supposed to be used on sidewalks, right? I am very comfortable with bike or e-bike on less busy streets.
56	I try not to bike on the sidewalk since I know you're not supposed to.
57	bike lanes are useless without physical barriers to stop motor vehicles from entering them
58	devices with electric motors that go faster than a walk should be used in the street.
59	I don't expect drivers to know how to treat bikes on the roadway. Also lots of debris that is bad for tires.
60	bicycles should not be on the roads unless there is a designated bike lane, especially roads without a shoulder.
61	Not knowing always what is ahead on narrow and curving sidewalks and trails, I would feel unsafe moving on an e-vehicle in these areas. Especially considering areas where families walk with young children and unpredictable pets on and off leash.
62	I don't ride them but if I did I would ride responsibly.
63	City bike lanes are mostly unprotected, are sparse, and some people drive their cars in them. Bus stops also cross them and I don't think that's safe. I don't feel comfortable biking in the street with cars behind me. Sidewalks are ok, but can be a bit too narrow for comfort.

64	Bike lanes are out of control in this community. We 16th & Duff northbound just backs up traffic. Waste of taxpayer funds to make a bike land there.
65	Bike lanes: depends on the level and speed of the traffic; sidewalks: uncomfortable if there is any pedestrian traffic.
66	Some of the paths could use some TLC.
67	I do not feel comfortable on a bike lane that is on an HMA street with curb and gutter. The joint down the middle of the lane is dangerous
68	Sidewalks are for walkers, strollers, dog walkers, small children
69	Depends on the road, some roads are uncomfortable to ride on
70	Absolutely love the paved and singletrack bike trails. Would love a long paved bike trail on the outskirts of Ames you could ride without having to stop for roads so often like in the heart of Ames.

	<b>Question 7: Comments on size restrictions:</b>
1	I would own a low speed EV if the city allowed them.
2	Not sure about this
3	E-bikes and E-scooters are the perfect size for personal transportation.
4	Size and weight should be restricted such that it would not be an increased danger or inconvenience to pedestrians compared to normal bikes.
5	I don't know exactly what devices this question refers to, however, it makes sense on shared use trails to have enough room for safety and comfort.
6	Size doesn't matter, they say, but larger PTDs (beyond a bike with a child carrier trailer) should use the streets
7	I am unaware of oversized/overpowered devices of this kind being an issue in Ames.
8	But not totally sure about larger golf cart type vehicles for safety
9	something like a bike is fine, but something like an electric four wheeler is way to big. Two people passing on the pathway should be the thing considered.
10	Are you talking about on streets (no) or on bike paths, trails? (then yes)
11	Too many shapes and sizes of personal electric vehicle for size to be restricted, More weight usually just means more battery/distance for a PEV.
12	I do not see this being a problem. Instead, it would be more beneficial to have size restrictions on vehicles for parking in places like Downtown / Main Street, as big trucks and hitches often jut into the roadway.
13	Not so much physical size, but there should be a limit to total weight. Speed is a bigger concern for me, however.
14	This couldn't be enforced without adding more to the budget for manpower and equipment. Even then it probably wouldn't be enforced and turn into another waste of taxpayer money.
15	I feel that if the electric scooter/bike/etc. is allowed on bike path/ sidewalks there should be restrictions to avoid problems with others using the path.
16	It's difficult to share the sidewalks and paths when coming upon groups who do not show courtesy to others of the same path. Without a size restriction this will only make it more difficult.
17	Bicycles should not weight more that 100 lbs.
18	Not sure there needs to be a size restriction, but guidance as to where various sizes of personal transportation devices can be allowed to operate. Certainly want a person's needs to be accommodated; but also being mindful of the safety in mixed traffic.

19	Where do you begin to draw the line on this? (My e-bike weighs 60-lbs, and it cannot exceed 19.9 mph because it is equipped with a governor.)
20	I can imagine inappropriately sized devices, but the question is too broad to agree with outright.
21	Large people who are trying to lose weight should not be ostracized by pedestrians. Larger people required larger equipment
22	When considering size restrictions, keep in mind that there are people who use four-wheeled mobility scooters. These scooters can weigh up to 300 pounds.
23	I think there should be power and power sharing restrictions. Fully or mostly fully power "bikes" are electric motorcycles, like electric cars and should not be on multi use. 4 wheeled electric vehicles (Gator type or golf cart type) are vehicles and shouldn't be in multi use paths or lanes paths
24	I don't see these devices as being a major issue to safety or comfort unless they travel too fast, reckless, or are in the way. But that's no different than other foot or bike traffic.
25	It makes sense or who know what people will drive
26	We should be encouraging non-gasoline travel.
27	Absolutely not, restrictions would limit access for people. And those who need these devices most are of low socioeconomic status. So if their bike is restricted, they can't afford a new one.
28	Not sure, if they're necessary for mobility I think they should always be allowed
29	But how do you regulate/monitor this?
30	Suron bikes are cool.
31	I think limiting e-bikes that reach into the range of being more like motorcycles or mopeds in terms of weight is smart. Some e-bikes are over 75 pounds.
32	I don't know exact details but there should be regulation so that mopeds and motorcycles aren't on sidewalks.
33	Nothing allowed that is wider than a person; with the exception of a tricycle for kiddos, those with special needs, and the elderly.
34	Shouldn't be large enough that another (non-car) user can't use the facility at the same time
35	If not allowed on roadway should be a limit on size and speed for trails and sidewalks
36	No heavier than a small child can lift.
37	unsure
38	Any restrictions need to accommodate devices required for ADA access which will likely be larger than most other ptds
39	Really don't know
40	I don't see this as a problem but I suppose it could be if devices get larger.
41	I trust the city decisionmakers to make this decision, with all the facts and information they have. I'm not personally aware of what the potential dangers are with electric-assisted devices.
42	No electric on sidewalks and designated trails but no restrictions from the city
43	Should not be unreasonably large as to make navigation on the sidewalk with pedestrians difficult.
44	the restrictions should be based on speed and safety devices installed to alert others - faster than walking means ride in the street. No bells or similar that alert others to their presece that ring/sound during operation - not allowed on sidewalks or other shared paths.
45	There should be both a size restriction and a speed restriction. I have seen e-bikes going no less than 20 mph on city trails and sidewalks. As a cyclist myself, and often a pedestrian, I feel it is reckless to not limit speed as well as access to narrow and winding trails.
46	maybe restricting certain sizes to roads and off sidewalks
47	it will be difficult to cap, especially with devices like electric wheelchairs being custom made for each person

48	I don't have enough knowledge in this area to give a valid opinion.
49	In general, no. Especially where these devices are using streets they will be much smaller than cars. On anything narrower than a shared use path, some sort of width restriction could make sense, but would be difficult to enforce. Plus I have not encountered and operators of wider devices (i.e. recumbent tricycle bikes) who wanted to use these narrower paths anyway. The only consideration is, again, proper separation from slower moving pedestrians, which is a matter of capability, not physical size.
50	Yes if size is related to fully electric
51	Large motorized vehicles should be prohibited. I imagine they already are, but large electric bikes may not be.
52	If there is a size restriction, it should err on the larger size, taking into consideration not just the average size of common devices, but the maximum size of them.

Question # 8: Comments on speed limits:	
1	I'm really not sure how fast e-bikes can go!
2	Down town
3	Common sense and being aware of changing conditions.
4	I agree that there should be a few limits on sidewalk use for bikes. For example in the downtown shopping area. The bike lanes should have the same speed limits as any car or motorcycle that uses the road. I think bikers should be polite when people are walking on them. Mostly, I notice kids on our city sidewalks and few adults.
5	Specific area: Campus sidewalks If you place a speed limit on sidewalks, does this include trails?
6	Speeds should be limited where there are more likely to be pedestrian conflicts.
7	Do not allow electric PTDs on same path as pedestrians.
8	I'm not qualified to answer.
9	Iowa code section 321 clearly gives bicycles the legal right to the use of city streets (unless otherwise signed). As such, when cycling on the street, the traffic speed limits should apply.
10	I don't know
11	Walking paths should not have bicycles or electric trans potato
12	Shared use paths and trails.
13	Speed limit should accommodate the slowest, least protected user using a route.
14	Heavy use trails, downtown area or campus
15	Specific areas = Crowded areas. Bike lanes should follow the vehicle speed limit. Sidewalk should probably be 25 or something.
16	Park Trails
17	Yes, there should be limits.
18	Bikes on city bike lanes should have same speed limit as vehicles on same street.
19	excessive speeds are prevalent all over Ames, all vehicles
20	I think speed limits on sidewalks that are low would drive riders into the road. Also, there are city sidewalks that are small and residential and larger, wider sidewalks that may be part of a trail or bike system, so speed limits should be higher on those. Also, I personally ride carefully to the conditions: if there is nobody around, one should be able to go faster. If pedestrians are present, slow down.
21	I could see places with more pedestrian traffic having speed limits, like downtown sidewalks, or on campus. But if the sidewalks are not pedestrian heavy, I do not see speed being as much of an issue.



22	Speeds should be limited on sidewalks, but not specifically restricted on designated shared use paths.
23	Common sense??? This couldn't be enforced without adding more to the budget for manpower and equipment. Even then it probably wouldn't be enforced and turn into another waste of taxpayer money.
24	No speed limit on the last one because I have no option on specific areas of the city.
25	I'm not sure exactly what this refers to, but I would hope the operator of the vehicle would take the area into consideration and adjust their speed or find another area to be in.
26	that vast majority of e-bikes are limited to 20 or 28mph. Build laws around those numbers and it will be far easier for people to know where their bikes can go.
27	Electric-assisted devices should take priority on the need for speed restrictions
28	I do not trust car drivers on city bike lanes. As for speed limits, how many bikes of any kind are equipped with speedometers? I do think that under 20 mph on bike paths is safe, but sidewalk travel should be much slower in business/downtown areas, but not necessarily on wide-open sidewalks where pedestrians are easily seen from a distance.
29	I agree with speed limits but don't feel knowledge enough to give exact mph recommendations.
30	Park trails
31	E-bikes are too fast for sidewalks and mixed trails.
32	Downtown sidewalks
33	The phrase City bike lanes is vague. Are you referring to on-street lanes that have no physical protection?
34	Human powered is already limited by power source. Others need speed limits and/or power limits.
35	Nothing should be on sidewalks!
36	I think most people are conscientious about their use of ptd's.
37	Shared use paths should have a speed limit of no more than 10 mph, especially in parks. Bikes should not be on sidewalks at all.
38	I would be most concerned about time of day. If someone wants to speed like a bat out of hell at 5am around Ada Hayden (a common time I run), I don't see a major issue if they are considerate, but I don't think anyone needs to be weaving around traffic around school times.
39	In residential areas
40	Hmmmm for city bike lanes, the limit should be the same as for cars/trucks
41	Congested areas need low speed to reduce potential accidents
42	Specific area of pedestrian zones like Main Street and Welch Ave.
43	Trails in parks (e.g. Ada Hayden)
44	On street bike lanes should follow the posted speed limits. Heavy pedestrian use areas (Downtown, Campustown, ISU Campus, Brookside Park, Ada Hayden Park) should have a 10mph speed limit
45	Rec paths
46	Most of these devices do not have speedometers. Unless the city plans to provide speedometers to people, a speed limit does not make sense.
47	it's complicated. i think in heavily used parks (ada hayden, some parts of brookside) the speeds should be lower- there's more people&animals walking. other parks/trail systems (north/east river valley) are less utilized & can be faster.
48	It's very difficult for me to tell how fast my human-powered bike is going. Also, I cannot go that fast, lol!
49	if not in bike lane I feel that 20 mph is a good cap

50	I don't think they should be on sidewalks where people are walking because its a danger when a person is driving as fast as a car can on the sidewalk where people are walking. if it has wheels it should be on the street or a bike path.
51	Cyclists speed needs to be dictated by the congestion of the trail, not the trail itself. This leaves it to human nature and trail etiquette. Limits won't be as effective as a trail etiquette campaign.
52	I think speed limits should depend on size of sidewalks. Wide, multi-use paths can have higher speeds, but a sidewalk that is only 3 feet wide probably shouldn't have a bike on it at all (at least not a heavy e-bike).
53	Near schools it should be lower and also have lower speed limits when it narrow and very busy areas.
54	Speeds on roads/streets like Mortensen and University could accommodate speeds 20 mph +.
55	Limits should be applied where other (non-car) traffic is sharing the facility
56	Doesn't need to be a speed limit they just need to take like a driving class to be out in the streets or trails. Bikes often do whatever they want in the city streets and dont know how to properly communicate with driving traffic
57	Speed limits should be "reasonable and prudent" with liability restrictions
58	Campus
59	No personal transportation device should be allowed on sidewalks that operate at more than 5 mph. On narrow sidewalks, they should not be ridden at all. The speeds limits for cars in residential areas are already pedestrian unfriendly.
60	when there are also pedestrians, I think it's most safe to keep bicycles at 15 mph tops. I've been on my bike and had pedestrians not looking for bicycles at all
61	I don't think speed is so much an issue, but when mixing with pedestrians, there is need for basic procedural courtesies, keep to right except when passing, warn people when over-taking from behind, etc.
62	I really don't think its necessary
63	Bikes should not be on sidewalk. It is actually safer for a bike to go faster on streets. You did not ask about bike paths and multi-use paths - I think max 20 but of course if pedestrians or other devices are around you have to go more like 10 mph.
64	I trust the city decisionmakers to make this decision, with all the facts and information they have. I'm not personally aware of what the potential dangers are with electric-assisted devices.
65	no speed limit on streets - proper lighting (front white light and rear red lights) should be required.
66	Shared Use Paths and Trails
67	There should be a minimum speed requirement for bicycles to be on the road, even with a bike lane. But especially on county roads with no shoulder.
68	I have been to college campuses that have e-bike/e-scooter designated pathways and wayfinding. These paths are marked with clear signage throughout the area and limit many sidewalks to pedestrians only. I think Ames could benefit from this type of wayfinding. Not only would it help e-vehicles move more efficiently---because the paths have been prioritized for them---but it will keep pedestrians and pets safe as well.
69	respecting the speed limits other forms of traffic have to follow as well as other traffic devices i.e. stop signs
70	Just drive reasonably and don't ride side by side and take up the whole trail without visibility ahead.
71	bike trails
72	Cyclists should follow vehicle speed limits.
73	Speed limits should be based upon conditions and the rider's skills.

74	People self regulate
75	speed limits are not the issue, the issue is bike riders do not stop for stop signs & do not follow the rules of the road. If they cannot follow rules of the road, they need to be on a separate sidewalk. Not narrowing the streets to accomodate them.
76	City bike lanes: No separate limit for devices, the existing speed limit of the street shall apply. Since a bike lane is part of the street I believe riding a bike there already triggers the requirement that the user obey all applicable vehicle laws - the same should apply to other devices. Given how narrow a standard sidewalk is I would support a rule that says these devices must maintain a slow speed there - ESPICALLY when near pedestrians. On shared use paths I believe 15 mph is a good limit generally, and would support a reduction to 10 in parks or other areas of high pedestrian traffic either generally or when actually near pedestrians. On separated/protected bike lanes - which are separate from pedestrian facilities - I would support a higher limit of at least 20.
77	Not lower than 15mph in general.
78	on streets
79	Depends on area. On public trails such as Ada Hayden, I think there should be limits
80	Electric devices don't belong on sidewalks
81	Parks, multi user trails, 10 - 12 mph
82	Parks and multiuser trails 10-12 mph
83	If sidewalks are wide enough to safely have pedestrians and bikers on them I think having higher speed limits would be okay
84	In more busy areas of Ames on the bike trails e-bikers need to not ride so fast especially when passing other cyclists and walkers and need to say 'on your left'

<b>Are there other safety concerns that you have about the use of personal transportation devices (e-bikes, e-scooters, electric skateboards, etc.)?</b>	
1	Everyone needs to abide by the same rules of the road.
2	I do think scooter clutter with the rental programs can be overwhelming in other cities. Worried a bit about this in proximity to campus.
3	The lack of attention for those around them.
4	speed on sidewalks and bike lanes
5	Personal transportation devices aren't the problem... if you force people off the sidewalks and on to the streets you will have more accidents. Just think about how hard it is to see motorcycles.
6	Although I always watch out and yield to pedestrians, many students on campus will zoom by and it scares me that they might run into me on my bike. I feel comfortable around these devices until someone decides that they don't care about anyone else zooms by. Most of the time they seem to not watch out for others, look around the corner, or look before crossing a pedestrian intersection. I feel comfortable when there is plenty of space on the path but it gets concerning when they're trying to do this during a passing period. Throughout Ames, I feel very comfortable biking, I have very few issues with the exception of intersections on Lincoln Way. Bikes are not thought about in any way or form and makes it difficult as a bicyclist when intersections aren't designed for you. Pedestrians don't want you on the sidewalk and cars aren't looking for you. Cars don't want you on the road and I don't want to be there when most are going 40 in a 35, or 30 in a 25. Lincoln is designed for cars. I have had several issues with Lincoln and South Dakota, crossing west from the south east side. I've been hit once and almost hit on several other occasions. As someone who takes this route on a daily basis, cars

	aren't looking out for bikes or pedestrians. I've gotten to the point that even when I have the right of way, I wait there for a minute to ensure that the cars there will look at me, acknowledging that I'm there. I also have to watch for cars turning left from the east and cars turning right from the west. The answer may be that I go slower, but cars still manage to start turning, stop in the intersection, and slam on there breaks. It's also not a visibility issue because I have several reflectors and keep a bike light on both front and back of my bike. I would love a no turn on red here because throughout this entire year, it has been consistent.
7	Cars not yielding at pedestrian crossing
8	Been around a long time on bike -- experience just about everything including bike-vehicle collision (I was on the bike).
9	My main concern would be inattentive car operators.
10	Monitoring of each is important.
11	They do not observe right of way for pedestrians or motorists
12	Lack of knowledge and practice of trail etiquette and city laws
13	Lack of helmets on road and high speeds
14	CyRide should be used more often
15	Hate to know what the riders/users are going to do, hard to anticipate
16	People on e devices that don't use common sense risk their own safety and the safety of others. Speed limits would be difficult to enforce.
17	I am not concerned with the use of personal transportation devices.
18	Please give us disconnect from road.
19	My safety concerns are usually related to car drivers. Because of that I never ride on a busier road, like Lincoln Way or Duff. I only ride on side streets.
20	they are so quiet that they sometimes surprise me on the road.
21	People looking at their phones while riding or walking. Can't anyone ever put their phone away and just enjoy the journey?!!
22	excessive speeds
23	I have seen hazardous driving of bikes and PEVs, mostly from teenage or younger riders. I would be in favor of safety measures for younger riders. I am over 50, and take appropriate care when riding.
24	Use on sidewalks creates more opportunities for unsafe encounters, particularly conflicts with vehicles and pedestrians.
25	Only concern would be someone being too reckless and hitting a pedestrian causing injury. Or not being observant/ noticed in a bike lane and getting hit by a motor vehicle. I have not witnessed these things personally , but they are concern that I have in terms of safety for pedestrians, electric bike/scooter operators, and motorists alike.
26	Not at this time, but I may have some later.
27	Only cars/trucks should be used on roads. Bikes should be on sidewalks or bike lanes unless crossing an intersection.
28	The greatest safety concern/hazard that we have encountered is (mostly) pedestrians who are wearing headphones or ear pods; they cannot hear our warning bells or cries of "Passing on your left! Two bikes!"
29	I have experienced or witnessed more issues with motor vehicle drivers not respecting personal transportation devices than issues with the riders of the devices. Underaged (including unsupervised children) riders have been the main sources of safety concerns in my experience.
30	car drivers running stop signs constantly
31	Skateboards shouldn't be on streets or sidewalks.

32	Paint stripes for street PDT lanes are FALSE SENSE OF SECURITY. Add curbs to separate cars and busses.
33	Regardless of type, should be required to have a bike license equivalent for road use..
34	stand up scooters that go 15-20 mph are just too fast for the area they are used in
35	Risk with any form of transportation is unavoidable. We're doing fine with bike/scooter facilities in /Ames as they are.
36	SLOW DOWN ON PATHS!!!
37	I see them no different than bikes but vehicles are way more of a concern to safety than e stuff.
38	I have seen these in other communities so concern if these become more popular in Ames
39	I would like to see police ticket car drivers who don't yield to pedestrians in crosswalks.
40	Bike lanes are not wide enough or consistent. There is not a through bike route in town.
41	At Ada Hayden many bikers go WAY too fast and do not announce their presence. They use it like a race track, or for training, and I really don't like that.
42	Right turn on red is hazardous to pedestrians and cyclists. Automobile drivers are looking to their left, getting ready to go as soon as traffic clears and they aren't looking at the pedestrian crossing. Lower the speed limit and install a traffic control device on 13th near Stagecoach, where the bike path goes north from River Valley Park. That street carries a high volume of traffic which goes at high speed and visibility can be obstructed by the bridge. Ankeny has done a great job of making High Trestle Trail crossings more cyclist friendly in town, there are either stop lights or flashing yellow lights which help cyclists to cross in a manner that is more safe. I see too many cyclists wearing headphones and no helmet--better education about the effects of TBI. Etiquette training for folks on ebikes. Very few bother to give an alert when they pass.
43	Right turn on red is not usually good for pedestrians and bikers as drivers tend to pay attention to the left and just go when they have an opening not paying attention to the right where a pedestrian/cyclist may be.
44	Just in terms of being safe around other people on sidewalks.
45	Most are able to travel faster than the supposed limit of the device. Ames should NEVER allow a scooter rental program, unless guarantees are put in place that they won't be cluttering our sidewalks and trails.
46	Many drivers do not yield to bies on the street even when the bikes have the right of way, such as bike crossing stree with green lights on for pedestrian etc.
47	We live near Ada Hayden so see a number of devices go up and down our hill.
48	I live near a lot of student housing on west Lincoln Way and the sidewalks are quite scary to walk on. e-bikes and e-scooters absolutely FLY by. I actively avoid the sidewalks in this area for that reason. I really wish they had a dedicated bike lane or similar.
49	I think helmets should be worn for all bikes.
50	Require HELMETS, SHOES, AND SHIRTS! ;-}
51	Density is a potential issue. Single or groups of 2-3 are not concerning
52	They need to better understand how to communicate with vehicles and walkers! Having a standard of a class they could take to learn the ways to communicate with other forms of transportation would be Amazing. And that's for e-transportation and bikes
53	Coming up on pedestrian too fast on bicycles with no warning
54	People need to make sure their lights are on!
55	Definitely.
56	Accept in the case of. ADA needed devices these e-bikes, e-scooters, electric skate boards DO NOT belong on public sidewalks.
57	That drivers can be real dicks to bicyclists.

58	visibility is a major issue, for many of the ptds; non-users need to be educated on what to expect;
59	Riders in the middle of the road.
60	Scooter riders want to be vehicles and abide by those rules when it suits them. However, they also want to be co didered as pedestrians when THAT suits them. Can't have it both ways!
61	the riders have no sense how 'out of nowhere' they can appear to those walking. The speed of these devices and their 'stealth' make them at best startaling and at worse a terrible accedent waiting to happen. Ask the City Concil who would like to be hit by a e-scooter at 30 miles an hour as they take a walk in thier neighborhood.
62	The idiots go too fast riding side by side taking up the whole trail going around blind curves and low visibility areas.
63	Ignoring traffic signs such as stop signs, stop lights, etc.
64	no training for users, people learn as they go and might not familiarize themselves with City rules
65	They pass pedestrians too quickly and suddenly without alerting them.
66	My bike broke down and I haven't replaced it, as much as I love riding and keeping one less car on the road, because I feel very unsafe riding my bike in this town. Vehicles do a terrible job of sharing the road in Ames, and there are no protected bike paths in town! There also aren't bike paths on the major town arteries that I would use to get from A to B, in lieu of driving. The only type of biking that feels like it's encouraged in Ames is purely recreational, which is a shame. There also aren't always places to park a bike when you're going to, for example, the grocery store. Furthermore, with the incessant gutting of city streets that goes on for literally seasons on end, it makes it really difficult for cyclists to feel safe/like they have a place to ride (unless they are sharing the sidewalks with pedestrians).
67	It would be nice if bike riders would follow the rules of the road. Too many blowing through stop signs or not following general road procedures.
68	It's safest when traffic on same roadway goes same speed
69	Most of the above issues I have only encountered on ISU's campus (a very person, device, and vehicle dense environment) at times of high traffic. Obviously, this is outside the jurisdiction of the city, but it underscores to me that most of the issues will occur when we have high volumes of multiple modes in close proximity. I would also say that the unsafe operation/near misses I have observerd are more a human problem than a bike/device problem - I have observed the exact same behaviors from the drivers of cars, which is an order of magnitude worse given the greater potential of damage and injury from a heavier/faster vehicle.
70	Yes. Too fast - e-skateboards can go over 25mph! No fully electric on paths / sidewalks. Pedal assist or disability devices ok.
71	On trails such as Ada Hayden, e-bike users go too fast.
72	The biggest issue with the electric devices is the speed. Honestly if these things were driven with care it would be less of an issue on bike paths.
73	Moving too fast by inexperienced operators
74	Nearly all of the e-users that I see lack the knowledge and skill to be using their device anywhere but in a very controlled, low traffic space
75	I haven't personally had issues with any of these
76	I know it's expensive but I would love to have road crossings go over or under the road so to avoid car crossings.
77	Lights



<b>What other things should the City consider as it relates to regulating bicycle and personal transportation device use in the City of Ames?</b>	
1	Required licensing and if not properly license have a \$1,000 fine
2	Would be good to have same rules for all users of bikes, devices, LSVs, etc. Age restriction or supervision of young kids should be considered with devices and LSVs, considering the crazy way kids ride bikes on sidewalks!
3	Bicycle, personal transportation device, and really anything else should be encouraged over car usage.
4	Don't mix vehicles, bikes, or other modes of transportation on the busiest streets.
5	Encourage the use of secondary routes for alternative modes of transportation.
6	Helmets
7	bicycles and PTD are different - don't lump them together for regulations
8	We should be encouraging people to use smaller, cheaper and more efficient forms of transportation. What statistics does Ames have to suggest this should even be addressed? We should be more concerned about the ISU students crossing the streets without looking up from their phones.
9	Write some tickets to motorists
10	Statistical safety data (urban environments) -- What are the safest practices.
11	If anything needs more regulation to improve transportation safety its cars not bikes.
12	I was told in my bicycle collision with a truck that bicycles should not be ridden accross an intersection. I had stopped on my bicycle and waited for left hand turning auto traffic to finish turning in front of me and then proceeded to ride my bike across the intersection with plenty time left on the timer. The truck making a right hand turn on red saw me stopped and waiting and proceeded to do the right hand turn without rechecking me. I had started to ride across since the left turners were cleared out and the truck hit me. The officer never asked me what happened but came into the emergency room and told me since I was riding my bike across the intersection it was my fault as I should have walked it. If I had walked it I am quite sure by the way my bike was hit..I would have been killed. When I am driving, I see bikes almost always ridden across intersections. Is that really the law that bikers must walk bikes across intersections?
13	Width of trails and sidewalks, enforcement of laws, rules, etiquette
14	These devices are going to continue to be used, to evolve in sophistication and, presumably, capacity both in terms of power/speed and hauling. The City should be encouraging non-auto traffic with infrastructure and significantly increased enforcement of existing laws on auto as well as non-auto operators.
15	Required safety gear and required light reflective materials
16	Bikers don't even use the bike lanes, like on North Duff. The lanes are too narrow and they still ride in the street. Also, those bike lanes are confusing, it seems, especially for elderly drivers. They drive in the bike lane as though it were the right-most lane for traffic and right turns.
17	Leaving rental bikes or e-scooters in inappropriate places.
18	The ADA ramps with bumps are hazardous to people on some of these devices

18	Regulating personal transportation use would discourage the use multimodal transportation. It also would show a lack of understanding of what is most dangerous form of transportation to all Ames residents and guests, which is clearly motor vehicles.
19	Barriers between the roads and bike lanes would make me feel safer riding my bike in the bike lane.
20	If adding bike lanes on roads, consider putting a small barrier between the bike lane and road (like a median).
21	Encourage (don't require) registration and safety/ maintenance workshops
22	The more you restrict e-bikes, the more people will go back to cars
23	I don't think that they need to be regulated. The only regulation I would be okay with would be a speed limit. Something like 25 mph would regulate against someone blasting down the bike path on a modified e-bike at 40 mph, but allow a biker to train at a reasonable speed.
24	Traffic light cycles that protects people crossing streets. Sometimes waiting times are long. People use South Duff bridge narrow side sidewalk also by bicycles, it is very narrow, low safety rails, and unsafe bumpy edges when entering.
25	Some paths are SO rough (i.e. along airport road), gaps in bike trails where one must go in street (i.e. skunk river path to connect to Hayden trails) and others have to cross so many intersections. It's very difficult to find a nice long safe path to ride around Ames. We mostly ride for exercise and the enjoyment of bike riding, and can't do so without driving our bikes to a safe bike path, in Ames we usually just ride around Hayden.
26	excessive speeding should be policed better
27	I think personal electric vehicle travel is one of the modes of transportation that will get safer and more used in the future. It is convenient, less polluting and less costly than many other modes of transportation. In my view, Ames should plan for commuter bicycle, PEV trails to all major employers in Ames, especially the university.
28	If we truly want to work towards using vehicles less, and finding alternate transportation, I think it is important to consider that every regulation added will likely lessen how much people are willing to try alternate forms of transportation. If it gets too complicated, it is often easier to use a car.
29	The crossing at 13th and Clark is very confusing to drivers who get stopped on 13th. I find that intersection safer to cross by waiting for a gap in traffic, rather than using the light and making traffic stop.
30	The amount of distracted driving anywhere in the city (both drivers as well as riders) should dictate that bikes and other personal transportation devices should not share the same space with motor vehicles.
31	If the electric scooter/bike is capable of going 20mph or higher, I would suggest a safety course for the operators to avoid potential injury to themselves or others if they want to use bike paths.
32	Has there been complaints about large groups taking up too much space on the roadways, paths and sidewalks?
33	If you make new rules, how/who will enforce new rules? Will there be fines for violations? Will ISU follow the same rules?
34	Bikes should have to follow road rules, stop signs, ect. They should NOT be on roads. Only to cross intersections and they should follow rules, lights ect. Police should be ticketing bikers.
35	Expand the network of available paths and trails throughout the city, and work to upkeep / maintain them in good condition
36	I hope the city will endeavor to actively promote and encourage bicycle and personal transportation devices while considering aspects of safety. We should be striving to be as bicycle friendly as possible. I sorely miss the bicycle culture I have experienced in some

	European and Asian cities. Electronic assisted bicycles and devices have added complications, but please strive to find solutions that do not inhibit the growth of non-motor vehicle transportation overall.
37	If all users are educated in the use of the equipment and the use. ex: If on the sidewalk, I assume they are treated like a pedestrian ( look both ways when crossing the street, and if on the road, they should follow the RULES of the road. follow the signage etc. I've been "flipped off" because they run the stop sign or redlight when I had the right of way.
38	More bike trails and lanes needed.
39	Possible citizen patrols on trouble areas
40	While it is prudent to consider the safety risks that personal transportation devices pose to pedestrians, the greater threat to pedestrians is from drivers of vehicles. The injury risk for a pedestrian walking on a sidewalk on Duff at the hospital (zero horizontal separation) is greater than walking on a trail. Focus your safety efforts there.
41	More trails - Ames city streets are generally not safe due to narrow, poorly maintained bike lanes. Note: some are very good - such as north Duff. The road by north wal mart has cracks and other conditions.
42	Short leash laws for pets
43	Have the University give money so students have a dedicated bicycle path to Trestle Trail. This could be a selling point to students and parents. Safe activity to relieve school stress.
44	Start ticketing bikers that do not follow the rules of the road.
45	More dedicated lanes so people don't have to ride on side walk or feel unsafe riding in traffic
46	I anticipate that the City is about to clamp down with a bunch of restrictions and regulations which will increase enforcement issues, take the freedom and joy out of a healthy transportation system already in place when, to my knowledge, there is almost no problem at present. That will be too bad.
47	Must have lighting and braking equipment at all times.
48	It's on road bike lanes are haphazard and do not connect. Painting lines on a road isn't a very good bike lane. Please study successfully carried out separated bike lanes. The city has touted complete streets but has never implemented it. 24th street was just redone and it still lacks a side walk on the North side of the road by Somerset. Also why hasn't George Washington Carver ever had its sidewalk infrastructure put in. The list could go on and on. This survey was pretty poorly put together. Pretty disappointed in the questions, especially asking about specific speeds. Come on. The only reference that most people have to calibrate to those speeds are cars and it is very difficult to compare driving a car at those speeds to going those speeds on a bike or other device. Asking about overall safety and then changing to comfort level of use is also an odd choice. The data you receive from this will be suspect because of your poor survey design.
49	Motorists need to be aware at traffic lights where the cyclist has the walk light. I was blocked once by someone so eager to turn right on red that I couldn't cross with the walk light!
50	It is frustrating when there are expensive facilities (paid for by taxes of one form or another) provided for bikes and other devices, and yet the operators still ride in the middle of the roadway, causing both delays and safety risks.
51	Regulating car drivers so they know they don't own the roads. Actually policing the rights of way. I've had the right of way while riding my bicycle and had cars cut me off or run stop signs in front of me.
52	Sidewalks and trails are preferable for biking because vehicle drivers do not pay attention to bikers on the road. There is not a good trail/sidewalk system in this town. There are also not many bike repair stations (ie bike pumps, wrenches, etc.)- I only know of one at Wheatsfield. So maybe they just aren't advertised.

53	Many of the city's moves regarding bike lanes have made the roads less safe for cyclists, rather than their intended goal to promote safety. N Duff before it turns to 30th St. comes to mind, as well as 24th St, 3rd Ave near Target and Clark Ave @ Lincoln Way...simply adding bike lanes doesn't always make things better.
54	Idk what to do about it, but when I'm out running I'm concerned about the number of cars that don't completely stop at stop signs and/or simply do not notice me. I've almost been hit a couple times that way.
55	Please organize the bike trails into some sort of coherency which does not involve riding on streets with automobile traffic. Bike paths seem to start/end randomly and merge with streets. It doesn't matter who is right and who is wrong if a cyclist is hit by a car--the cyclist loses. If there are bike lanes and parking, some communities arrange parking so that the parking lane is closest to traffic and cyclists are buffered from automobile traffic. Why do some of the pedestrian lights take so loooooong to give the go-ahead to the pedestrian? (Thinking specifically of Grand.) Thank you for providing this survey! We love to bike and would appreciate more safe opportunities within/near Ames. Currently, we drive 20+ miles for that sort of cycling opportunity. Ada Hayden is nice, but gets a lot of use and it's difficult to see what is coming around curves when the grass is tall.
56	Crossing at Carr park and 13th needs a pedestrian/bike crossing flashing yellow light. 13th and grand need a left turn arrow as well as the sidewalks a mess when it comes to getting across on a bike timer for crossing also takes a very, very long time.
57	Being more strict about where they're allowed and not allowed.
58	More road bike lanes or signs stating a speed limit on sidewalks
59	Trails or side streets designated as trails, that are one block over from major thoroughfares are far better than bike trails on the side of the thoroughfare. No one wants to ride right next to Grand, Duff, or Lincoln Way, but if you move these lanes a block over, bike and ebike use will see significant increases.
60	Give more space and make road more bicycle friendly. Widen the sidewalk to allow bike to share with pedestrian more comfortably.
61	I think it's important to promote the use of these devices while keeping everybody safe. I consider the way that I use my e-bike to be relatively safe (commuting on low-pedestrian wide paths and sometimes on roads), but I'm unsure how others feel.
62	keeping paths clear of debris if people are going to go so fast. The rock that runs onto the path near us (Dawes & Adams) from traffic and rain is a hazard to many on wheeled devices and makes it more difficult for the blind to use the guides in the walkway.
63	I think regulation here is a losing battle (especially in a college town), the best ways to focus are on education and infrastructure.
64	I think it would be beneficial for people to take a class if they have violations. It doesn't have to be long but just something like kids have to take when they get a moped.
65	Carve out some, "No Car" areas/days in town to resemble the 4th of July Parade route.
66	I prefer off road facilities for non car and small electric transportation. Current Bike lanes are not well designed and/or maintained.
67	It would be Amazing if more cyclists would move to the side of the street when a car is behind them on a side street like clark ave. I drive that rode every day and often bikes dont move to the side so I can pass them and we can both get on with our day and mode of transportation. I shouldn't have to go 5mph for a block until they turn on a different street. It's all about understanding how to be courteous to others on the road regardless of your mode of transportation.
68	Repair trails. Especially utility cuts.
69	Safety of the rider and those around them.

70	Consider better connections to city trails so that riders can avoid traffic and have a separate space to ride.
71	Ames lacks well managed sidewalks, especially in winter, making it difficult for disabled people in assisted devices or citizens trying to use a public street to be able to go where they need to, and the streets are unsafe for pedestrians and bikers alike, given the utterly atrocious driving displayed by Ames residents.
72	Actually, quit using so many surveys and have the city council do their job, as well as city staff. Present evidence to the council and have them vote.
73	The times I've felt unsafe on my bike are in south ames during a football game day
74	Maybe put better infrastructure in place for bicyclists. Better bike paths that don't just drop into a street. I'm more concerned with cars than bikes...
75	training on procedural aspects: keep to right when not passing, verbal warning when overtaking from behind, etc. As a former skilled bicyclist, I would totally oppose treating all ptd-users as if they were unskilled beginners.
76	On street riding, or bike line riding is incredibly unsafe both from accidental and deliberate vehicle traffic. Vehicle users frequently attempt to assault cyclists in the streets. MUPs are safer by far for all involved but they don't go everywhere that users need to go. If the MUPs were guided to have cyclists use the left side so they meet pedestrians head on it would be less reactionary for all involved since they would see each other well in advance rather than needing to be within audible distance. Especially given the amount of pedestrians that use headphones that block out external alerts of approaching wheeled traffic.
77	Extend multi-use path along Skunk River from Lincoln Way to Soccer/Softball complex, and extend the newer path along Ioway Creek that ends in a cornfield to connect with the (new) path along the river!
78	Regulate cars and other vehicles more first. Bikes are not the enemy, cars are way more dangerous for pedestrians than bicycles are.
79	I don't see bicycles as a problem. scooters disobey most traffic regulations.
80	Many of the painted bike route/lane signs on roads are barely visible (6th street and University avenue near the railroad track, for instance.) I have had some encounters with vehicles where they honked or yelled at me to get out of the way, not realizing that the road is a shared route.
81	focus on building protected bike-only lanes that actually go places that folks might ride to - home to work, home to a park, work to store. they don't have to be straight lines, if they provide greater safety.
82	apply the principle of slower traffic to the right on trails/sidewalks
83	Bicycles should not be on the roads unless there is a designated bike lane, especially roads without a shoulder.
84	Please consider investing in signage and wayfinding for regulating bicycle and e-vehicles. Hire experts who design safe pathways, don't rely on City officials to know what is best. Consider dual lane design, where bikes have a dedicated sidewalk and pedestrians have a dedicated walkway. Place symbols on these paths to clearly mark mode of travel (bike symbol and pedestrian symbol) as well as direction of travel marked by arrows. These dedicated pathways have been proven effective in cities across the country. Look for examples, talk with those city departments and learn how to do most effectively employ this design! This has the opportunity to enrich Ames beyond measure.
85	Don't ride like you are the only one on the trail or everyone should get out of your way.
86	enforce no bicycles allowed on trails in East River Valley Park

87	No matter what the City does when it comes to regulating bicycle and personal transportation device use, it should always be done in a way that encourages their use. It's awkward to do because they're typically too fast for sidewalk use and too slow for road use, but they're so beneficial in reducing vehicular traffic, emissions, and road wear that we need to encourage their use as much as we can.
88	offering education session
89	Loud gas-powered bicycles are annoying on trails.
90	Just as bicycles are asked to obey traffic laws, much the same as vehicles do, there needs to be more emphasis on the other modes of transportation to also follow traffic laws.
91	Do not over regulate!
92	Night visibility, but only promote and educate.
93	We've already gone way too far for the small biking community. I used to bike or ride CyRide to work for over a decade, so I watch when riders don't follow the rules of the road. Very disappointed that my tax \$\$ are paying for road narrowing for vehicles and adding bike lanes that are empty or those few on the lanes don't follow rules.
94	Don't mix different transportation modes on same paths/roadways as varying speeds and conventions makes it unsafe
95	Most of the issues that we are seeking to address through these regulations concern ensuring the safety of all road users when multiple modes (a.k.a. users of different speeds) are mixing together. To that end, speed restrictions for bikes and other devices make sense when they are mixing with more vulnerable/slower moving pedestrians. However, it is in the city's best interest to encourage people to shift their mode of travel to bikes and devices and away from cars whenever possible: fewer cars on the road leads to lower emissions, less traffic congestion, and fewer collisions, just to name a few benefits. These are in keeping with Ames' existing climate action and pedestrian safety goals, among others. To THAT end it would behoove us to not *overly* burden bikes/devices with regulations that might discourage their use - such as too slow city-wide speed limits that apply even in places that don't warrant it or too many "slow zones" along primary cycle routes. Slow zones are fine in parks and other recreational areas which few people are using to actually get from A to B, but along major arterial roads, not so much. In the latter areas when there are high amounts of pedestrian and/or cycle/device traffic, the city should strongly consider that the best option may be to provide separate facilities for cycles (medium speed users) and pedestrians (slow speed users).
96	All future roads should have bike lanes or right of ways. Bike trails need to be connected. Dead ends on a few in weird places (Skunk River and the loway under Duff. Also no way to safely access certain areas on a bicycle. South Duff. Lincoln Way, Ada Hayden (path by mall is dangerous with cars turning and not giving cyclists right of way).. Not enough bike racks anywhere in town.
97	safety sessions
98	Not enough bike trails to popular areas such as downtown.
99	Placing speed restrictions on fully electric personal transportation devices. You may need to evaluate what kind of electric bikes and scooters you really want on the bike paths and sidewalks.
100	Address the hopeless/mental health population issue
101	Automobile operators need to be more aware of bikers, walkers, runners, & others using an alternative form of transportation
102	I think the speed limit question is interesting and important, And we should be very conservative in our selection of a speed limit. E devices are bringing a lot of users onto the sidewalks roads and paths which is good, however, nearly without exception they don't have



	the skills or knowledge for the devices they are using. So they are a hazard for other users and themselves and they don't even know it. 10-12 mph is a completely reasonable limit to be encouraging for e-device users.
103	I think Ames is pretty good for biking, but I am all for more development (bike lanes, widening sidewalks, etc...) to make biking easier/safer in town.
104	Ames is fairly big and there are plenty of neighborhoods that don't have services in walkable distance. It's about a mile, up/down a very steep hill to the nearest store for me to buy anything at. Encouraging safe use of transportation like ebikes can help bridge the gap between needing a car and wanting a more eco-friendly way to get around.

## Key Takeaways from Public Comments on Bicycles & Personal Transportation Devices (PTDs)

### 1. Support for Alternative Transportation

- Strong public support for biking, e-bikes, and scooters as eco-friendly, affordable alternatives to cars.
- Many warn against over-regulation, which could discourage use.

### 2. Infrastructure Improvements Needed

- High demand for more and better-connected bike lanes and trails.
- Calls for safer, separated paths away from traffic and better road maintenance.

### 3. Safety & Regulation

- Mixed views: some want minimal regulation, others suggest speed limits, helmet requirements, and rules for sidewalks vs. roads.
- Emphasis on education and etiquette over heavy enforcement.

### 4. Motor Vehicles are the Bigger Concern

- Many feel cars are the greatest safety threat.
- Requests for more driver enforcement and education on sharing the road.

### 5. Shared Path Conflicts

- Frustration with fast-moving PTDs on pedestrian paths.
- Suggestions for clearer signage, dual-use lanes, and speed separation.

### 6. Other Issues

- Complaints about poorly designed or confusing intersections.
- Desire for better trail signage, bike repair stations, and lighting.

# SHARE THE PATH

## WALK/RUN

Stay to the lake side of path



## RIDE/ROLL

Stay to the non-lake side of path



Speed Limit 10 mph



CITY OF  
**Ames**<sup>TM</sup>  
PARKS & RECREATION

[www.AmesParkRec.org](http://www.AmesParkRec.org)

# SHARE THE PATH

## RIDE/ROLL

Stay to the non-lake side of path



Speed Limit 10 mph

## WALK/RUN

Stay to the lake side of path



CITY OF  
**Ames**<sup>™</sup>  
PARKS & RECREATION

[www.AmesParkRec.org](http://www.AmesParkRec.org)

# STAY ON YOUR SIDE

but we can still be friends

## WALK/RUN

Stay to the lake side of path



## RIDE/ROLL

Stay to the non-lake side of path



Speed Limit 10 mph



CITY OF  
**Ames**<sup>TM</sup>  
PARKS & RECREATION

[www.AmesParkRec.org](http://www.AmesParkRec.org)

# STAY ON YOUR SIDE

but we can still be friends

## RIDE/ROLL

Stay to the non-lake side of path



Speed Limit 10 mph

## WALK/RUN

Stay to the lake side of path



CITY OF  
**Ames**<sup>™</sup>  
PARKS & RECREATION

[www.AmesParkRec.org](http://www.AmesParkRec.org)

# ADA HAYDEN HERITAGE PARK PATH



Be respectful of others  
Please announce your presence!



CITY OF  
**Ames**<sup>TM</sup>  
PARKS & RECREATION

[www.AmesParkRec.org](http://www.AmesParkRec.org)



### **COUNCIL ACTION FORM**

**SUBJECT:**        **AMENDMENTS TO CHAPTER 19 OF *MUNICIPAL CODE* (PARKS AND RECREATION)**

**BACKGROUND:**

At the March 11, 2025 City Council meeting, City staff made a presentation regarding the topic of micromobility uses in the City of Ames. As part of that presentation, City Council referred the micromobility uses in parks to the Parks and Recreation Commission. Shortly afterwards, at the March 27, 2025 Parks and Recreation Commission meeting, City staff presented the topic of micromobility. A lengthy discussion occurred and the Commission proceeded to review Chapter 19 of the *Municipal Code* (Parks and Recreation) to see how the code might address micromobility use in the parks.

Upon reviewing Chapter 19, the Commission realized there were other sections of Chapter 19 and the Park Rules that could use some updates to reflect current practices and/or to provide clarity on expectations of park use.

**It should be noted that the responsibility of updating the Park Rules is a function of the Parks and Recreation Commission and Council need not take any action regarding Park Rules.**

As such, the Commission engaged the public and sought feedback regarding *Municipal Code* Chapter 19 and the Park Rules. An in-person public input session was held on April 2, 2025 and a public survey (1,200 responses) was made available. There were also additional email correspondences with community members on these topics.

Having received public feedback, the Commission has proposed updates to its Park Rules, which will be considered at its December 18 meeting. The Commission also proposed changes to *Municipal Code* Chapter 19, which were discussed with City Council at its November 18 meeting. **Notably, as it relates to micromobility and personal transportation device uses, the Parks Commission is recommending a park rule to implement a 10 mph speed limit on park trails and paths.**

The main concerns heard involved multi-modal uses on park trails and paths, and the need to institute a speed limit for safety purposes. This will be discussed more in depth at this same meeting when formal ordinance updates to *Municipal Code* Chapter 4: Bicycles are being considered by Council.

At its November 18 meeting, City Council directed staff to draft updates to *Municipal Code* Chapter 19. The ordinance has been drafted and is attached for the City Council's review.

**SUMMARY OF CHAPTER 19 UPDATES:**

Changes consist of updating existing language to be clearer on the intent of what was already

there as well as:

**Sec. 19.2 - Appointment of Member, Term of Office**

Remove the last sentence (The one year special term shall be applied to a position first becoming vacant after the date of this ordinance.). This is no longer needed since the ordinance has been in effect for many years.

**Sec. 19.7 (7)(b) Leasing to Organizations**

The language was very specific to "amateur or professional baseball or other athletic games" and is being changed to "activities" to provide the Commission greater flexibility if the opportunity arises.

**Sec. 19.8 Damaging Plants, Property in Parks and Recreational Facilities**

(1) Removed very specific examples.

(2) Added that foraging edible plants, fruits and nuts is allowed within the park system.

(3) Added a more generic statement regarding what is prohibited (this replaces what was removed in Sec. 19.8 (1)).

**Sec. 19.10 Weapons Prohibited**

Removes the prohibition on firearms in the parks so it is in accordance with Iowa State Law.

**Sec. 19.13 Dogs at Homewood Golf Course**

This change puts in writing that officially documented service animals are allowed at Homewood.

**Sec. 19.15 Swimming Prohibited**

A park rule prohibiting swimming in Ada Hayden Heritage Park Lake has been in place. The Commission is proposing this to be an ordinance and to include any body of water on City owned property.

**Sec. 19.15 Bait Dumping Prohibited**

The prohibition is being expanded to include any lake, pond, river, or stream on City-owned property.

**Sec. 19.19 Boat Motors**

Adding an exception for emergency watercraft as approved in advance by the Parks and Recreation Commission. This would allow this use for events such as the Ames Triathlon.

**Sec. 19.20 Fishing from Bridges Prohibited**

Expands this prohibition to any bridge within the park system.

**ALTERNATIVES:**

1. Approve on first reading of the attached ordinance regarding Ames Municipal Code Chapter 19 to take effect immediately after final ordinance adoption.

2. Direct staff to modify the proposed ordinance and bring it back to a future City Council meeting for City Council consideration

**CITY MANAGER'S RECOMMENDED ACTION:**

Updating Municipal Code Chapter 19 will improve public safety and clarify what is acceptable behavior within the park system. Therefore, it is the recommendation of the City Manager that the City Council approve Alternative No. 1, as described above.

**ATTACHMENT(S):**

[DRAFT Ordinance Amending Chapter 19 to clarify expectations of park use.pdf](#)

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY AMENDING SECTIONS 19.2, 19.7, 19.8, 19.10, 19.13, 19.15, 19.18, 19.19, AND 19.20, THEREOF, FOR THE PURPOSE OF AMENDING CHAPTER 19 PARKS AND RECREATION TO CLARIFY EXPECTATIONS OF PARK USE, REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; PROVIDING A PENALTY; AND ESTABLISHING AN EFFECTIVE DATE.

**BE IT ENACTED**, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by amending Sections 19.2, 19.7, 19.8, 19.10, 19.13, 19.15, 19.18, 19.19, and 19.20, as follows:

**CHAPTER 19**

**PARKS AND RECREATION**

\* \* \*

**Sec. 19.2. APPOINTMENT OF MEMBERS, TERM OF OFFICE.**

The Parks and Recreation Commission shall consist of seven (7) ~~persons~~ people appointed by the Mayor with the approval of the City Council. The term of office shall be three (3) years for six of the members, and one (1) of the members shall serve a special ~~4 one-year~~ term. All terms shall run from April 1 of the year in which the appointment is made. ~~The one year special term shall be applied to a position first becoming vacant after the date of this ordinance.~~

\* \* \*

**Sec. 19.7. SPECIFIC POWERS AND DUTIES.**

The parks and recreation commission shall have the following powers and duties:

(1) Rulemaking. Except as otherwise specifically provided in this chapter, the commission shall have rulemaking authority; and shall prescribe and promulgate all needed rules and regulations for use of or participation in the city parks, swimming pools, and other recreational facilities, programs, and activities.

(2) Planning. Prepare, and revise at least once every five (5) years, a plan for the development and continuation of a system of city parks, ~~pleasure grounds~~ greenways, swimming pools, and other recreational facilities.

(3) Gifts. May solicit, on behalf of the City of Ames, gifts of money or property for parks and recreation purposes.

(4) ~~Rates~~ Fees and charges. Whenever, and only so long as there are no revenue bonds or pledge orders outstanding which are payable therefrom, the commission shall have the power and authority to establish fees,~~rates~~ and charges for the use of a city park, pleasure ground, swimming pool, or other recreational facility, or for participation in a recreational program or activity. However, the city council shall at all times retain and have power and authority to establish, impose, adjust and provide for the collection of ~~rates~~ fees and charges when such action is necessary to produce gross revenues at least sufficient to pay the expenses of operation and maintenance of a certain park, ~~pleasure ground~~ greenway, swimming pool, or other recreational facility, or to pay the principal and interest of any revenue bonds and pledge orders as they come due.

(5) Joint projects. Subject to the approval of the city council, the commission may take action jointly with other public or private agencies as provided in Chapter 28E, Code of Iowa,~~1977~~.

(6) Contracts. The commission shall have power to authorize and execute on behalf of the City of Ames, without action of the city council, contracts with public or private entities for services ~~relative~~ related to recreational programs and activities. Such contracts shall be evidenced by a written document approved as to form by the city attorney ~~and certified consistent with the current budget by the director of finance~~.

(7) Leasing to organizations. The commission shall have authority to lease, under reasonable rules and requirements, a particular park or portion thereof, as follows:

(a) For a period not in excess of ten (10) days to charitable, fraternal, and patriotic organizations, for the purpose of permitting such organizations to conduct celebrations, anniversaries, and entertainments.

(b) For a period not to exceed six (6) months, for activities as the commission shall deem proper, ~~for the purpose of permitting the playing of amateur or professional baseball or other athletic games~~.

#### **Sec. 19.8. DAMAGING PLANTS, PROPERTY IN PARKS AND RECREATIONAL FACILITIES.**

(1) It is unlawful for any person to willfully cut, rake, damage, destroy or interfere with any trees, shrubs, flowers, bush or other planting, or building, structure or ~~other facility~~ amenity in any public park or recreational facility. ~~Interfering with park structures or facilities is specifically defined to include persons being on top of park shelters; placing picnic tables in water, using them as sleds, or placing them on top of shelters; and jumping or diving off pedestrian bridges.~~

(2) Foraging edible plants, fruits and nuts is allowed within the park system.

(3) Utilizing any structure, equipment, or facility for any purpose or in any manner other than for its intended use is prohibited.

**Sec. 19.10. ~~FIREARMS WEAPONS PROHIBITED; EXCEPTIONS.~~**

~~Except for police officers, while in the performance of duty, and as otherwise specifically authorized by the commission, it~~ It is unlawful for any person to carry or have in their possession or under their control in any public park, ~~pleasure ground~~ greenway or recreational facility and/or space of the city any firearm of any kind ~~whatsoever~~, BB gun, pellet gun, bow and arrow, sling shot, or any other device for shooting or throwing a projectile of any kind.

**Sec. 19.11. PARK HOURS.**

All city parks are open to the public from 6:00 a.m. to 10:30 p.m. Only Parks & Recreation department employees or emergency personnel, including fire, police and utility workers, are authorized to be in the parks between the hours of 10:30 p.m. until 6:00 a.m., unless advance ~~written permission~~ approval has been obtained from the Parks and Recreation Commission.

\* \* \*

**Sec. 19.13. DOGS AT HOMEWOOD GOLF COURSE.**

No person shall walk a dog or dogs or in any way bring a dog onto the Homewood Golf Course while the course is open to play. The Course shall be deemed open to play when the flag poles are in the cups on the greens. This section shall not prohibit a ~~blind person~~ officially documented service animals from coming onto Homewood Golf Course ~~with the aid of the blind persons's seeing-eye dog.~~

\* \* \*

**Sec. 19.15. ~~Reserved.~~ SWIMMING PROHIBITED.**

No person shall swim in any body of water on City owned property.

\* \* \*

**Sec. 19.18. BAIT DUMPING PROHIBITED.**

No person shall dump live fish bait into the water of the any lake, pond, river, or stream on City owned property ~~at Ada Hayden Heritage Park.~~

**Sec. 19.19. BOAT MOTORS.**

Use of any boat motor, other than an electric motor, is prohibited at Ada Hayden Heritage Park. No person shall have any boat motor fueled by gasoline on the premises of that park. Exception for emergency watercraft as approved in advance by the Parks and Recreation Commission.

**Sec. 19.20. FISHING FROM THE BRIDGES PROHIBITED.**

No person shall engage in fishing from ~~the~~ any bridge within the park system ~~at Ada Hayden Heritage Park.~~

\* \* \*

Section Two. Violation of the provisions of this ordinance shall constitute a municipal infraction punishable as set out by law.



Section Three. All ordinances, or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Four. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_

John A. Haila, Mayor

First Reading:

Second Reading:

Third Reading:

Passed on:

I, Renee Hall, City Clerk of the City of Ames, Iowa, hereby certify that the above and foregoing is a true copy of Ordinance No. \_\_\_\_\_, passed by the City Council of said City at the meeting held on \_\_\_\_\_ and signed by the Mayor on \_\_\_\_\_, and published in the Ames Tribune on \_\_\_\_\_.

\_\_\_\_\_  
Renee Hall, City Clerk



Item No. 30  
**MEMO**

**To:** Mayor & City Council  
**From:** Benjamin Campbell, Planner  
**Date:** December 9, 2025  
**Subject:** Zoning Text Amendment

The ordinance regarding a Zoning Text Amendment for the South Lincoln Sub Area Mixed Use District (S-SMD) Single Family Design Standards is attached for the City Council's review and consideration for second reading.

**ATTACHMENT(S):**

[Ordinance-ZTA\\_\\_S-SMD\\_\\_Design\\_Standards.pdf](#)

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY AMENDING SECTION 29.402(4), AND TABLE 29.1003(3) FOR THE PURPOSE OF AMENDING SETBACKS AND DEVELOPMENT STANDARDS FOR THE SOUTH LINCOLN SUB AREA MIXED-USE (“S-SMD”) DISTRICT, REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.

**BE IT ENACTED**, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by amending Section 29.402(4) and Table 29.1003(3) as follows:

**“Sec. 29.402. SETBACKS.**

\* \* \*

(4) **Through Lots and Corner Lots.** On through lots, and corner lots with two or more abutting streets, except lots within the RL, RM, and UCRM Zoning Districts, and in S-SMD for single- and two-family dwellings, the required front setback shall be provided on all streets.

\* \* \*

**Sec. 29.1003“S-SMD” SOUTH LINCOLN SUB AREA MIXED-USE DISTRICT.**

\* \* \*

(3) **Zone Development Standards.** The zone development standards for the South Lincoln Sub Area Mixed Use District are set forth in Table 29.1003(3) below.

**Table 29.1003(3)**  
**South Lincoln Sub Area (S-SMD) Mixed-Use District**  
**Zone Development Standards**

Development Standards	S-SMD Zone
***	
<u>Side Lot Lines for Corner Lots for Single- and Two-Family Dwellings</u>	<u>15 ft. for side lot line abutting public right-of-way on a corner lot.</u>

Development Standards	S-SMD Zone
***	
<p>Width (<u>Excepting Single- and Two-Family Dwellings</u>)</p>	<p>Width of a primary façade shall be no greater than 40 ft. Width of the secondary façade(s) closest to the street shall be no greater than 40 ft. Recessed façades must be set back at least 8 feet from the primary or secondary façade. A second primary façade or secondary façade is permitted but must be separated from other primary or secondary façades along that building face by a recessed facade of at least 24 ft. in length.</p>
<p>Width for Single- and Two-Family Dwellings</p>	<p><u>Width of a primary façade shall be no greater than 48 ft. Width of a secondary façade(s) closest to the street shall be no greater than 48 ft. Recessed facades must be set back at least 4 feet from the primary or secondary façade. A second primary façade or secondary façade is permitted but must be separated from other primary or secondary facades along that building face by a recessed façade of at least 24 ft. in length.</u></p>
***	
<p>Roofs (<u>Excepting Single- and Two-Family Dwellings</u>)</p>	<p>All buildings shall have gable roofs, with a minimum roof pitch of 6:12 rise to run.</p> <p>All buildings shall have roofs with at least one or more gable end sections, or at least two or more dormers, facing a street.</p>

Development Standards	S-SMD Zone
Roofs for Single- and Two-Family Dwellings)	<p><u>All buildings shall have gable roofs, with a minimum roof pitch of 6:12 rise to run.</u></p> <p><u>All buildings shall have roofs with at least one or more gable end sections, or at least two or more dormers, for the primary façade facing a street.</u></p> <p><u>Secondary facades are not required to meet this standard.</u></p>
***	

Section Two. All ordinances, or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Three. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
John A. Haila, Mayor

First Reading:

Second Reading:

Third Reading:

Passed on:

I, Renee Hall, City Clerk of the City of Ames, Iowa, hereby certify that the above and foregoing is a true copy of Ordinance No. \_\_\_\_\_, passed by the City Council of said City at the meeting held on \_\_\_\_\_ and signed by the Mayor on \_\_\_\_\_, and published in the Ames Tribune on \_\_\_\_\_.

\_\_\_\_\_  
Renee Hall, City Clerk



Item No. 31  
**MEMO**

**To:** Mayor & City Council  
**From:** Parker Walsh, Assistant Planner  
**Date:** December 9, 2025  
**Subject:** Rezoning Ordinance - 220-400 Freel Drive

The ordinance rezoning property at 220-400 Freel Drive from General Industrial (GI) to Government/Airport District (S-GA) is attached for the City Council's review and consideration for third reading and adoption.

**ATTACHMENT(S):**  
[220-400 Freel Drive - Rezoning.docx](#)



---

DO NOT WRITE IN THE SPACE ABOVE THIS LINE, RESERVED FOR RECORDER  
Prepared by: City Clerk's Office, 515 Clark Avenue, Ames, IA 50010 Phone: 515-239-5105  
Return to: Ames City Clerk, P.O. Box 811, Ames, IA 50010

---

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF AMES, IOWA, AS PROVIDED FOR IN SECTION 29.301 OF THE *MUNICIPAL CODE* OF THE CITY OF AMES, IOWA, BY CHANGING THE BOUNDARIES OF THE DISTRICTS ESTABLISHED AND SHOWN ON SAID MAP AS PROVIDED IN SECTION 29.1507 OF THE *MUNICIPAL CODE* OF THE CITY OF AMES, IOWA; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH AND ESTABLISHING AN EFFECTIVE DATE**

**BE IT HEREBY ORDAINED** by the City Council of the City of Ames, Iowa;

Section 1: The Official Zoning Map of the City of Ames, Iowa, as provided for in Section 29.301 of the *Municipal Code* of the City of Ames, Iowa, is amended by changing the boundaries of the districts established and shown on said Map in the manner authorized by Section 29.1507 of the *Municipal Code* of the City of Ames, Iowa, as follows: That the real estate, generally located at 220-400 Freel Drive is rezoned from General Industrial (GI) to Government/Airport District (S-GA)

**Real Estate Description:**

306, 312, 318 Freel, legal description as follows: Lot Twelve (12), Thirteen (13) and Fourteen (14) in Woodland Acres, Plat 2, Ames, Iowa, Story County, Iowa

220 Freel, legal description as follows: Lot Three (3), Pete Cooper Subdivision, Ames, Iowa, Story County, Iowa

400 Freel, legal description as follows: Lot Nine (9), Ten (10), and Eleven (11), Woodland Acres, Plat 2, Ames, Iowa, Story County, Iowa

Section 2: All other ordinances and parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 3: This ordinance is in full force and effect from and after its adoption and publication as provided by law.

ADOPTED THIS \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Renee Hall, City Clerk

\_\_\_\_\_  
John A Haila, Mayor



Item No. 32  
**MEMO**

**To:** Mayor and City Council  
**From:** City Clerk's Office  
**Date:** December 9, 2025  
**Subject:** Developer Incentive Requests

Please see attached staff report and supplemental materials regarding the Developer Incentive Requests.

**ATTACHMENT(S):**

[Incentives Staff Report Dec 9th.pdf](#)  
[Development Project Overviews.pdf](#)  
[Development Project Options.pdf](#)  
[Other Pioneer Projects.pdf](#)

## Staff Report

### DEVELOPER HOUSING INCENTIVE REQUESTS

December 9, 2025

#### **BACKGROUND:**

City Council reviewed a [staff report at its May 27 meeting](#) that described the original developer requests totaling approximately \$10 million dollars and policy questions pertaining to priority types of development, priority for near term development, and maximum amounts of financial assistance. Council requested staff provide more information and took no specific action related to the requests.

Staff met with development representatives during the summer to address City Council's May 27<sup>th</sup> comments and questions about the projects. [Staff provided an updated report on September 9<sup>th</sup>](#) that provided more details about the project and financial estimates for the incentives.

At the September 9<sup>th</sup> meeting, staff addressed information pertaining to:

- Developer responses to Council questions,
- categorization of pioneer and oversizing infrastructure,
- cost projections for three years and in total
- projected housing production over the next 3 years, by project,
- cost implications to City funds in the context of the original developer requests,
- a comparison of approaches from Waukee and Ankeny, and
- policy questions to guide the prioritization of incentives and options regarding total amount of incentives.

City Council reviewed staff's information and heard from Justin Dodge about the need for incentives and about the limitations on housing production in Ames, even with incentives.

**Ultimately, City Council directed staff to formulate a package of options to help address the total cost of incentives and the timing of financial impacts to the City.** City Council indicated that any combination of funding sources, including TIF could be considered.

#### **PROJECT SUMMARIES:**

Attached to the report is a project location map and identification of the specific original requests for each project. The following is a summary of each project and their total financial request. The descriptions have been updated, as appropriate since the September meeting.

### **Hayden's Preserve**

This development is a 170-acre site with Master Plan approval for up to 620 units. The developer intends to propose increasing the total units of this site to approximately 660 units with a split of approximately 550 single family and 110 multi-family, along with 5.5 acres of commercial. The single family is a combination of townhomes and detached single family. The developer was focused on a large first phase development concept that could include 50 detached lots, 176 townhomes, and 110 apartment dwellings.

The developer had put the site up for auction in September. The property did not sell at auction and is under control of same developer. They have indicated an interest to staff to continue with their incentive request and an updated master plan for the site.

**The developer's total ask is estimated at \$3.5 million to \$4.7 million, depending on rural water territory buyout calculations. The developer indicates that this level of financial support is needed to make development of the site competitive with sites they are developing in other communities.**

### **Auburn Trail**

This development is 70 acres on the west side of Hyde with a master plan approval for 181 single family dwellings. The developer intends to increase density to approximately 200 units. Details regarding the first phase of development are unknown at this time.

The developer's total direct ask was estimated in September at \$486,000, depending on rural water territory buyout calculations.

Since May, Staff has reviewed a revised layout for the site the developer believes improves the financial viability of the site. **The developer noted in their recent response to staff that based upon their recent subdivision layout updates, with a reduced Xenia buyout cost to at least \$4,000 per acre, that the assistance represented in Option 2 of approximately \$365,000 would be sufficient to proceed with the project.**

### **Greenbriar**

This development is a 150-acre site that was recently annexed into the city. The City Council has directed staff to address infrastructure improvements related to sewer, roads, and open space with a development agreement at the time of rezoning. The applicant has not yet applied for rezoning with a master plan for this site.

Based upon the Ames Plan 2040 designations, the development will include commercial, multi-family, and single family attached and detached homes. Staff estimates the plan may include 450+ dwelling units, split between 250 multi-family units and 200 single family units, plus 5-8 acres of commercial land. **The developer has recently submitted a request for City Council to consider a Comprehensive Plan amendment to modify the location of commercial development from the middle of the site to the corner of Cameron and GW Carver.**

Development of the site requires extension of an east/west sewer from Hyde Avenue that is related to the Hayden's Preserve project timing. The overall timing of Greenbriar and the sewer extension is unknown.

**The developers have indicated that a first phase of single-family homes could be started next year without the Hyde trunk line extension if a "slip lining" project for an existing sewer segment in Moore Memorial Park is completed independent of the Hyde sewer extension.** Staff estimates the slip line project would cost \$250,000 and could increase the capacity of this existing line to serve the southwest quadrant of the site, which may yield capacity for 100+ single family housing units.

**The developer's total direct ask is estimated at \$4.1 million, plus additional park development costs that are not yet estimated. Additionally, the developer believes that even with the requested infrastructure assistance that the project is not financially feasible without an opportunity to generate a 20% return on investment of the land development. Therefore, they claim that a TIF rebate may also be required to develop the project with a reasonable return on investment.**

#### **Bluffs at Dankbar Farms Corner Outlot**

This site is 20 acres in size and has been recently approved for rezoning of 6 acres of commercial and 14 acres for a Senior/Assisted Living facility.

The current development agreement for this site requires turn lane improvements on Cameron School Road and G.W. Carver Avenue at the developer's cost.

**The developer's direct ask is estimated at \$1.2 million to complete turn lanes along Cameron School Road and GW Carver Avenue. Because of the existing development agreements, the developer is required to make these improvements with the next Bluffs plat and development of the corner site, which is anticipated to be within the upcoming year. The developer indicates that the City assistance would facilitate a quicker rate of development for their corner project and potentially the Bluffs townhomes to the west. It should be noted that the \$1.2 million request is not directly related to the construction of housing of townhomes to the west of the corner commercial site.**

#### **Domani I**

The project has an approved Planned Residence District (PRD) plan that is partially built out. The extension of Cottonwood is triggered with the next phase of development. The current development agreement requires the extension at the expense of the developer. The remaining two phases include 11 additional Domani lots and 12 custom home lots for a total of 23 lots.

**The developer's initial ask is estimated at \$371,000 for the full cost of the Cottonwood extension as a 31-foot residential collector street. After discussing timing and options with the developer, he has indicated that if the City committed to funding at least 50% of the road improvement that he would consider committing resources to completing other infrastructure and street improvements for Green**



**Hills to final plat all the remaining lots. If there is not an incentive to invest in this area now, there are other projects that he would prioritize first.**

### **Ansley**

Ansley is an approved Planned Unit Development with 170 residential lots. The approved development is a mix of attached and detached single family dwellings with one site intended for a commercial building. **As part of the original subdivision approval, City Council agreed to waive the developer's responsibility to pave ½ of Cedar Lane with the other half to be paid for by ISU.** ISU had inherited the partial paving obligation from buying land on the west side of Cedar Lane that was subject to development agreement with the City.

**A development agreement memorializing the improvement requirements is on the agenda as a separate item. The estimated cost to the City for half of the roadway was \$250,000, but it would not occur in the next three years**

### **Incentive Options:**

The September 2025 report described a staff generated development phasing with projected incentives and housing production for the next three years (est. 110 units per year) and the totals for each project. The September report also utilized the developers original categories of incentive requests, which differed by project.

For this report, staff created a generalized approach for categorizing the incentive values to make them more easily comparable. Staff also utilized the same three-year horizon to create Options. Attached to the report are worksheets of incentive options for each of the five development projects seeking incentives at this time. The worksheets describe types of incentives and sources of funding for the incentives. Additionally, summary sheets are provided by Option to describe the collective funding sources and projected timing of the cost to the City. Table 1 below summarizes the incentive value by source for each option and Table 2 describes the incentive value per project for each option.

**The Options are focused how the incentives can facilitate first phase construction of a project within the next three years and the costs to the City over three years. There have been no updates or other adjustment to costs estimates that were first described in May 2025. The estimates provided in this report are high level and, in many cases, projects will likely be more expensive for the City than represented here, especially in future years.**

The Option 1 category for each development project generally represents the pioneer and oversizing projects described in September. Option 1 primarily utilizes the available ARPA funding with some additional local funds.

Option 2 expands the incentive range by adding additional pioneer type projects or expanding the financial assistance related to pioneer infrastructure projects. The financial

assistance substantially exceeds the ARPA funding and utilizes a variety of other local funding sources to increase the amount of incentives.

Option 3 adds additional incentives approaching the estimated “need” described by the developers, but not necessarily fully funding each request. The incentives do not solely utilize the pioneer and oversizing categories to guide the incentive type. Funding sources also include use of commercial and residential TIF in limited situations described in the summary sheets.

**Table 1: Summary of Options by Source**

Sources	Option 1	Option 2	Option 3
Road Use	\$ 250,000	\$ 541,000	\$ 541,000
GO Bonds	\$ 162,750	\$ 455,500	\$ 641,000
ARPA	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000
Local Option Fund Balance		\$ 620,000	\$ 620,000
Sewer Utility	\$ 250,000	\$ 250,000	\$ 250,000
Water Utility	\$ -		
Connection Fees Water/Sewer Partial Waiver			\$ 370,000
TIF Commercial (Dev. Rebate)		\$ 600,000	\$ 1,900,000
TIF Residential Dev. Rebate			\$ 375,000
TIF Residential LMI Setaside			\$ 406,000
<b>Total</b>	<b>\$ 3,362,750</b>	<b>\$ 5,166,500</b>	<b>\$ 7,803,000</b>
Direct City Non-Federal Cost	\$ 662,750	\$ 1,866,500	\$ 2,052,000
ARPA Funding	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000
Indirect Cost (Fee Waivers/TIF)	\$ -	\$ 600,000	\$ 3,051,000

**Table 2: Summary of Options by Project**

Project	Requested (3yr/Total)	Option 1	Option 2	Option 3	Est. Houses First 3 Years	Total Dwellings
Domani I	\$ 371,000	\$ 92,750	\$ 185,500	\$ 371,000	25	25
Greenbriar	\$1,700,000/ 4,100,000 +	\$ 1,020,000	\$ 1,840,000	\$ 2,740,000	75	450
Hayden's Preserve	\$ 2,800,000/\$3,600,000 +	\$ 2,000,000	\$ 2,185,000	\$ 2,800,000	125	660
Dankbar	\$ 1,200,000	\$ -	\$ 600,000	\$ 1,000,000	0	0
Auburn Trail	\$ 486,000	\$ 250,000	\$ 356,000	\$ 486,000	75	180
Ansley	Total \$250,000	\$ -	\$ -	\$ -	25	160
Residential TIF LMI Setaside 52%		\$ -	\$ -	\$ 406,000	-	-
<b>Total</b>	<b>\$6,557,000/\$10,007,000 +</b>	<b>\$ 3,362,750</b>	<b>\$ 5,166,500</b>	<b>\$ 7,803,000</b>	<b>325</b>	<b>1475</b>

**Council should be aware that none of the incentive costs included in this report are currently part of the City’s 5-year CIP.** Staff did not attempt to reprioritize already planned CIP projects to accommodate any incentive projects. Additionally, these incentives do not include any other potential requests for City participation in other types of pioneer infrastructure or oversizing that may be consistent with Plan 2040. Staff have included a list of other such potential projects as an attachment to this report as background for future consideration.’

## **RURAL WATER BUYOUT:**

There is an underlying assumption referenced for the Auburn Trail and Hayden’s Preserve project that the City can renegotiate the buyout costs for development sites along Hyde

Avenue. This would benefit developers by having them pay a reduced cost of \$4,000 per acre compared to the current per unit cost of at least \$2,800. **This results in substantial savings of \$371,000 for Auburn Trail and \$1,200,000 for Hayden's Preserve.** The renegotiated buyout costs would be part of an updated water purchase agreement with Xenia that would be reviewed with City Council in the first quarter of 2026.

### **STAFF COMMENTS:**

**As the Council reviews the 15 different options to incentivize the housing developments, staff would highlight the following points:**

- If all of the five developers are supported with the Option 3, the total subsidy would be approximately \$7,400,000 out of the estimated total \$10,000,000 requests.
- It is not required that you select Option 1,2, or 3 uniformly for all projects. Council can select different options level for each project or modify the options themselves.
- Staff has not verified developer suggested costs for projects, nor has staff been provided an opportunity to review any formal pro forma related to the financial feasibility of the projects to justify the incentive requests from the developers.
- The support to finance the five developers focuses only on creation of the subdivisions. There is no guarantee how quickly housing will be built, how many dwelling units will be built, and what will be the sales price or rent levels for the residential units in the subdivisions. The Council will have to decide if you want to establish certain conditions related to the granting of these incentive packages.
- Council should recall that the local development community indicated that current available construction resources would limit the number of homes produced to approximately 80 homes a year. This information would indicate that incentives alone would not substantially increase housing production and outside development resources are needed to increase production beyond 80 homes.
- The GW Carver/Cameron School Road Corridor improvements could be completed as independent developer led projects as shown in the project sheets or as a combined City corridor project. If Council elects to pursue a City led corridor project, staff will evaluate a traditional improvement versus a roundabout improvement and report back to Council in 2026. Staff would evaluate if a roundabout is feasible and could be completed at the same cost with partner funding as the original assumptions.
- The incentive options will support overall development of 1475 dwelling units, and it is hoped that these extraordinary incentives will yield near term increases in housing production.
- These incentive requests do not address other potential future pioneer and oversizing projects that may be needed for the other growth areas.

- There are some consistent pioneer projects that could be prioritized sooner rather than later while considering other incentives, such as the sewer slip lining and east west sewer projects.
- Staff realizes this is a complicated report and, therefore, no action must be taken at this meeting allowing time for the Council to adequately review the material. The issue should then be placed on a upcoming agenda for direction.

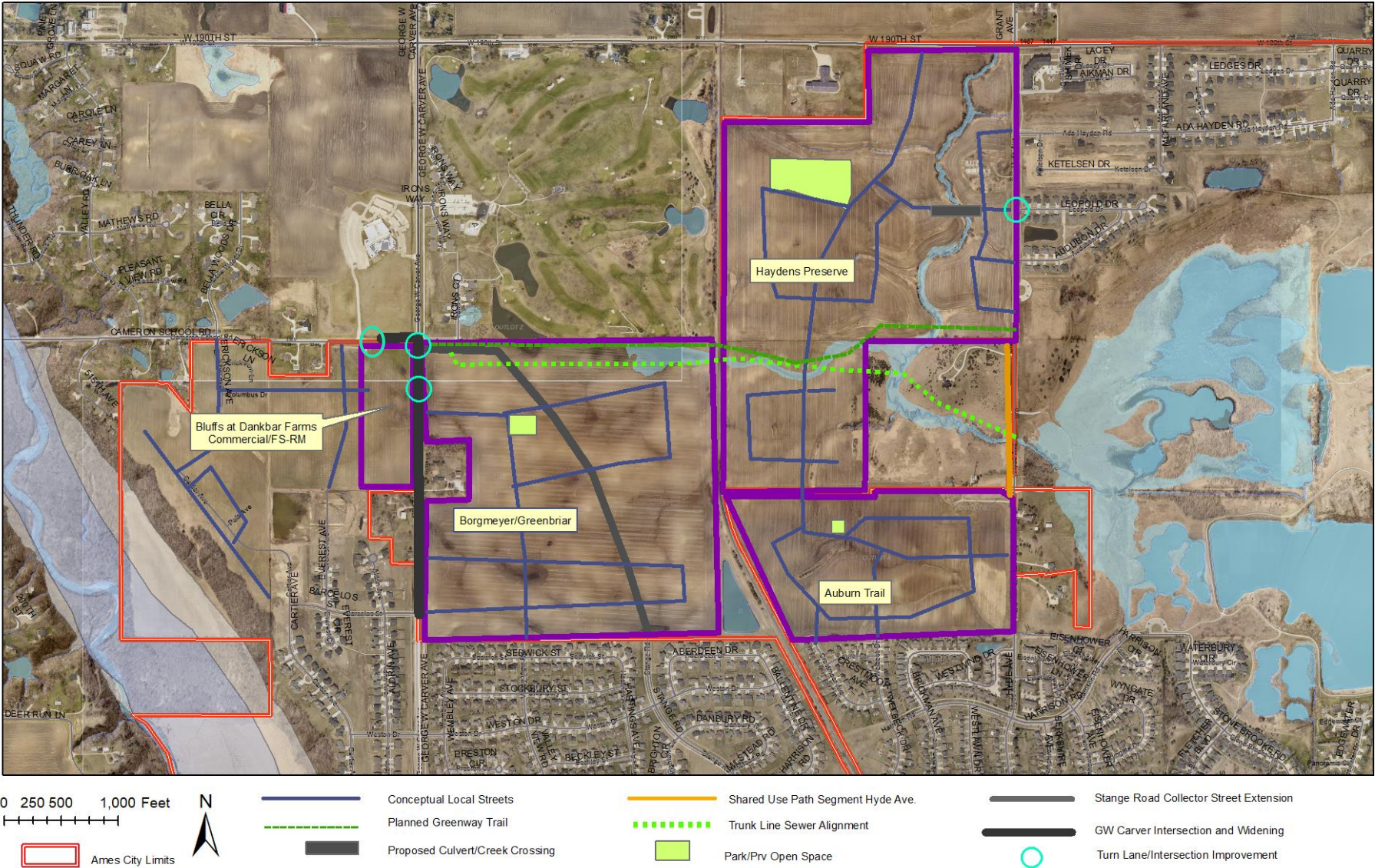
# Development Overviews

---

- Hayden's Preserve
- Auburn Trail
- Greenbriar (former Borgmeyer farm property)
- Commercial Area of Bluffs at Dankbar Farms
- Domani I (south)

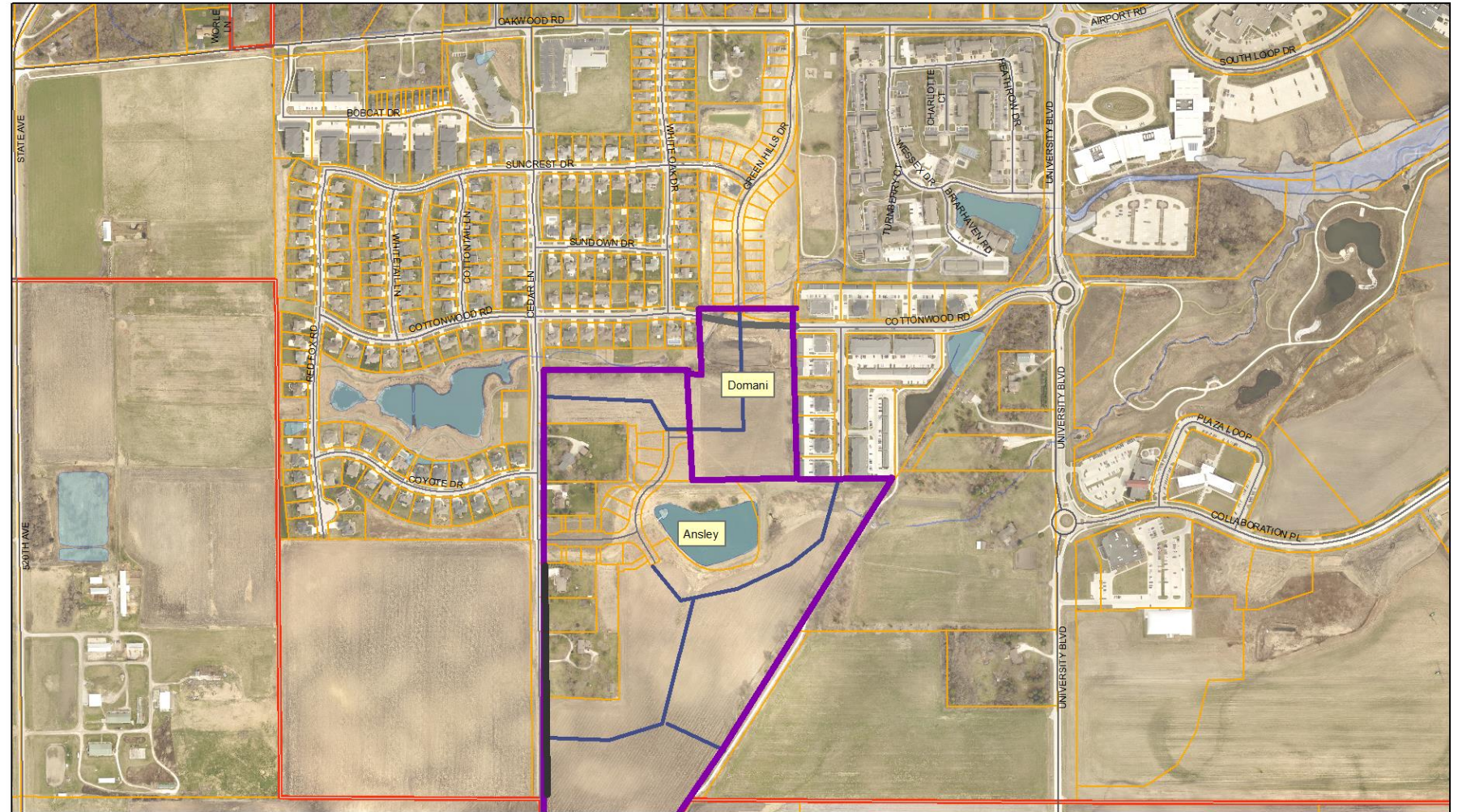


# North Development Area





# South Development Area



0 150 300 600 Feet

Ames City Limits



Conceptual Local Streets

Cottonwood Residential Collector Extension

Cedar Lane Paving



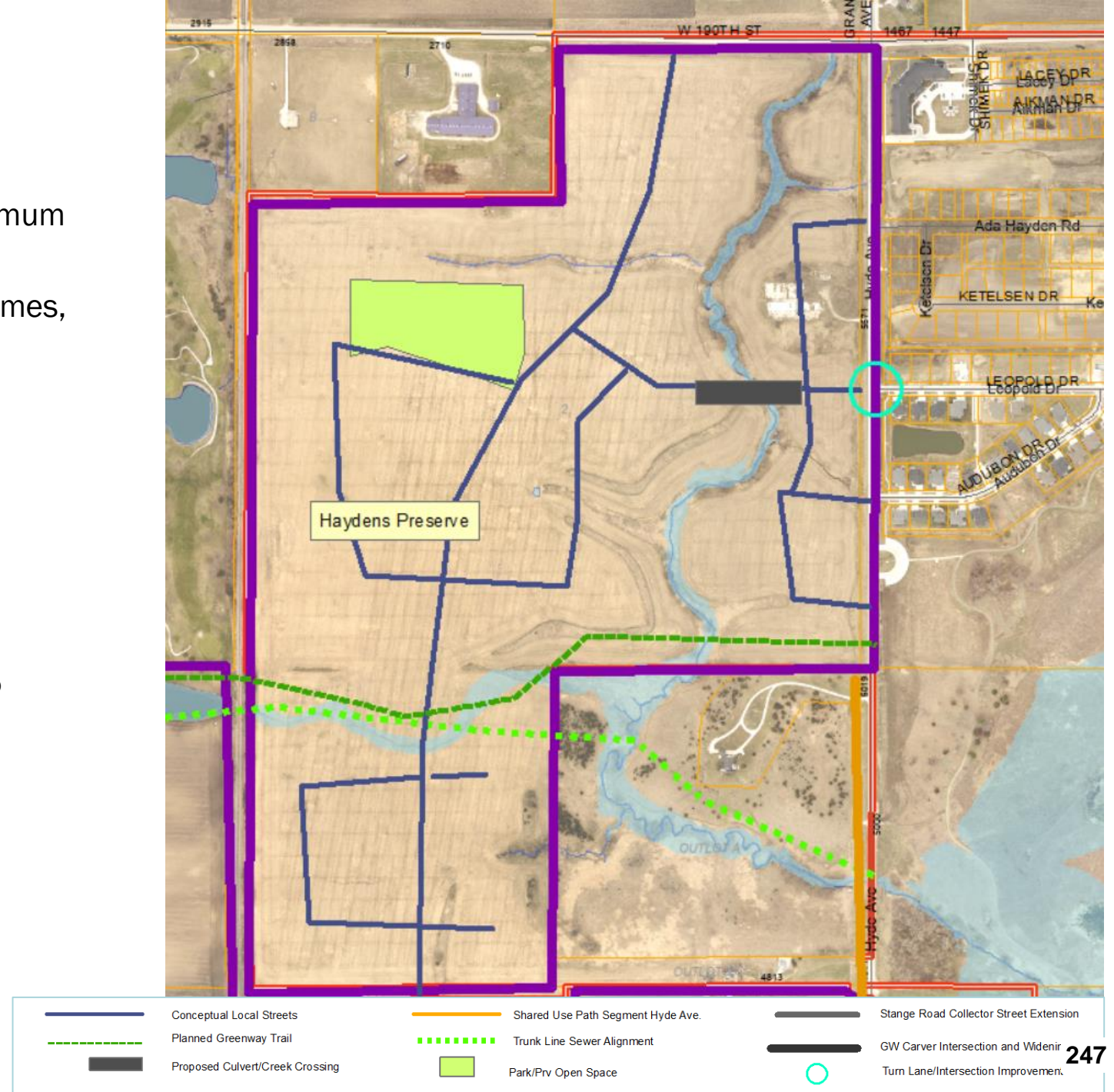
# Hayden's Preserve

Existing Master Plan and Development Agreement- maximum of 620 units total for 170 acres

Proposed to change Master Plan, allow for more, townhomes, single family, reduce MF, keep commercial

**Phase 1-Proposed 176 townhomes, 50 SF lots, 84 Multi Family Units, 24 MF units 5ac commercial**

- City complete east west sewer trunk line
- City pay for road creek crossing
- City complete turn lane improvements
- City reduce collection of water/sewer connection fees related to undeveloped open spaces (aprox. 21%)
- City reimburse developer for park land
- City waive traffic signal fair share payment
- City purchase Xenia Territory Buyout in lieu of developer
- City construct off-site trail along Hyde (Sturges/INHF property)
- Potential for TIF as developer rebate, exempt site from property tax abatement program



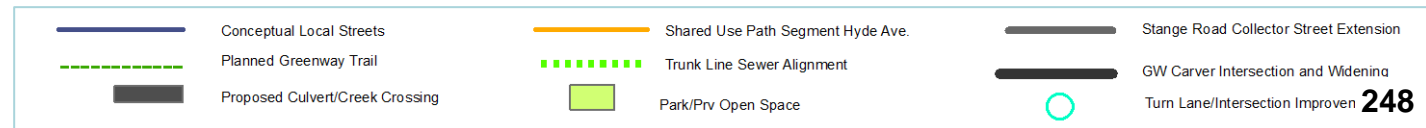
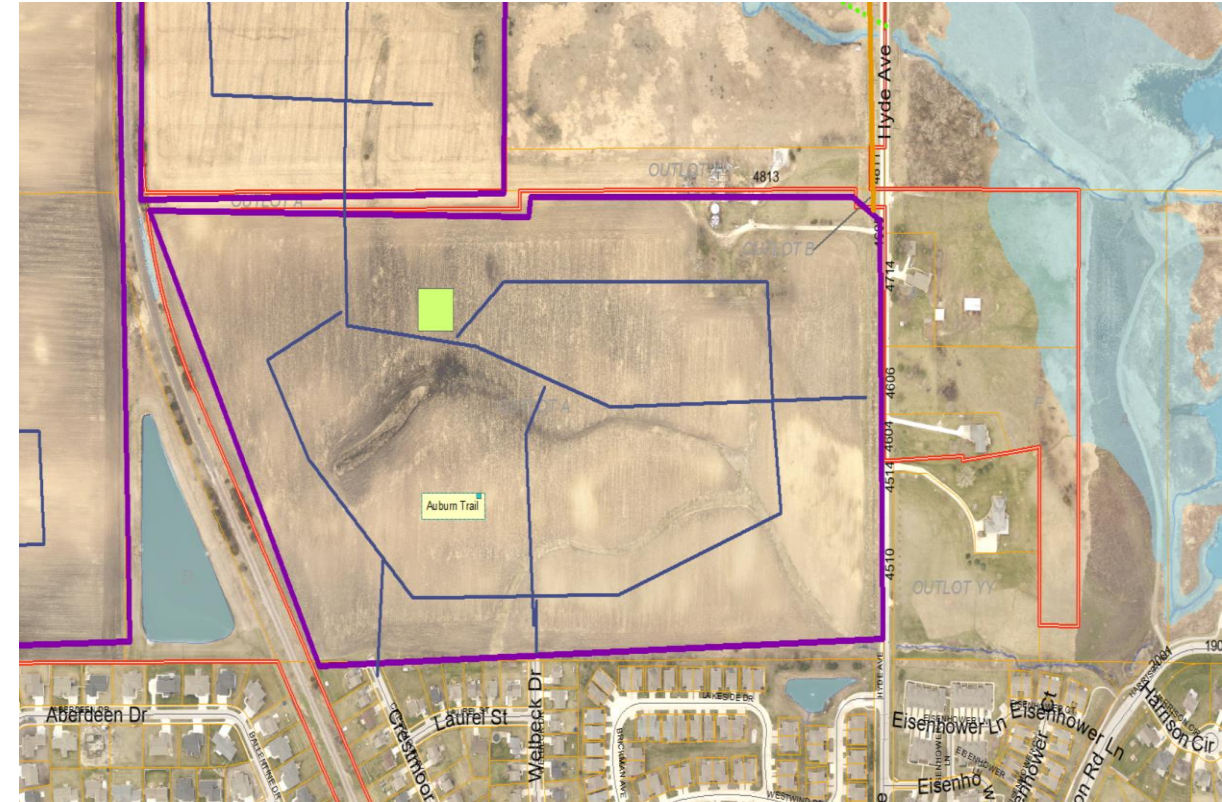
# Auburn Trail

Approved Master Plan Zoning and Development Agreement

Allows for single family dwellings

180-200 units projected

- City purchase Xenia Territory Buyout in lieu of developer
- City waive traffic signal fair share payment
- City reimburse developer for park land
- Developer did not identify other specific costs reductions noting there may still be a potential gap
- Proposed TIF as developer rebate for other reimbursements, exempt site from property tax abatement program





# Greenbriar

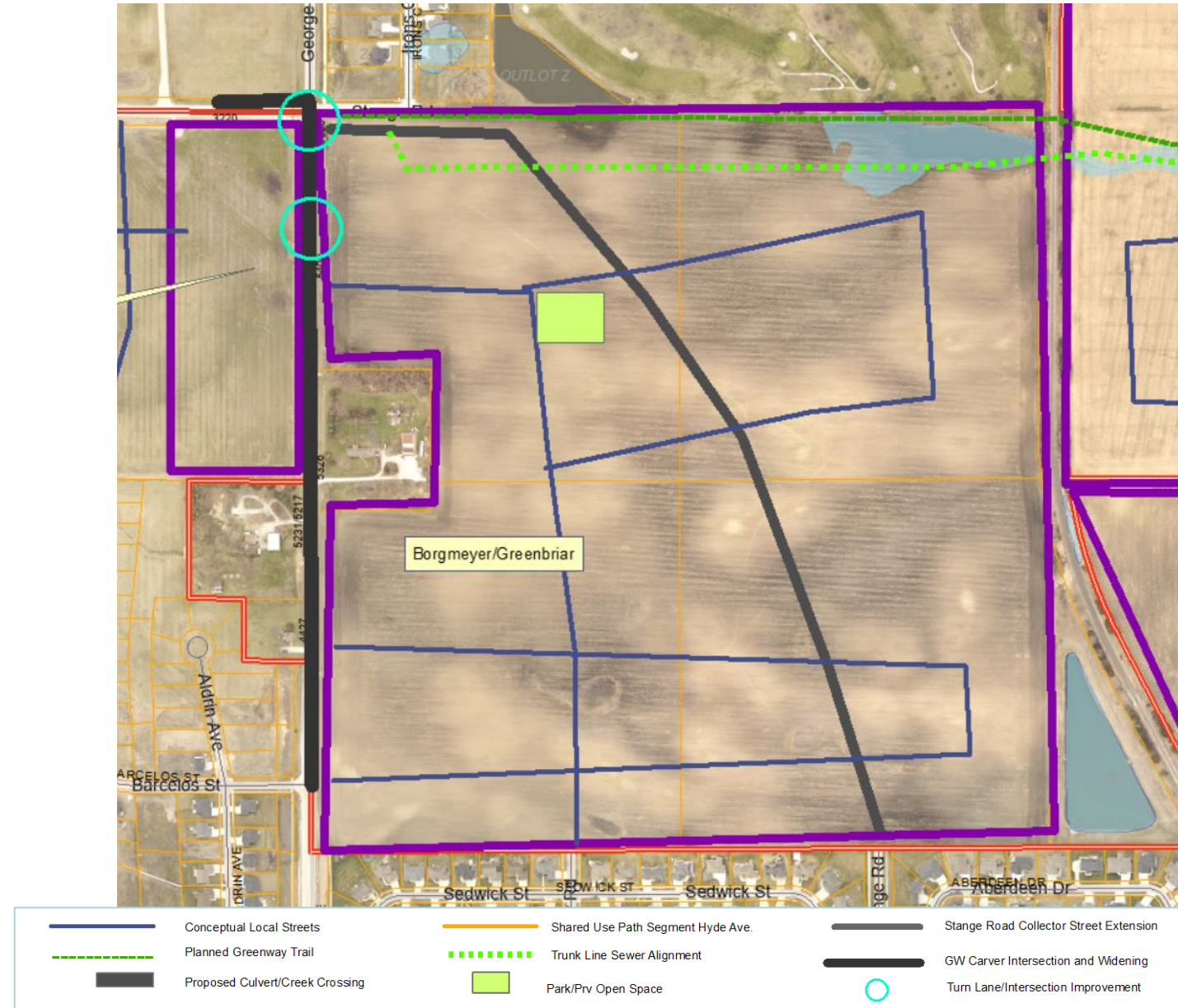
Initiated Annexation, to include development agreement for sewer, road improvements, parkland, etc.

Plan 2040 designates as RN-4 for walkable mixed use and density neighborhood

Development Concept- 5-8 acres commercial//200 Multi Family Units//250 single family attached/detached dwelling types

Phase 1- May include SF units and/or Commercial

- City complete east west sewer trunk line to west side of Railroad
- City assist in extension of trunk line west through the property
- City complete off-site Moore Park sewer slip lining for first phase development
- City purchase Xenia Territory Buyout in lieu of developer
- City construct Stange Road Extension
- City construct all GW Carver improvements for turn lanes, shared use path, traffic signal
- City acquire parkland from developer
- Potential for TIF as developer rebate, exempt site from property tax abatement program
- NOTE-City may have an interest in acquiring site for temporary Station 4 facility, developer is willing to sell a property for a station house



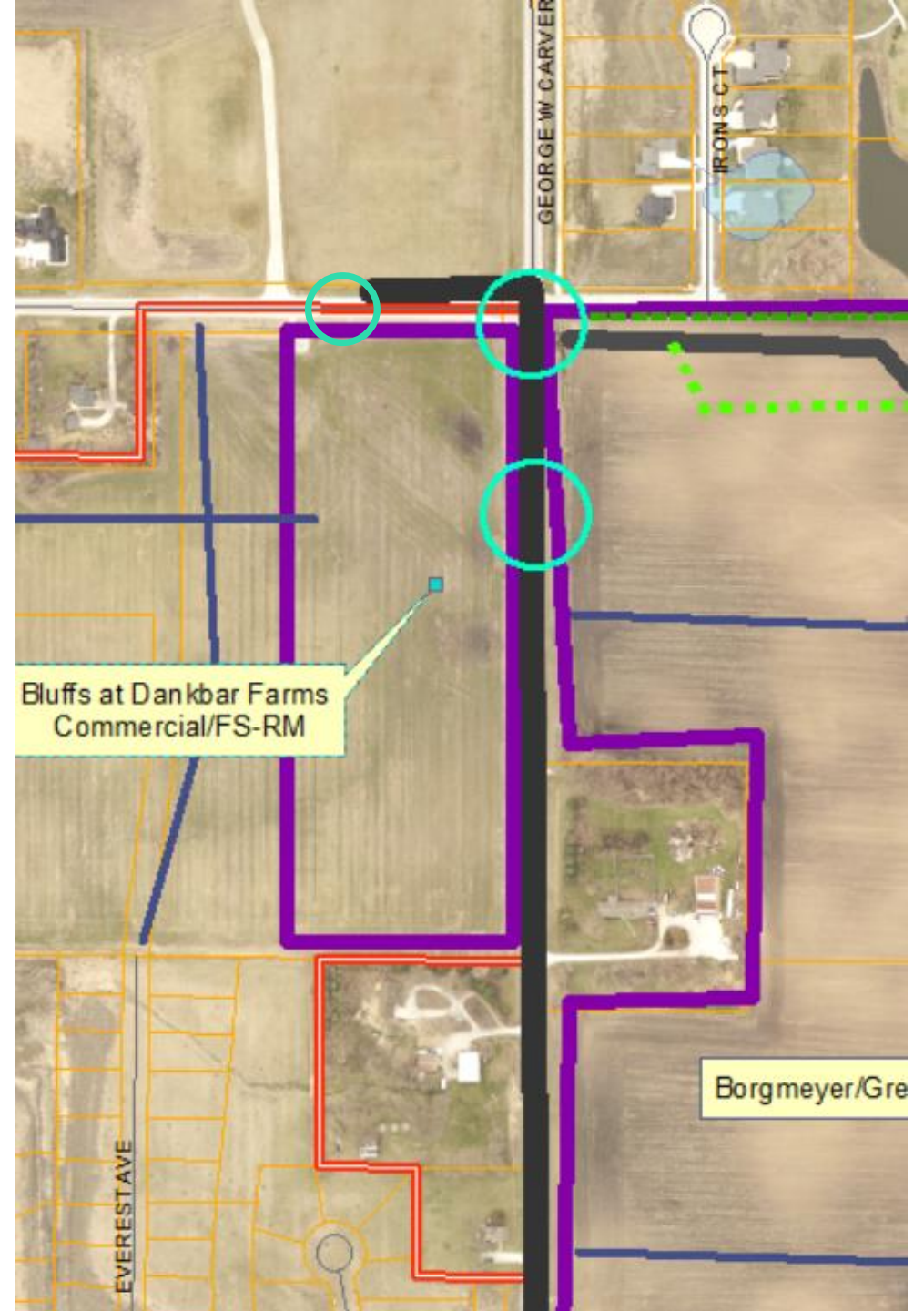
# Bluffs at Dankbar Farms

20 Acre Outlot corner of GW Carver/Cameron School

Approved Development Agreement for Developer paid Road and Sewer costs

Development Concept- 6 acres commercial and Change zoning to FS-RM for Senior Assisted Living (*Staff evaluating impacts of proposed change to City resources*)

- City complete Cameron School and GW Carver improvements for Turns Lanes and any needed widening
  - Traffic study indicated a need for an additional lane to create left turn lanes at Cameron School Rd and for turning access to the site.
  - Previously evaluated roundabout option that was preferred improvement but deemed to not be feasible for a single developer. City accepted a traffic signal plan as future improvement. Developer has contributed to traffic signal already.





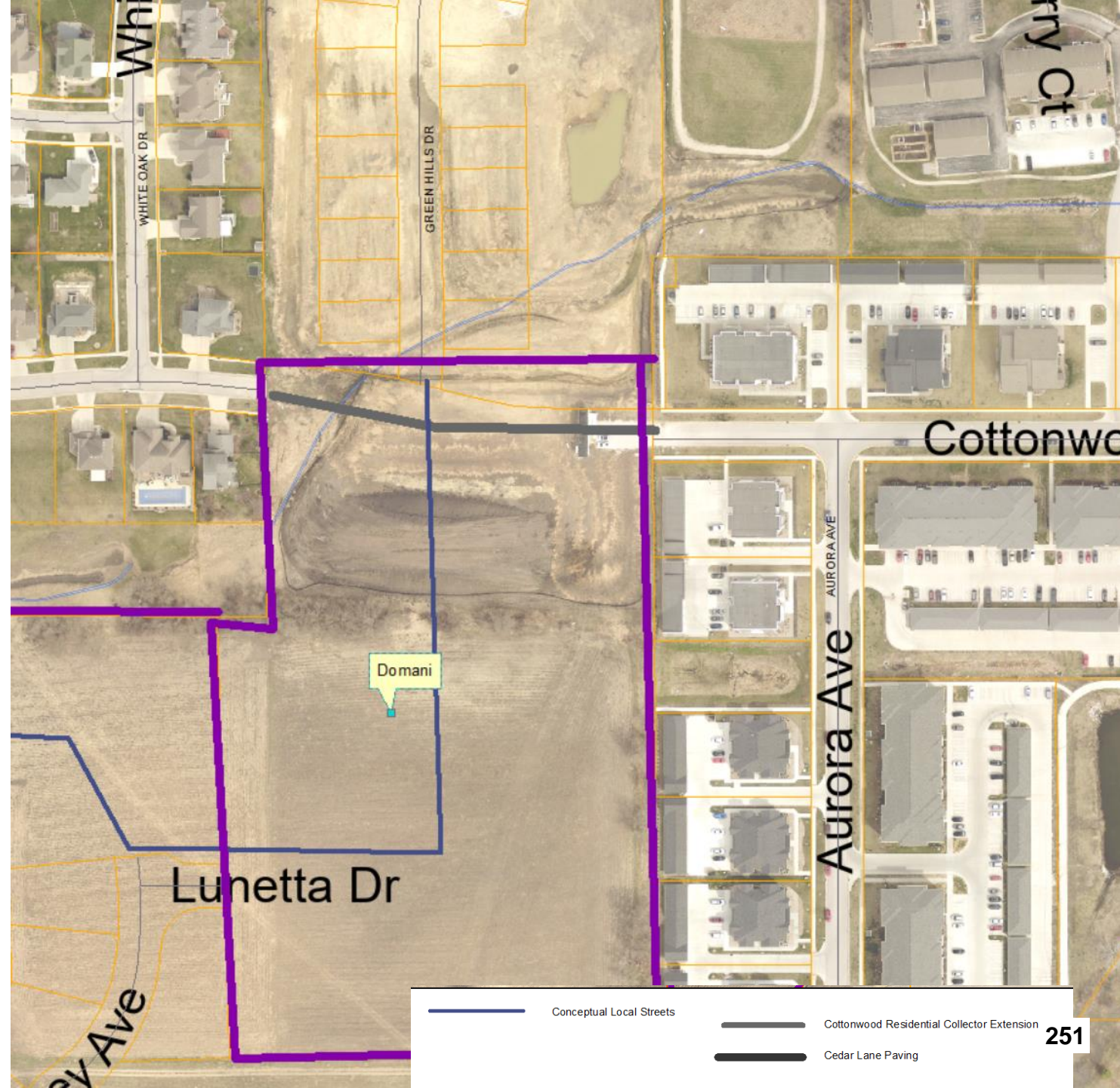
# Domani I

Approved PRD Plan-

Final two phases include Domani Lots and larger custom lots

Total of 23 Single Family lots to be platted

Request-City construct extension of Cottonwood as 31-Foot Street





# Ansley

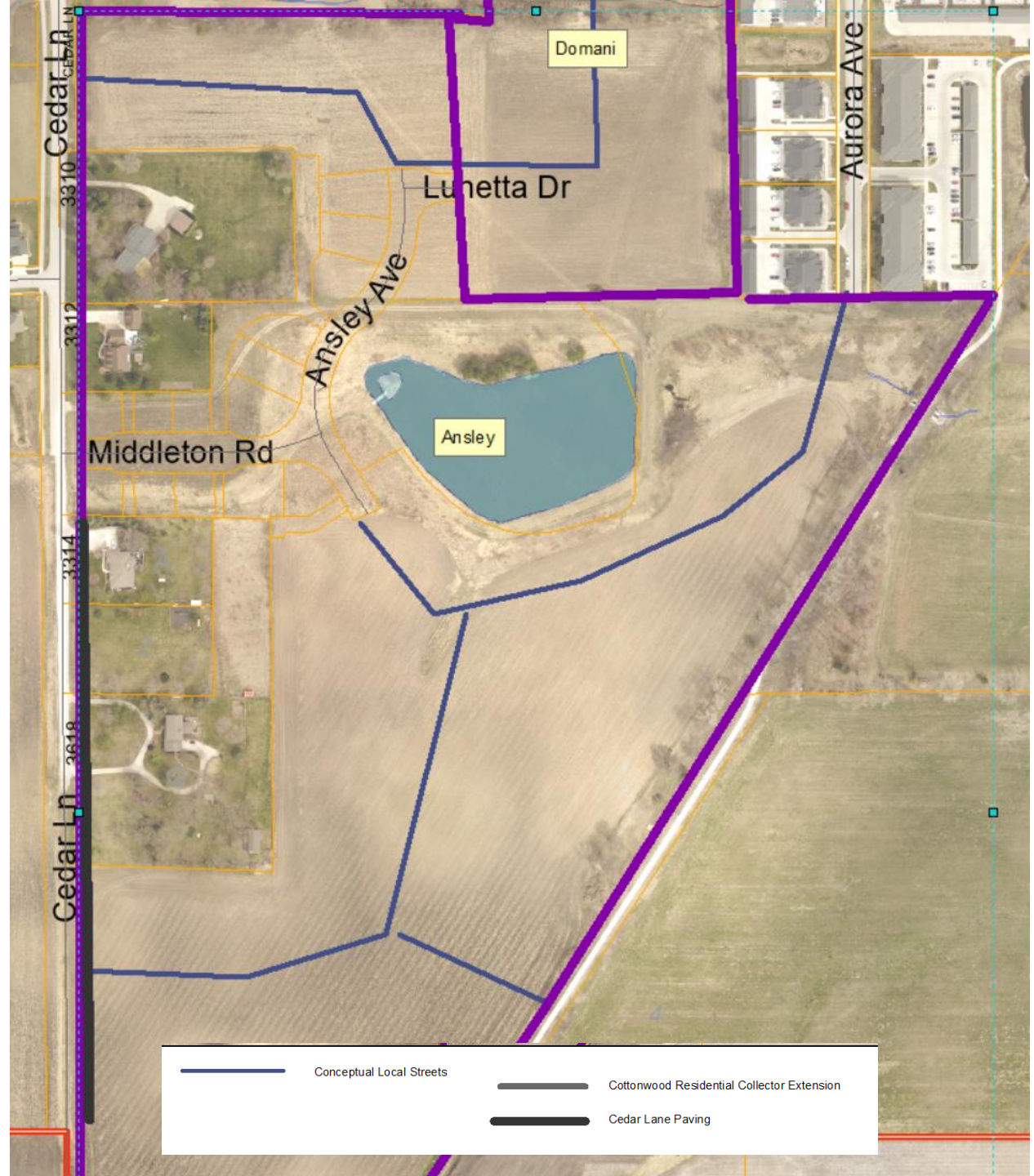
Approved PUD and Plat

Previous approval by Council of Cedar Lane paving

May request sidewalk waivers or deferrals in the future

Cedar Lane is unpaved south of Middleton Road. Council agreed to waive developer requirement with future phase to pave south of Middleton. Half of the paving cost is an obligation of ISU. Estimated City cost for ½ of project was \$250,000.

Development Agreement for paving is pending. Developer to provide engineered drawings for City to bid and construct road at a time determined by City Council



# Financial Estimates-Hayden's Preserve

Hayden's Preserve 170 ac	Preliminary City Cost Estimates	Source Of Funds Options, If a share is the City
15 Inch Sewer INHF Segment 1320 ft	\$ 792,000	ARPA/Sewer Fund
12 Inch Sewer Developer Use 900 ft	\$ 360,000	ARPA/Sewer Fund
Shared Use Path INHF/ Sturges 1320 ft (offsite gap)	\$ 250,000	ARPA, GO Bonds/Road Use
Greenway trail bridge already city cost future, previously agreed		Park Development Fund/Grant
Water Connection Fees July 1 \$1,689.00 /ac Reduce 21% for Open Space	\$ 60,297	Water Fund/no collection
Water buyout (Xenia) renegotiated per acre 4k assumption (\$1.2 million savings for developer if not City)	\$ 680,000	Water Fund
Sewer Connection Fee July 1 \$2,554.00 /ac Reduce 21% for Open Space	\$ 91,178	Sewer Fund/no collection
Traffic Signal Bloomington (does not escalate)	\$ 85,000	ARPA, GO Bonds/Road Use
Turn Lane Hyde Into Site	\$ 200,000	GO Bond/Road Use
Park value of land 30k for 5.5 acres	\$ 165,000	Park Development Fund
East West Road Crossing Culvert	\$ 750,000	GO Bonds/Road Use
Total Ask Amount of City Assistance	\$ 3,534,748	
<i>Also requesting 10 years TIF up agreed upon limit for each Phase of development</i>		
<i>May propose redesign that also increases density of units to a total of 650</i>		

# Financial Estimates-Auburn Trail

Auburn Trail (70 acres west of Hyde)	Preliminary City Cost Estimates	Source Of Funds Options, If a share is the City
Traffic Signal-Off Site Bloomington/Hyde (escalates per year)	\$ 106,000	ARPA, GO Bonds Streets
Water buyout (Xenia) renegotiated per acre assumption (\$250k savings for developer if not City)	\$ 280,000	Water Fund
Park land purchase and improvements	\$ 100,000	Park Development Fund
Other unspecified requests		
Total Ask Amount of City Assistance	\$ 486,000	
<i>Other requests or savings estimated at \$400,000 depending on final site design and unit counts//May request TIF</i>		

# Financial Estimates-Greenbriar

Greenbriar 155 acres	Preliminary City Cost Estimates	Source Of Funds Options, If a share is the City
Stange Collector Street Extension 3300 ft	\$ 1,800,000	GO Bonds/Road Use
Off site 12 inch sewer	-	ARPA/Sewer Fund
Off site 15 inch sewer	-	ARPA/Sewer Fund
12 Inch sewer extension under RR 500 ft to this site	\$ 250,000	ARPA/Sewer Fund
Sewer Connection Fees \$4,419.00 /ac	\$ 662,850	Sewer Fund/no collection
Water Connection Fee (none required)	none	NA
On site sewer size 12 inch 500 feet oversized	\$ 150,000	Sewer Fund/GO Bond
Construct Slip Line of Sewer in Moore Memorial for 1st Phase	\$ 250,000	ARPA/Sewer Funds
Offsite Traffic Improvements(e.g. turn lanes, signal costs)	\$ 820,000	GO Bonds/Road Use
City acquisition of parkland and improvements	<i>no estimate available</i>	Park Development Fund
Xenia water buyout at \$3000 per acre, previously negotiated	\$ 450,000	Water Fund
Total Ask Amount of City Assistance	\$ 4,382,850	
<i>Request for TIF rebate for remaining infrastructure costs, developer estimate of \$4,000,000 of potential need</i>		

# Financial Estimates-Bluffs at Dankbar

Bluffs at Dankbar -20 Acres (6 ac commercial and 14 ac senior living)	Preliminary City Cost Estimates	Source Of Funds Options, If a share is the City
Cameron School Road and GW Carver Turn Lanes	\$ 1,200,000	GO Bonds/Road Use
Total Ask Amount of City Assistance	\$ 1,200,000	

# Financial Estimates-Domani I

Domani I-(23 single family units remaining)	Preliminary City Cost Estimates	Source Of Funds Options, If a share is the City
Constructed Cottonwood Road as 31 foot Residential Collector Street	\$ 371,000	GO Bonds/Road Use
Total Ask Amount of City Assistance	\$ 371,000	



Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
<b>Domani Option 1</b>						
Cottonwood Oversizing 25%		\$ 92,750			\$ 92,750	Staff categorized Cottonwood as a Residential Collector Street assuming 25% of overall cost for street improvements.
					\$ -	
					\$ -	
Total	\$ -	\$ 92,750	\$ -	\$ -	\$ 92,750	
<b>Developer requested aproximately \$371,000 for the full cost of Cottonwood</b>						The Developer has indicated that he would not prioritize the remaining phases within the next three years.
Sources Option 1						
Road Use				\$ -	\$ -	
GO Bonds					\$ -	
ARPA		\$ 92,750	\$ -		\$ 92,750	
Sewer Utility					\$ -	
Totals	\$ -	\$ 92,750	\$ -	\$ -	\$ 92,750	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
<b>Domani Option 2</b>						
Cottonwood Pioneer at 50%		\$ 185,500			\$ 185,500	If classified as Pioneer for closing a gap in the street system, additional incentives could be justified.
Total	\$ -	\$ 185,500	\$ -	\$ -	\$ 185,500	
<b>Developer requested approximately \$371,000 for the full cost of Cottonwood</b>						The Developer has indicated with a 50% cost share, he would consider proceeding with the remaining phases of his subdivision.
Sources Option 2						
Road Use				\$ -	\$ -	
GO Bonds		\$ 185,500		\$ -	\$ 185,500	
ARPA			\$ -		\$ -	
Sewer Utility	\$ -	\$ -			\$ -	
Totals	\$ -	\$ 185,500	\$ -	\$ -	\$ 185,500	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
<b>Domani Option 3</b>						
Cottonwood as Pioneer at 100%			\$ 371,000		\$ 371,000	Pioneer if viewed as closing a street system gap and a 100% incentive for paving. However, since the street does include frontage with homes along 1/3 of its frontage it would not be typically characterized as 100% Pioneer. The Developer has indicate he would agree with a 100% incentive to final plat lots for all remaining phases.
Total	\$ -	\$ -	\$ 371,000	\$ -	\$ 371,000	
<b>Developer requested aproximately \$371,000 for the full cost of Cottonwood</b>						
<b>Sources Option3</b>						
Road Use				\$ -	\$ -	
GO Bonds			\$ 371,000		\$ 371,000	
ARPA	\$ -				\$ -	
Sewer Utility	\$ -	\$ -			\$ -	
Totals	\$ -	\$ -	\$ 371,000	\$ -	\$ 371,000	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
<b>Auburn Trail Option 1</b>						
Hyde Shared Use Path Pioneer			\$ 250,000		\$ 250,000	Overall path is 1 mile in length, the remaining \$750,000 cost associated with Hayden's Preserve.
					\$ -	
					\$ -	
Total	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	
<b>Developer request for 3 year total aproximately \$486,000 with reconfigured subdivision layout and reduced water buyout fee // Developer recently commented that Options 2 would make the project viable with a modified layout and reduced water buyout fees. Developer saves approximately \$371,000 with reduced buyout.</b>						
Sources Option 1						
Road Use					\$ -	
GO Bonds					\$ -	
ARPA			\$ 250,000		\$ 250,000	
Sewer Utility					\$ -	
Totals	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
Auburn Trail Option 2						
Hyde Shared Use Path Pioneer			\$ 250,000		\$ 250,000	Overall path is 1 mile in length, remaining \$750,000 cost associated with Hayden's Preserve.
Traffic Signal Payment for Bloomington/Hyde				\$ 106,000	\$ 106,000	Fee due with first plat, remaining fees to be collected from Hayden's Preserve
Total	\$ -	\$ -	\$ 250,000	\$ 106,000	\$ 356,000	
<b>Developer request for 3 year total aproximately \$486,000 with reconfigured subdivision layout and reduced water buyout fee // Developer recently commented that Options 2 would make the project viable with a modified layout and reduced water buyout fees. Developer saves approximately \$371,000 with reduced buyout.</b>						Developer recently commented that Option 2 would make the project viable with a modified layout and reduced water buyout fees
Sources Option 2						
Road Use				\$ 106,000	\$ 106,000	
GO Bonds				\$ -	\$ -	
Local Option Fund Balance					\$ -	
ARPA			\$ 250,000		\$ 250,000	
Sewer Utility	\$ -	\$ -			\$ -	
Totals	\$ -	\$ -	\$ 250,000	\$ 106,000	\$ 356,000	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
<b>Auburn Trail Option 3</b>						
Hyde Shared Use Path Pioneer			\$ 250,000		\$ 250,000	Overall path is 1 mile in length, remaining \$750,000 cost associated with Hayden's Preserve.
Traffic Signal Payment for Bloomington/Hyde				\$ 106,000	\$ 106,000	Fee due with first plat, remaining fes to be collected from Hayden's Preserve
Waiver of Connection Fees for 56 homes				\$ 130,000	\$ 130,000	
Total	\$ -	\$ -	\$ 250,000	\$ 236,000	\$ 486,000	
<b>Developer request for 3 year total aproximately \$486,000 with reconfigured subdivision layout and reduced water buyout fee // Developer recently commented that Options 2 would make the project viable with a modified layout and reduced water buyout fees. Developer saves approximately \$371,000 with reduced buyout.</b>						<b>Developer indicated Option 2 would allow the project to proceed, additional funding is not warranted with a reduced Xenia buyout. Staff does not recommend Option 3 incentives.</b>
<b>Sources Option 3</b>						
Road Use				\$ 106,000	\$ 106,000	
GO Bonds					\$ -	
ARPA	\$ -		\$ 250,000		\$ 250,000	
Waive Water Sewer Connection Fees				\$ 130,000	\$ 130,000	
Sewer Utility	\$ -	\$ -			\$ -	
Totals	\$ -	\$ -	\$ 250,000	\$ 236,000	\$ 486,000	



Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
<b>Dankbar Option 1 Cameron and GW Carver Widening</b>						
Cameron and GW Widening Developer Cost per Agreement					\$ -	No incentive with Option 1 since the site was not identified for oversizing or pioneer infrastructure, no direct housing construction associated with the infrastructure project.
Total	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Developer is currently obligated by a development agreement to make lane widening along GW Carver and Cameron School Road at his cost. The Developer is now requesting \$1.2 million incentive related to road. improvements.</b>						
Sources Option 1						
Road Use	\$ -				\$ -	
GO Bonds	\$ -				\$ -	
ARPA	\$ -				\$ -	
Sewer Utility	\$ -				\$ -	
TIF-Commercial	\$ -				\$ -	
Totals	\$ -				\$ -	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
Dankbar Option 2 Cameron and GW Carver Widening						
Cameron and GW Widening -Partial Pioneer			\$ 600,000		\$ 600,000	Council could classify part of the corridor improvements as pioneer and provide for 50% assistance. This option could include the City coordinating a corridor project along with Greenbriar improvements, or for incremental improvements by the Developer. The City would reduce the developer obligation by \$600,000 utilizing TIF generated from the commercial area and the developer would provide payment to the City for remaining related costs if the project is coordinated by the City.
Total	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000	
Developer is currently obligated by a development agreement to make lane widening along GW Carver and Cameron School Road at his cost. The Developer is now requesting \$1.2 million incentive related to road. improvements.						
Sources Option 2						
Road Use						
GO Bonds						
ARPA						
TIF-Commercial (Min. Assessment 3 Million Valuation for 10 Years			\$ 600,000		\$ 600,000	Developer plans for a convenience store at the corner that could have a minimum assessment agreement to ensure that \$600,000 could be generated over a maximum of ten years to reimburse the City for costs related with a corridor improvement or as a developpr rebate.
Sewer Utility					\$ -	
Totals	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
<b>Dankbar Option 3 Lane Widening Developer TIF \$1million</b>						
Lane Widening by Developer with TIF Rebate 10 year up to \$1million				\$ 1,000,000	\$ 1,000,000	The Council could classify the corridor improvements as pioneer warranting a greater amount of incentive. The Developer would make the lane widenings at his cost and receive acommercial TIF rebate of up to \$1 million dollars over 10 years. To receive \$1million dollars in 10 years, additional commercial development would be needed.
					\$ -	
					\$ -	
					\$ -	
					\$ -	
Total	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	
<b>Developer is currently obligated by a development agreement to make lane widening along GW Carver and Cameron School Road at his cost. The Developer is now requesting \$1.2 million incentive related to road. improvements.</b>						
Sources Option 3						
Road Use						
GO Bonds						
ARPA						
TIF-Commercial				\$ 1,000,000	\$ 1,000,000	Staff estimates additional development beyond the convenience store valuation is necessary to generate a \$1,000,000 of TIF in ten years. However, the Developer has two additional vacant commercial lots that could generate additional TIF revenue.
Sewer Utility						
Totals	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
Hayden's Option 1						
Hyde Shared Use Path Pioneer			\$ 750,000		\$ 750,000	Overall Hyde Path is 1 mile long. Remaining \$250,000 cost associated with Auburn Trail. The cost of extension under the railroad tracks is associated with Greenbriar
East West Sewer to Railroad Tracks Pioneer		\$ 1,250,000			\$ 1,250,000	
Total	\$ -	\$ 1,250,000	\$ 750,000	\$ -	\$ 2,000,000	
<b>Developer request for 3 years estimated at \$2.8million total with \$3.6 million total plus potential TIF. Assumes Developer benefits from reduced water buyout at \$4k per acre. Total Developer savings from reduced water buyout aprox. \$1.2 million.</b>						
Sources Option 1						
Road Use				\$ -	\$ -	
GO Bonds					\$ -	
ARPA		\$ 1,250,000	\$ 750,000		\$ 2,000,000	
Sewer Utility					\$ -	
Local Option Fund Balance					\$ -	
Totals	\$ -	\$ 1,250,000	\$ 750,000	\$ -	\$ 2,000,000	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
Hayden's Option 2						
Hyde Shared Use Path Pioneer			\$ 750,000		\$ 750,000	Overall Hyde Path is 1 mile long. Remaining \$250,000 cost associated with Auburn Trail.
East West Sewer to Railroad Tracks Pioneer		\$ 1,250,000			\$ 1,250,000	The cost of extension under the railroad tracks is associated with Greenbriar
Traffic Signal Payment for Bloomington/Hyde				\$ 185,000	\$ 185,000	The fee due with first plat remaining fees to be collected from Auburn Trail
Total	\$ -	\$ 1,250,000	\$ 750,000	\$ 185,000	\$ 2,185,000	
<b>Developer request for 3 years estimated at \$2.8million total with \$3.6 million total plus potential TIF. Assumes Developer benefits from reduced water buyout at \$4k per acre. Total Developer savings from reduced water buyout aprox. \$1.2 million.</b>						
Sources Option 2						
Road Use				\$ 185,000	\$ 185,000	
GO Bonds				\$ -	\$ -	
ARPA		\$ 1,250,000	\$ 130,000		\$ 1,380,000	
Local Option Fund Balance			\$ 620,000		\$ 620,000	
Sewer Utility	\$ -				\$ -	
Totals	\$ -	\$ 1,250,000	\$ 750,000	\$ 185,000	\$ 2,185,000	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
Hayden's Trail Option 3						
Hyde Shared Use Path Pioneer			\$ 750,000		\$ 750,000	Overall Hyde Path is 1 mile long. Remaining \$250,000 cost associated with Auburn Trail.
East West Sewer to Railroad Tracks Pioneer		\$ 1,250,000			\$ 1,250,000	The cost of extension under the railroad tracks is associated with Greenbriar
Traffic Signal Payment for Bloomington/Hyde				\$ 185,000	\$ 185,000	Fee due with first plat, remaining fees to be collected from Auburn Trail
Box Culvert-50% of \$750,000			\$ 375,000		\$ 375,000	The creek crossing would be a beneficial element for the project similar to oversizing or pioneer that is internal to the site between Phase 1 and 2. Such an improvement could not easily be planned and accomplished by the City. Use of Residential TIF assists in timing and benefit based upon actual development rates.
Waive connection fees pro rata first 215 dwellings				\$ 240,000	\$ 240,000	Waiving fees is a commensurate incentive to actual construction. It is not a direct cost to the City since the utility funds have already been spent for the water and sewer lines.
Total	\$ -	\$ 1,250,000	\$ 1,125,000	\$ 425,000	\$ 2,800,000	
<b>Developer request for 3 years estimated at \$2.8million total with \$3.6 million total plus potential TIF. Assumes Developer benefits from reduced water buyout at \$4k per acre. Total Developer savings from reduced water buyout aprox. \$1.2 million.</b>						



<b>Sources Option 3</b>						
Road Use				\$ 185,000	\$ 185,000	
GO Bonds					\$ -	
ARPA	\$ -	\$ 1,250,000	\$ 130,000		\$ 1,380,000	
Waive Water Sewer Connection Fees					\$ -	
TIF Residential Rebate			\$ 375,000		\$ 375,000	Total Residetial TIF obligation with LMI is \$781,000. Maximum length of TIF is 10 years.
Local Option Fund Balance			\$ 620,000		\$ 620,000	
Waive connection fees pro rata first 215 dwellings				\$ 240,000	\$ 240,000	
Sewer Utility	\$ -				\$ -	
Totals	\$ -	\$ 1,250,000	\$ 1,125,000	\$ 425,000	\$ 2,800,000	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
<b>Greenbriar Option 1</b>						
Stange Oversizing 30%			\$ 270,000		\$ 270,000	Total estimate is \$540,000, half would occur after first 3 years, includes use of roundabouts within the project
Cameron Traffic Signal Oversizing 50%				\$ 250,000	\$ 250,000	Assumes 50% of signal costs for City, 25% for Greenbriar
East West Sewer Pioneer Under Tracks		\$ 250,000			\$ 250,000	Assumes first segment at \$1.25 million occurs with Hayden's Perseve
Slip Line Sewer Pioneer	\$ 250,000				\$ 250,000	
Total	\$ 250,000	\$ 250,000	\$ 270,000	\$ 250,000	\$ 1,020,000	
Developer request 3 years estimated at \$1.7 million with a total request of \$4.1 million plus Developer TIF rebates. Assumes first phase starting at the south.						
Sources Option 1						
Road Use				\$ 250,000	\$ 250,000	
GO Bonds			\$ 270,000		\$ 270,000	
ARPA		\$ 250,000			\$ 250,000	
Sewer Utility	\$ 250,000				\$ 250,000	
Totals	\$ 250,000	\$ 250,000	\$ 270,000	\$ 250,000	\$ 1,020,000	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
Greenbriar Option 2 GW Lane Widening and Signal						
Stange Oversizing			\$ 270,000		\$ 270,000	Total estimate is \$540,000, half would occur after first 3 years, includes use of roundabouts within the project
Cameron Traffic Signal Oversizing 50%				\$ 250,000	\$ 250,000	Assumes 50% of signal costs for City, 25% for Greenbriar
East West Sewer Pioneer Under Tracks		\$ 250,000			\$ 250,000	Assumes first segment at \$1.25 million occurs with Hayden's Perserve
Slip Line Sewer Pioneer	\$ 250,000				\$ 250,000	
GW Carver Turn Lanes and Shared Use Path			\$ 410,000	\$ 410,000	\$ 820,000	Originally not classified as pioneer, if part of corridor improvement it would be focused on Columbus and Cameron Segment. Barcellos intersection by Developer.
Total	\$ 250,000	\$ 250,000	\$ 680,000	\$ 660,000	\$ 1,840,000	
Developer request 3 years estimated at \$1.7 million with a total request of \$4.1 million plus Developer TIF rebates. Assumes first phase starting at the south.						
Sources Option 2						
Road Use				\$ 250,000	\$ 250,000	
GO Bonds			\$ 270,000		\$ 270,000	
ARPA		\$ 250,000	\$ 410,000	\$ 410,000	\$ 1,070,000	
Sewer Utility	\$ 250,000				\$ 250,000	
Totals	\$ 250,000	\$ 250,000	\$ 680,000	\$ 660,000	\$ 1,840,000	

Project Option	FY25/26	FY26/27	FY27/28	FY28/29	Totals	Notes
Greenbriar Option 3 Lane Widening +Signal+ Commercial TIF						
Stange Oversizing Non-Commercial area			\$ 270,000		\$ 270,000	Total estimate is \$540,000, half would occur after first 3 years, includes use of roundabouts within the project
Stange Extension Pioneer Commercial Frontage Signal Share 1200 FT				\$ 900,000	\$ 900,000	TIF Rebate for Commercial Development
Cameron Traffic Signal Oversizing				\$ 250,000	\$ 250,000	
East West Sewer Pioneer Under Tracks		\$ 250,000			\$ 250,000	
Slip Line Sewer Pioneer	\$ 250,000				\$ 250,000	
GW Carver Turn Lanes and Shared Use Path			\$ 820,000		\$ 820,000	Focused on Columbus and Cameron Segment, Barcellos by Developer
Total	\$ 250,000	\$ 250,000	\$ 1,090,000	\$ 1,150,000	\$ 2,740,000	
Developer request 3 years estimated at \$1.7 million with a total request of \$4.1 million plus Developer TIF rebates. Assumes first phase includes residential at south and commercial at north.						
<b>Sources Option 3</b>						
Road Use				\$ 250,000	\$ 250,000	
GO Bonds			\$ 270,000	\$ -	\$ 270,000	
ARPA		\$ 250,000	\$ 820,000		\$ 1,070,000	
Sewer Utility	\$ 250,000				\$ 250,000	
Commercial TIF Rebate up to 10 Years				\$ 900,000	\$ 900,000	Up to \$900,000 or 10 years, whichever occurs first
Totals	\$ 250,000	\$ 250,000	\$ 1,090,000	\$ 1,150,000	\$ 2,740,000	

Project benefits year 1 with reduced costs, city incurs cost as shown in table								
Option 1	Incentive Total	Year 0	Year 1	Year 2	Year 3	NOTES		
Project		FY25/26	FY 26/27	FY27/28	FY28/29			
Domani I	\$ 92,750		\$ 92,750					
Greenbriar	\$ 1,020,000	\$ 250,000	\$ 250,000	\$ 270,000	\$ 250,000			
Hayden's Preserve	\$ 2,000,000		\$ 1,250,000	\$ 750,000				
Dankbar	\$ -					Developer completes lanes at their cost per existing agreement		
Auburn Trail	\$ 250,000			\$ 250,000				
Total	\$ 3,362,750	\$ 250,000	\$ 1,592,750	\$ 1,270,000	\$ 250,000			
Sources								
Road Use	\$ 250,000				\$ 250,000			
GO Bonds	\$ 162,750			\$ 162,750				
ARPA	\$ 2,700,000		\$ 1,592,750	\$ 1,107,250				
Local Option Fund Balance	\$ -							
Sewer Utility	\$ 250,000	\$ 250,000						
Water Utility	\$ -							
Connection Fees Water/Sewer Partial W	\$ -							
TIF Commercial	\$ -							
TIF Residential Rebate	\$ -							
TIF Residential LMI 52% Setaside	\$ -							
Total	\$ 3,362,750	\$ 250,000	\$ 1,592,750	\$ 1,270,000	\$ 250,000			
Direct City Non-Federal Cost	\$ 662,750	\$ 250,000	\$ -	\$ 162,750	\$ 250,000			
ARPA Funding	\$ 2,700,000	\$ -	\$ 1,592,750	\$ 1,107,250	\$ -			
Indirect Cost (Fee Waivers/TIF)	\$ -	\$ -	\$ -	\$ -	\$ -			

Project benefits year 1 with reduced costs, city incurs cost as shown in table									
Option 2	Incentive Total	Year 0	Year 1	Year 2	Year 3	NOTES			
Project		FY25/26	FY 26/27	FY27/28	FY28/29				
Domani I	\$ 185,500		\$ 185,500						
Greenbriar*	\$ 1,840,000	\$ 250,000	\$ 250,000	\$ 680,000	\$ 660,000				
Hayden's Preserve	\$ 2,185,000		\$ 1,250,000	\$ 750,000	\$ 185,000				
Dankbar*	\$ 600,000			\$ 600,000					
Auburn Trail	\$ 356,000			\$ 250,000	\$ 106,000				
Total	\$ 5,166,500	\$ 250,000	\$ 1,685,500	\$ 2,280,000	\$ 951,000				
<b>Sources</b>									
Road Use	\$ 541,000				\$ 541,000				
GO Bonds	\$ 455,500		\$ 185,500	\$ 270,000					
ARPA	\$ 2,700,000		\$ 1,500,000	\$ 790,000	\$ 410,000				
Local Option Fund Balance	\$ 620,000			\$ 620,000					
Sewer Utility	\$ 250,000	\$ 250,000							
Water Utility	\$ -								
Connection Fees Water/Sewer Partial Waiver	\$ -								
TIF Commercial to City	\$ 600,000			\$ 600,000		Dankbar developer makes financial contribution for remaing costs			
TIF Residential Rebate	\$ -								
TIF Residential LMI Setaside	\$ -								
Total	\$ 5,166,500	\$ 250,000	\$ 1,685,500	\$ 2,280,000	\$ 951,000				
Direct City Non-Federal Cost	\$ 1,866,500	\$ 250,000	\$ 185,500	\$ 890,000	\$ 541,000				
ARPA Funding	\$ 2,700,000	\$ -	\$ 1,500,000	\$ 790,000	\$ 410,000				
Indirect Cost (Fee Waivers/TIF)	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -				
ARPA dispersed differently than Option 1, prioritizing ARPA for sewer and road projects and utilizing traditional Local Option for trail improvements									
Residential TIF must be based upon identified infrastructure costs and have a maximum life of 10 years.									
Residential TIF requires a Low and Moderate Income setaside of aprox. 52% of the TIF used for infrastructure, whether a rebate or city project									
Commercial TIF rebate to a developer for economic development of commercial uses does not require LMI setaside.									



Project benefits year 1 with reduced costs, city incurs cost as shown in table						
Option 3	Incentive Total	Year 0	Year 1	Year 2	Year 3	NOTES
Project		FY25/26	FY 26/27	FY27/28	FY28/29	
Domani I	\$ 371,000			\$ 371,000		
Greenbriar	\$ 2,740,000	\$ 250,000	\$ 250,000	\$ 1,090,000	\$ 1,150,000	
Hayden's Preserve	\$ 2,800,000		\$ 1,250,000	\$ 1,125,000	\$ 425,000	
Dankbar	\$ 1,000,000				\$ 1,000,000	
Auburn Trail	\$ 486,000			\$ 250,000	\$ 236,000	
Residential TIF LMI Setaside 52%	\$ 406,000			\$ 406,000		
Total	\$ 7,803,000	\$ 250,000	\$ 1,500,000	\$ 3,242,000	\$ 2,811,000	
<b>Sources</b>						
Road Use	\$ 541,000				\$ 541,000	
GO Bonds	\$ 641,000			\$ 641,000		
ARPA	\$ 2,700,000		\$ 1,500,000	\$ 1,200,000		
Local Option Fund Balance	\$ 620,000			\$ 620,000		
Sewer Utility	\$ 250,000	\$ 250,000				
Water Utility	\$ -					
Connection Fees Water/Sewer Partial Waiver	\$ 370,000				\$ 370,000	
TIF Commercial Dev. Rebate	\$ 1,900,000				\$ 1,900,000	
TIF Residential Dev. Rebate	\$ 375,000			\$ 375,000		
TIF Residential LMI Setaside	\$ 406,000			\$ 406,000		
Total	\$ 7,803,000	\$ 250,000	\$ 1,500,000	\$ 3,242,000	\$ 2,811,000	
Direct City Non-Federal Cost	\$ 2,052,000	\$ 250,000	\$ -	\$ 1,667,000	\$ 541,000	
ARPA Funding	\$ 2,700,000	\$ -	\$ 1,500,000	\$ 1,200,000	\$ -	
Indirect Cost (Fee Waivers/TIF)	\$ 3,051,000	\$ -	\$ -	\$ 375,000	\$ 2,270,000	
Residential TIF must be based upon identified infrastructure costs and have a maximum life of 10 years.						
Residential TIF requires a Low and Moderate Income setaside of aprox. 52% of the TIF used for infrastructure, whether a rebate or city project						
Commercial TIF rebate to a developer for economic development of commercial uses does not require LMI setaside.						

Sources	Option 1
Road Use	\$ 250,000
GO Bonds	\$ 162,750
ARPA	\$ 2,700,000
Local Option Fund Balance	
Sewer Utility	\$ 250,000
Water Utility	\$ -
Connection Fees Water/Sewer Partial Waiver	
TIF Commercial (Dev. Rebate)	
TIF Residential Dev. Rebate	
TIF Residential LMI Setaside	
<b>Total</b>	<b>\$ 3,362,750</b>
Direct City Non-Federal Cost	\$ 662,750
ARPA Funding	\$ 2,700,000
Indirect Cost (Fee Waivers/TIF)	\$ -

Option 2	Option 3
\$ 541,000	\$ 541,000
\$ 455,500	\$ 641,000
\$ 2,700,000	\$ 2,700,000
\$ 620,000	\$ 620,000
\$ 250,000	\$ 250,000
	\$ 370,000
\$ 600,000	\$ 1,900,000
	\$ 375,000
	\$ 406,000
<b>\$ 5,166,500</b>	<b>\$ 7,803,000</b>
\$ 1,866,500	\$ 2,052,000
\$ 2,700,000	\$ 2,700,000
\$ 600,000	\$ 3,051,000

Project	Requested (3yr/Total)	Option 1
Domani I	\$ 371,000	\$ 92,750
Greenbriar	\$1,700,000/ 4,100,000 +	\$ 1,020,000
Hayden's Preserve	\$ 2,800,000/\$3,600,000 +	\$ 2,000,000
Dankbar	\$ 1,200,000	\$ -
Auburn Trail	\$ 486,000	\$ 250,000
Ansley	Total \$250,000	\$ -
Residential TIF LMI Setaside 52%		\$ -
<b>Total</b>	<b>\$6,557,000/\$10,007,000 +</b>	<b>\$ 3,362,750</b>

Funding Source	Option 1	Option 2
Road Use	\$ 250,000	\$ 541,000
GO Bonds	\$ 162,750	\$ 455,500
ARPA	\$ 2,700,000	\$ 2,700,000
Local Option Fund Balance	\$ -	\$ 620,000
Sewer Utility	\$ 250,000	\$ 250,000
Connection Fees Water/Sewer Part	\$ -	\$ -
TIF Commercial Dev. Rebate	\$ -	\$ -
TIF Residential Dev. Rebate	\$ -	\$ -
TIF Residential LMI Setaside	\$ -	\$ -
TIF Commercial to City	\$ -	\$ 600,000
<b>Total</b>	<b>\$ 3,362,750</b>	<b>\$ 5,166,500</b>

Option 2	Option 3	Est. Houses First 3 Years	Total Dwellings
\$ 185,500	\$ 371,000	25	25
\$ 1,840,000	\$ 2,740,000	75	450
\$ 2,185,000	\$ 2,800,000	125	660
\$ 600,000	\$ 1,000,000	0	0
\$ 356,000	\$ 486,000	75	180
\$ -	\$ -	25	160
\$ -	\$ 406,000	-	
<b>\$ 5,166,500</b>	<b>\$ 7,803,000</b>	325	1475

Option 3
\$ 541,000
\$ 641,000
\$ 2,700,000
\$ 620,000
\$ 250,000
\$ 370,000
\$ 1,900,000
\$ 375,000
\$ 406,000
\$ -
<b>\$ 7,803,000</b>

## **Ames Plan 2040 Other Pioneer Projects**

The current development incentive requests are driven by specific development projects. In addition to these specific requests, there can be other pioneer projects that require funding assistance, full or partial. Pioneer projects are those that are needed to realize development interests for the growth areas identified within Plan 2040.

Example Projects:

### **1. East Growth**

- E13th Street Traffic Signals and Lane Widening with commercial development
- Paving of 570<sup>th</sup> Avenue north of E 13<sup>th</sup> Street with Commercial or Residential Development

### **2. West Growth**

- Lincoln Way and County Line Road Intersection Roundabout. Proposed as a 2030-31 project in the CIP.
- Paving of County Line Road south of Lincoln Way

### **3. South Growth**

- Paving of 265<sup>th</sup> Street
- Paving of 550<sup>th</sup> Avenue