



*Caring People
Quality Programs
Exceptional Service*

TO: Mayor and City Council

FROM: Kelly Diekmann, Planning & Housing Director;
Cory Scott and Marty Shukert, RDG

DATE: December 17, 2019

SUBJECT: Ames Plan 2040 Scenario Selection

City Council directed RDG to prepare four independent directional growth scenarios that could accommodate a population of approximately 15,000 additional people within the City of Ames. RDG presented initial concepts to the City Council at a workshop on July 16th. The scenarios were geographically located to the west, north, east, and south. The scenarios included different land use patterns and highlights of growth opportunities and potential constraints. City Council tasked the Ames Plan 2040 Team to work on refining the scenarios and preparing detailed analysis of infrastructure and service issues for the areas. Additionally, Council asked for the team to look at flexibility of growth areas and identify readily developable areas and other “tiers” of growth that could be supported. **The complete evaluation of the growth scenarios and “tiers” will be the topic of discussion for the City Council’s next workshop on December 19th.**

In preparation for this upcoming meeting, City Council asked for general feedback on what issues or priorities may help the Council evaluate the merits of the individual scenarios. The following is a list reflects considerations that RDG and staff have incorporated into our evaluation of the scenarios. City Council could utilize these same consideration in its evaluation of scenarios and options for the Ames Plan 2040 preferred land use discussion. The following list is in no particular order.

Scenario Considerations

- Infrastructure capacity and public service costs
 - Up-front investment costs by City
 - Long term total investment costs by the City
 - Is there overall value and desirability, not just a low cost to serve?
- Does development cause significant negative externalities to existing areas within the City, such as traffic patterns, sewer capacity utilization, etc.
- Would an area have comparatively fewer environmental impacts or have higher performing sustainability attributes, for example:
 - Lower vehicle miles travelled (VMT) per person
 - Natural area buffering/protection
 - Flood plain risk/protection
- Does the planned level of growth create a complete neighborhood or district?
 - Can it accommodate public facilities, such as a school or parks, commercial development, housing variety?
- Would developing a growth area facilitate community improvements or additional amenities that otherwise may not be realized, for example:
 - Open Space/Recreation Areas
 - Expanded or commercial opportunities
 - Upgraded roadways
- Does an area identified for growth support a diverse development pattern and compliment the character of Ames?
- Does the transportation system support both automobiles and alternative modes of transportation?
 - Future transit service
 - Bicycling and walking connections
- Market interest and demand
 - How does an area fit into or serve regional needs and job locations?
 - Will the planned housing make Ames competitive in attracting new workforce households?
 - Does it support or reinforce economic development goals for expansion of private industry and business within the City?
 - Is an area marketable for developers for the identified uses?
- Future Expansion and Planning
 - Can an area be expanded in the future and build upon initial investments; does it support long-term growth to 2050 and 2075?
 - Preserve future expansion areas that are not initially developed



LIVE.
GROW.
BELONG.



City Council Workshop #7

December 19, 2019

Agenda



1. Directional Scenario Evaluation

- a. North Growth
- b. East Growth
- c. South Growth
- d. West & Southwest Growth

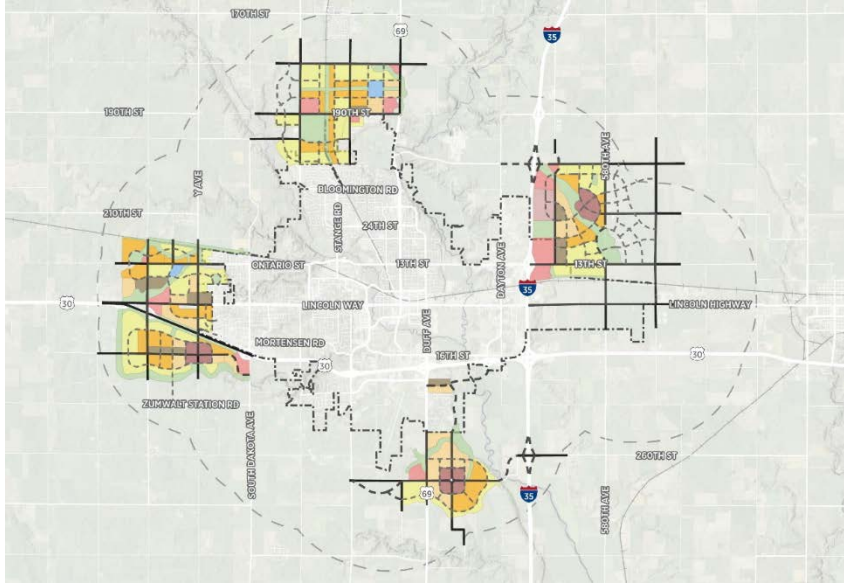
2. Tiers Testing

- a. Review combinations of growth for many areas

3. Discussion and Next Steps for Selecting Preferred Land Use Plan Draft

- a. Directional or Tiered approach
- b. Prepare land use designations in selected area(s) and existing city for Draft Future Land Use Map, including housing and commercial development categories, uses, densities

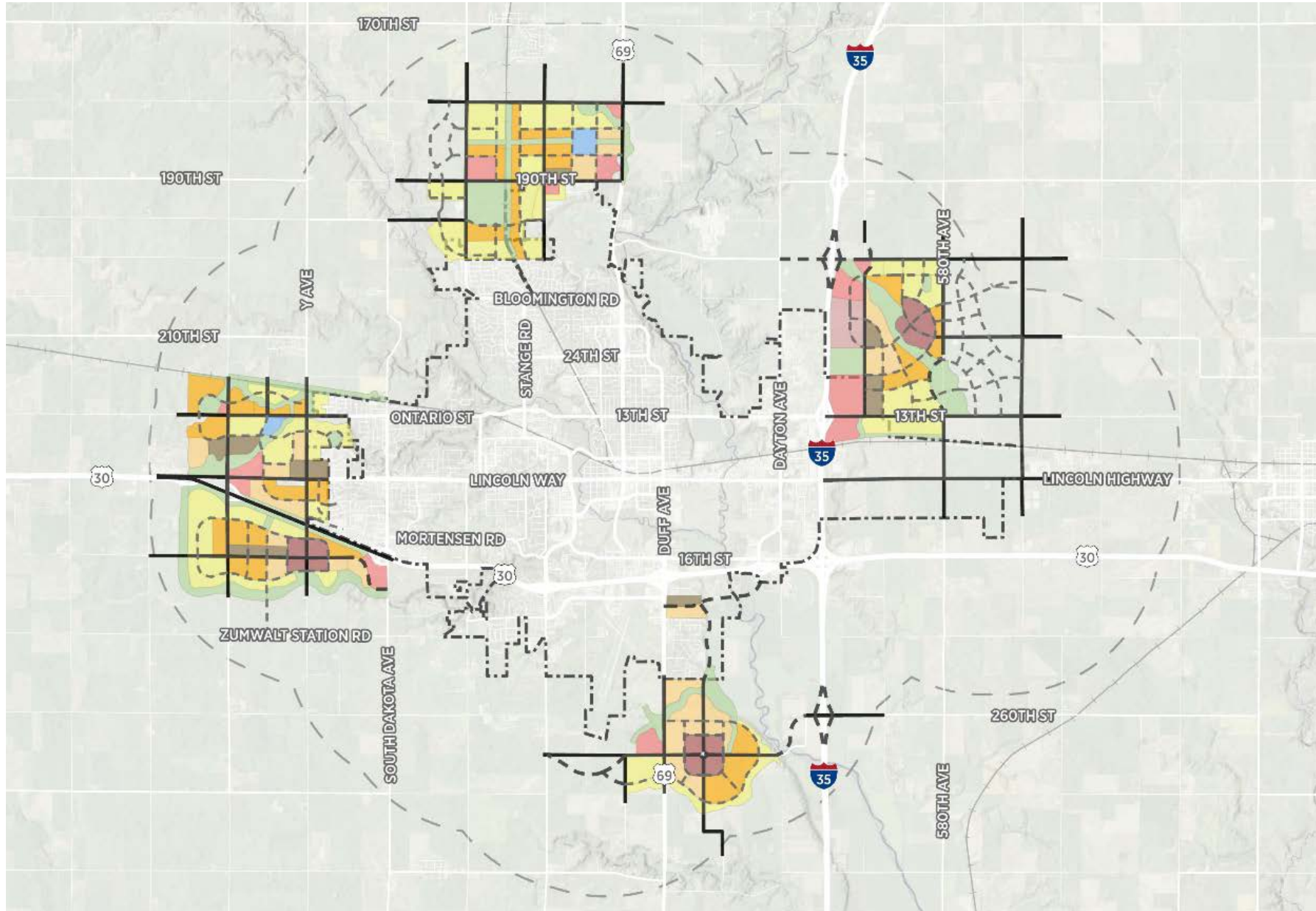
Scenario Evaluation Task



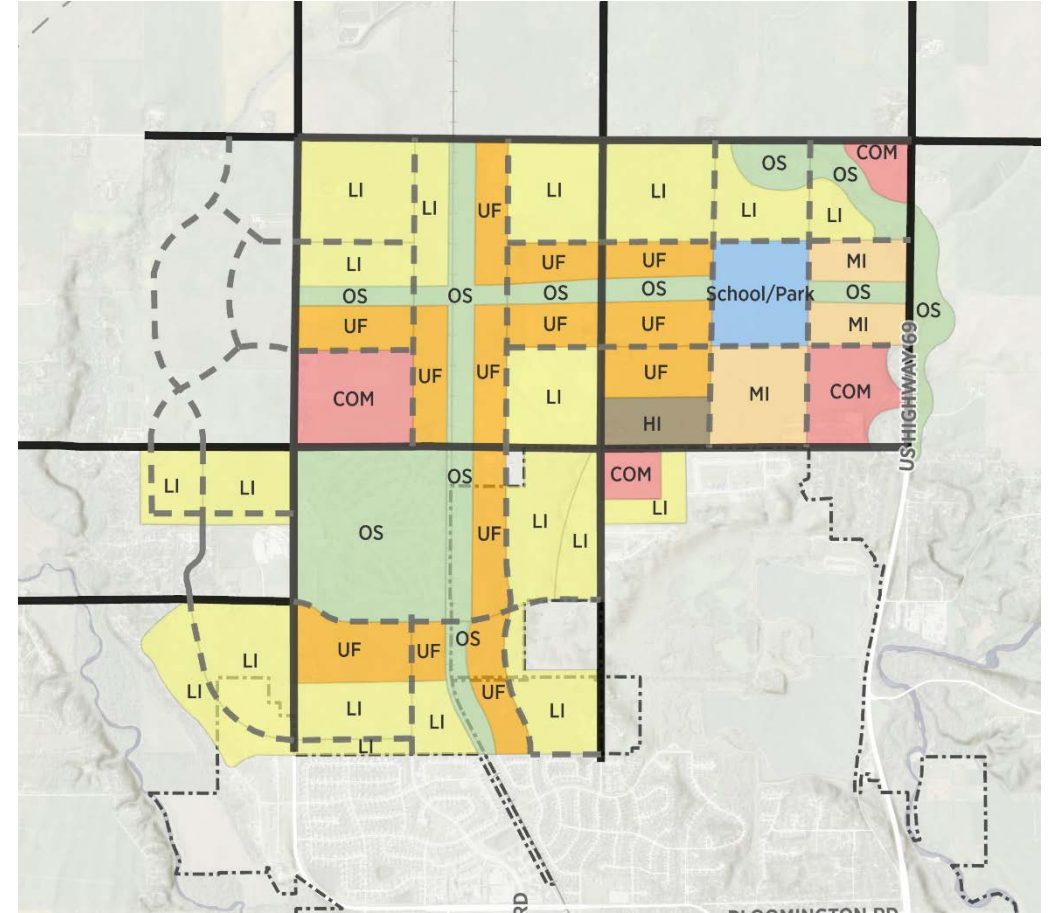
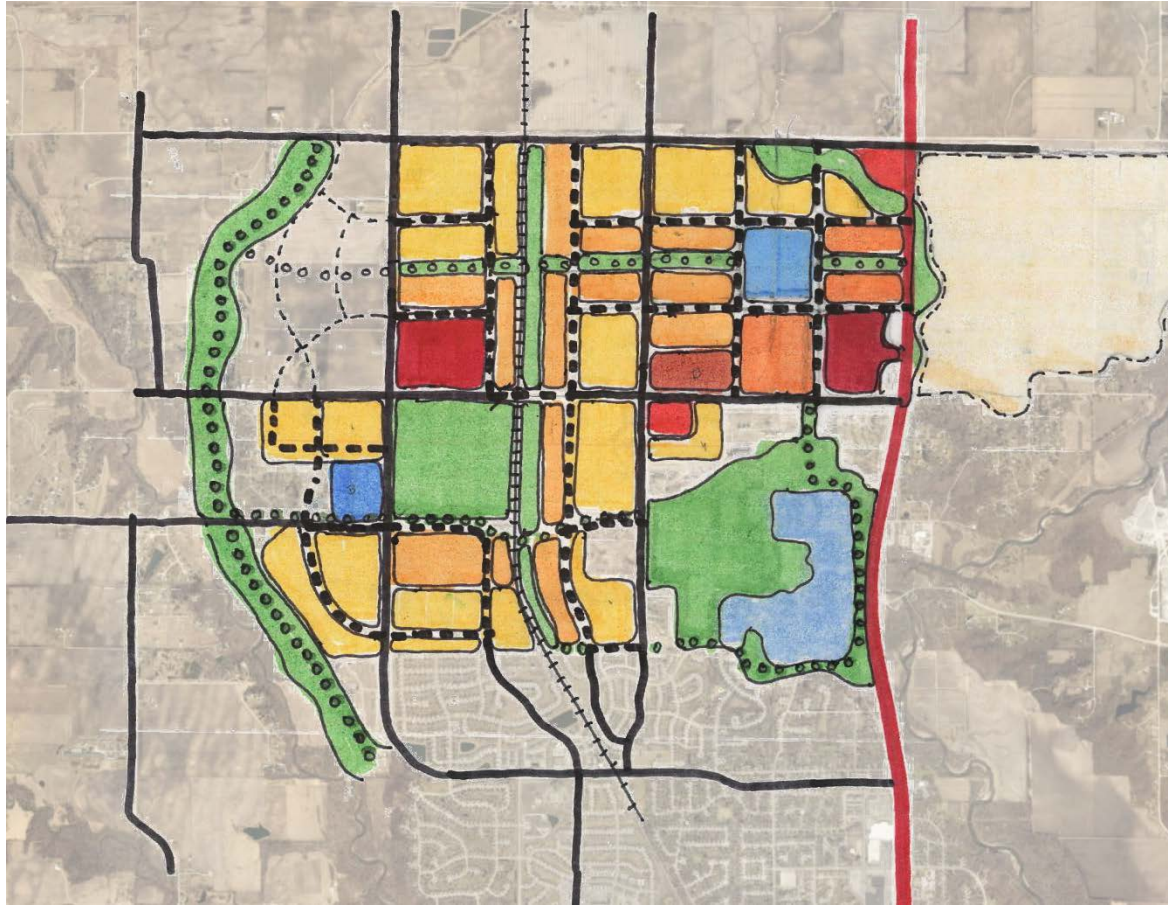
1. Directional Scenario Evaluation

- a. Presented development concepts in July for 15,000+/- people in four areas
 - i. Initial concepts intended to reflect various housing, environmental, and commercial interests
- b. Used City models to evaluate serviceability issues related to the direction of growth for specific needs:
 - a. Water
 - b. Sanitary Sewer
 - c. Public Safety (Fire)
 - d. Transportation

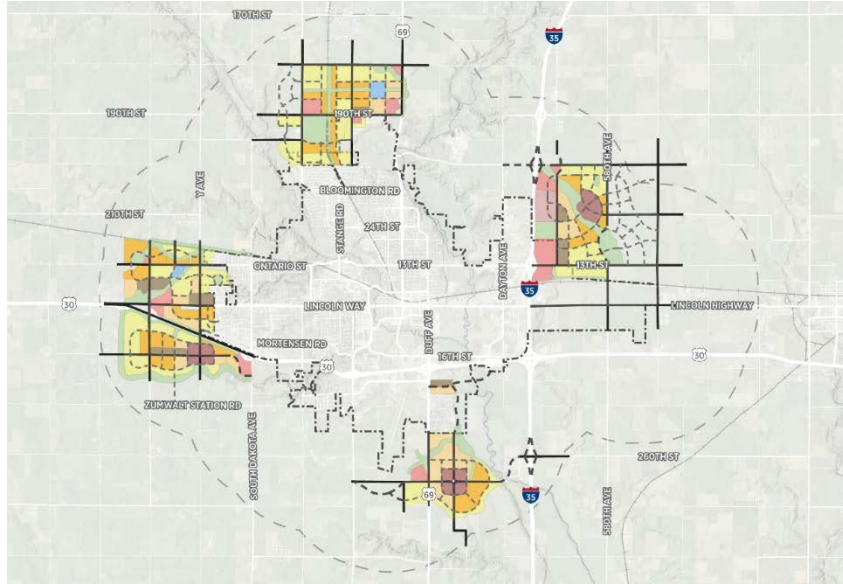
Scenario Development Concepts



Concept Refinement



Scenario Evaluation Task



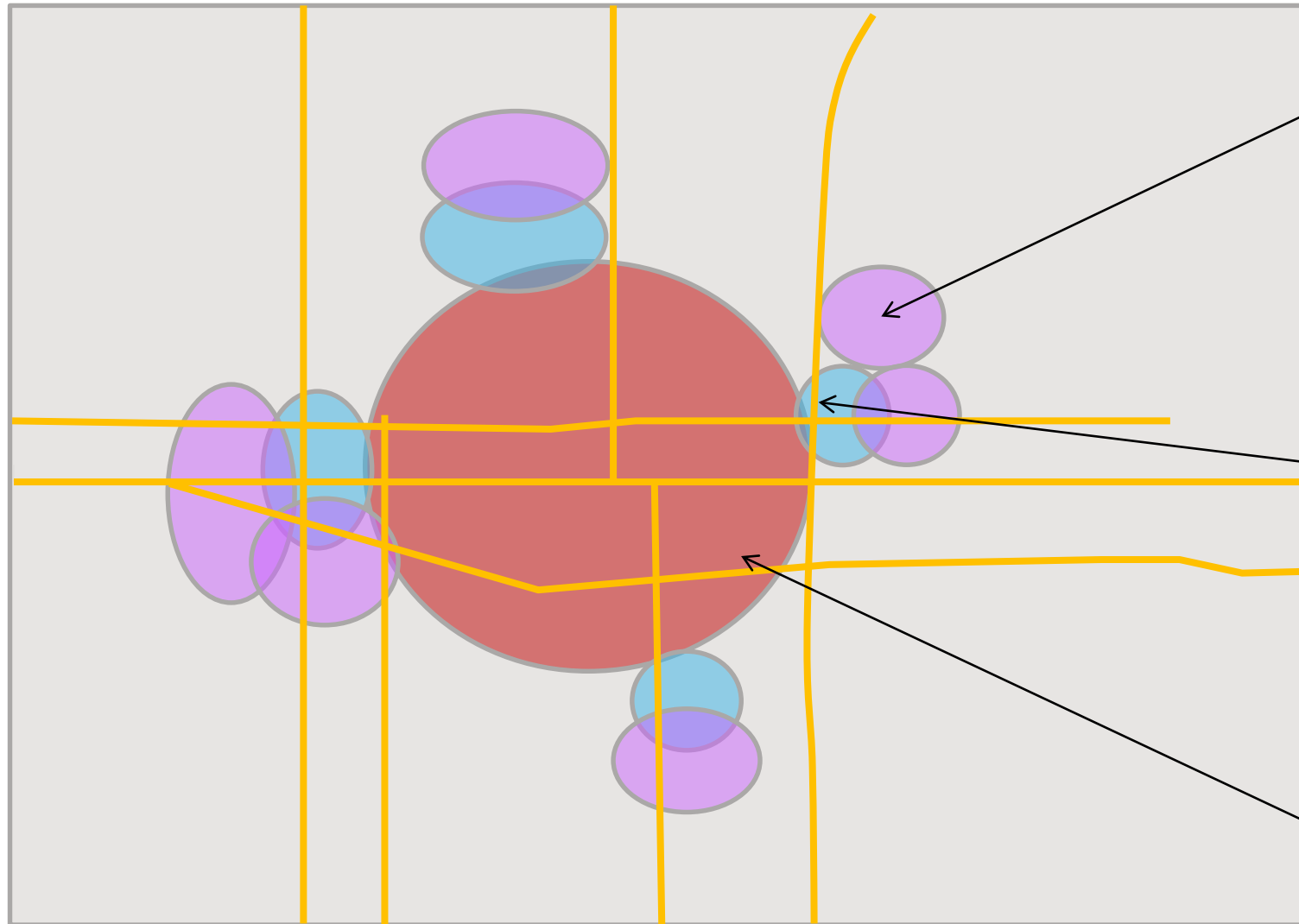
2. Tiers of Development Within Scenarios

- a. Due to major infrastructure needs, divided areas into readily serviceable “Tiers”
- b. Provided estimates of needed infrastructure for buildout of the Tiers in total
- c. No revisions to the initial land use concepts were made to address Tiers at this time



1

Guiding Principles: Development Sequencing



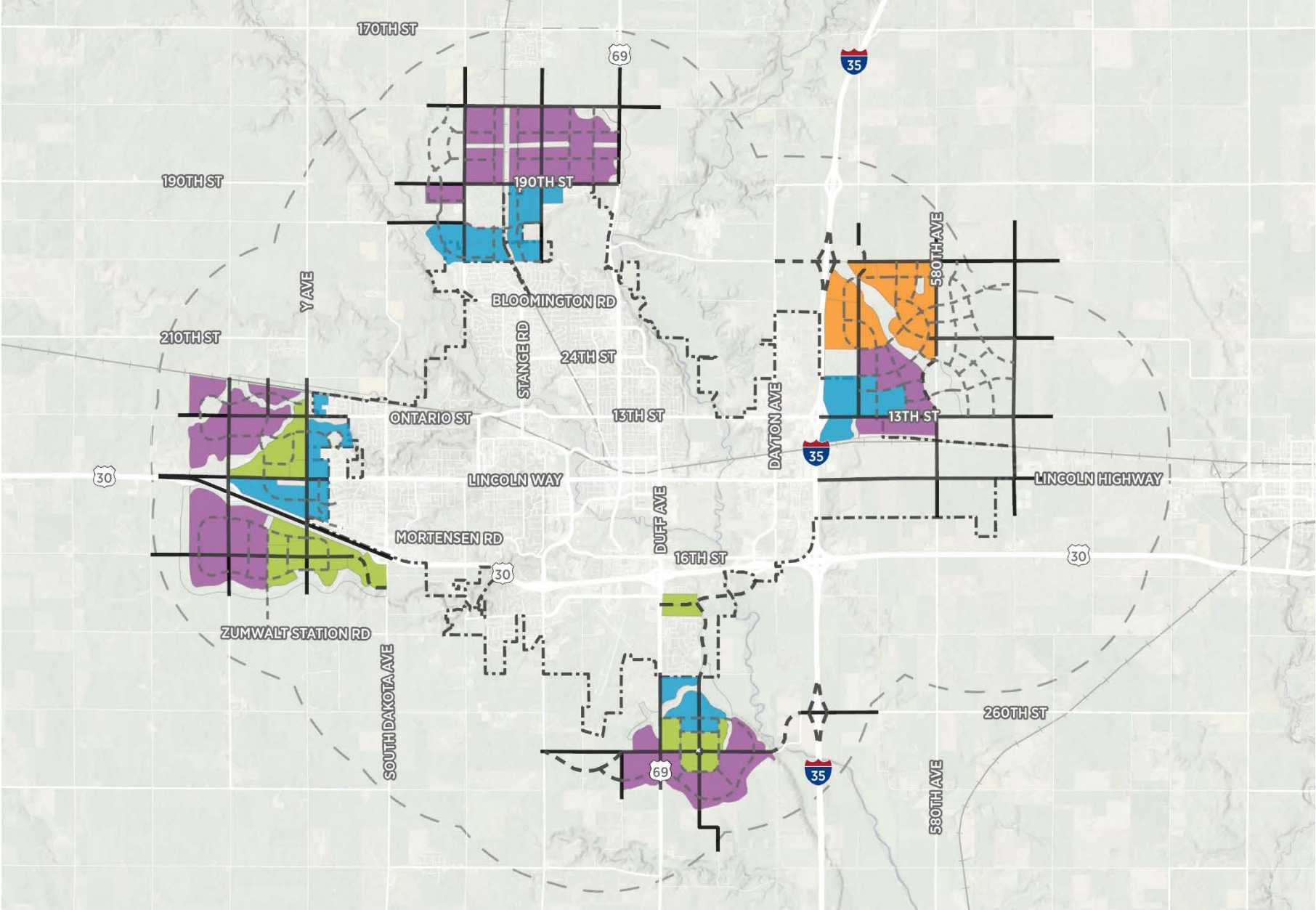
New development areas within urban services area requiring new infrastructure or substantial extensions

New development areas served by existing infrastructure or relatively low-cost incremental extensions

Infill sites surrounded by existing urban development

Development Tiers

- Tier 1
- Tier 2
- Tier 3
- Tier 4



Guiding Principles: Development Tiers

TIER 1

- Infrastructure is immediately available or achievable with short, incremental extensions.
- Street and trail connections are immediately available.
- Market precedents are clearly established and demonstrated.
- Job centers and commercial support are immediately accessible.

TIER 2

- Infrastructure is available with extensions of existing lines under ½ mile.
- Existing street network or spine trails are accessible, but require substantial extensions.
- Job centers and commercial support are reasonably accessible, but not directly adjacent.
- Market support is demonstrable but some “pioneering” element is required.

TIER 3

- Within urban services area, but requires significant pioneer infrastructure.
- New street corridors are necessary to provide adequate service.
- Regional arterial and interstate routes are available, but require a major facility investment (e.g. interchange)
- Currently, relatively remote and not contiguous to existing urban development.
- Requires significant reach into a new geographic market.
- Consistency with long-term urban development goals.
- New community and commercial service centers are required.

TIER 4

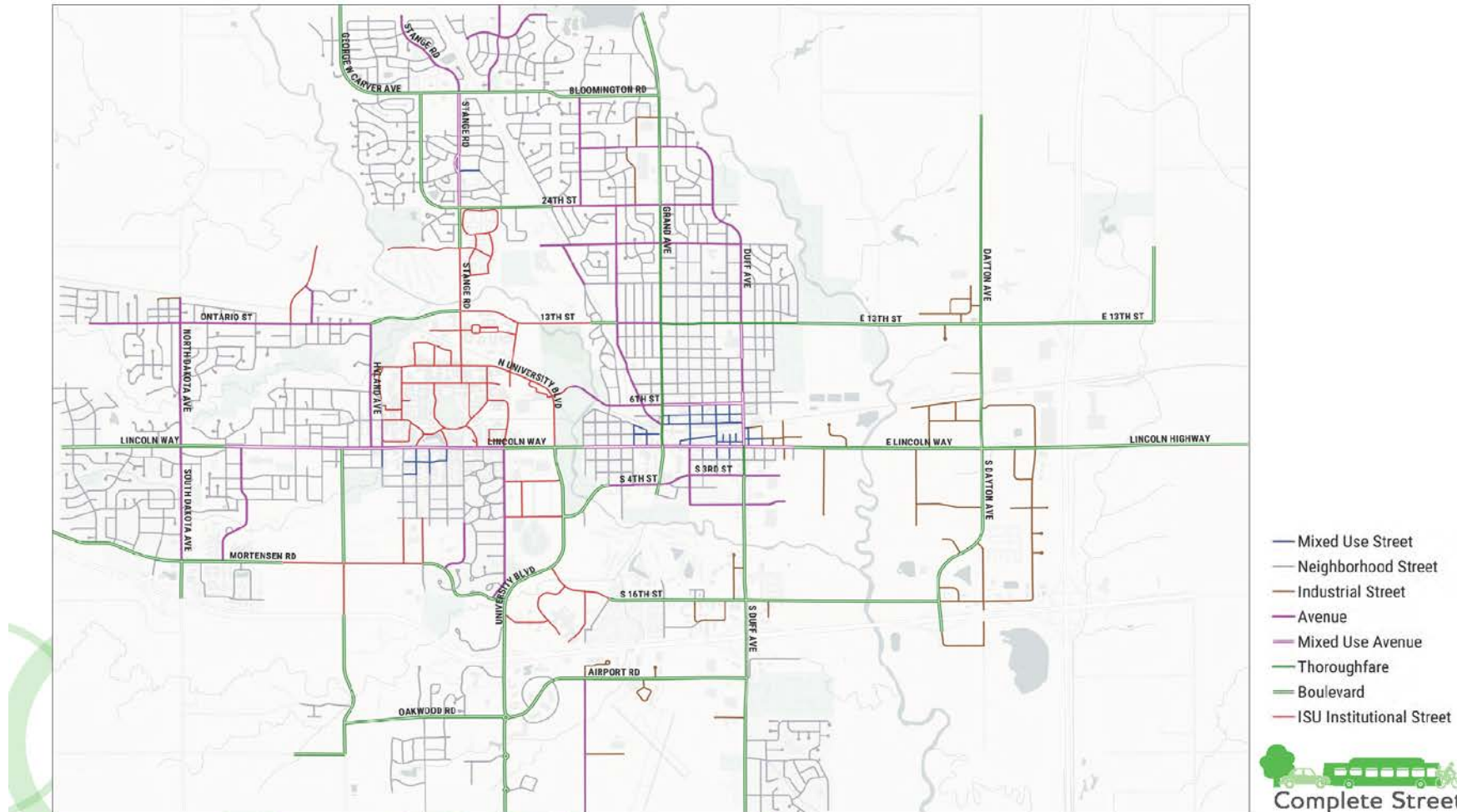
- Ultimate very long-term development but outside of current urban services area.
- Requires major redirection of local land use or ownership patterns.
- New community and commercial service centers are required.

Tier Analysis

Road Classifications

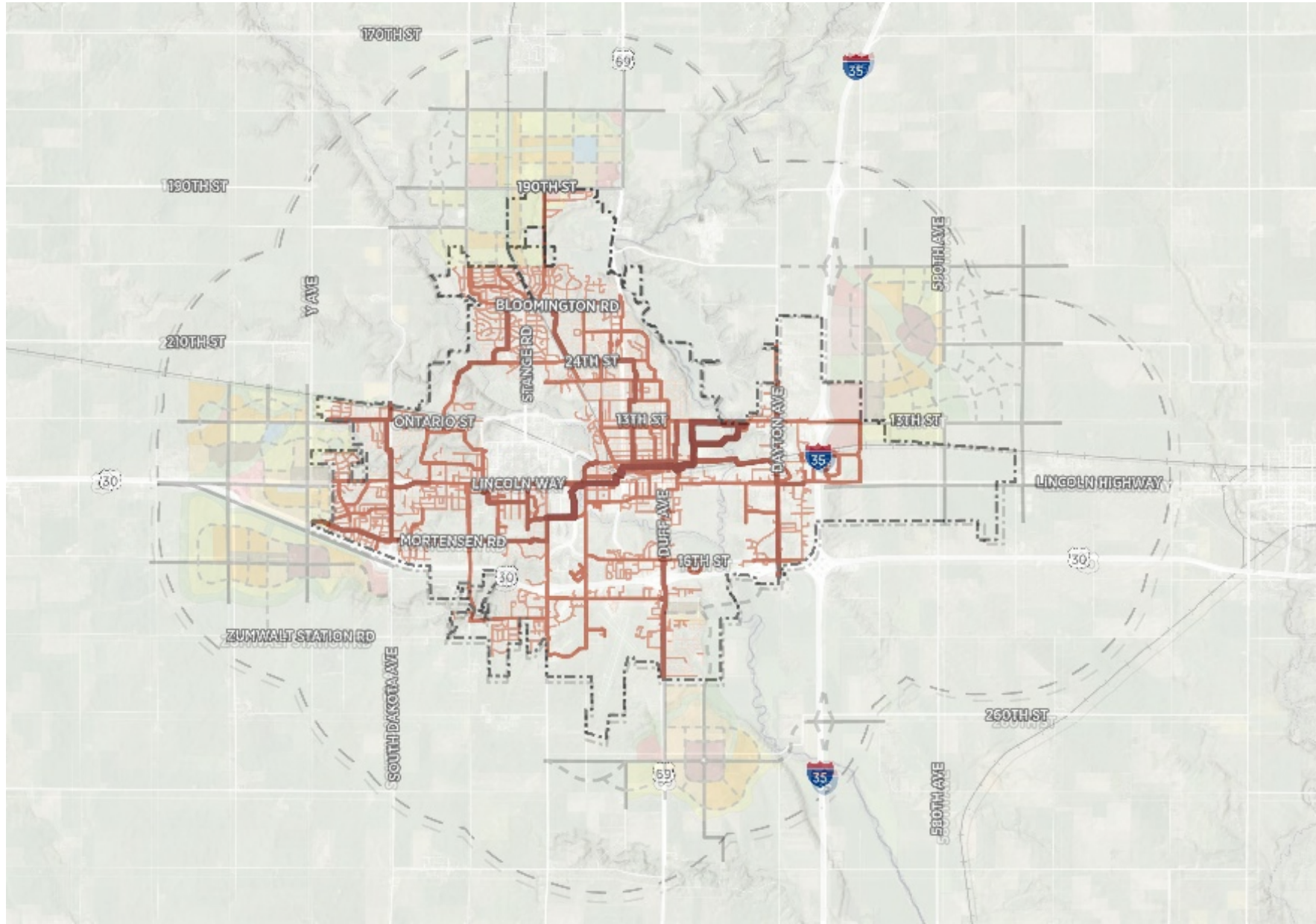
STREET TYPE MAP

Street types have been selected for existing public streets within the City of Ames, except for ISU's institutional streets. This map is intended to illustrate how street types will be applied and is not a regulatory document.



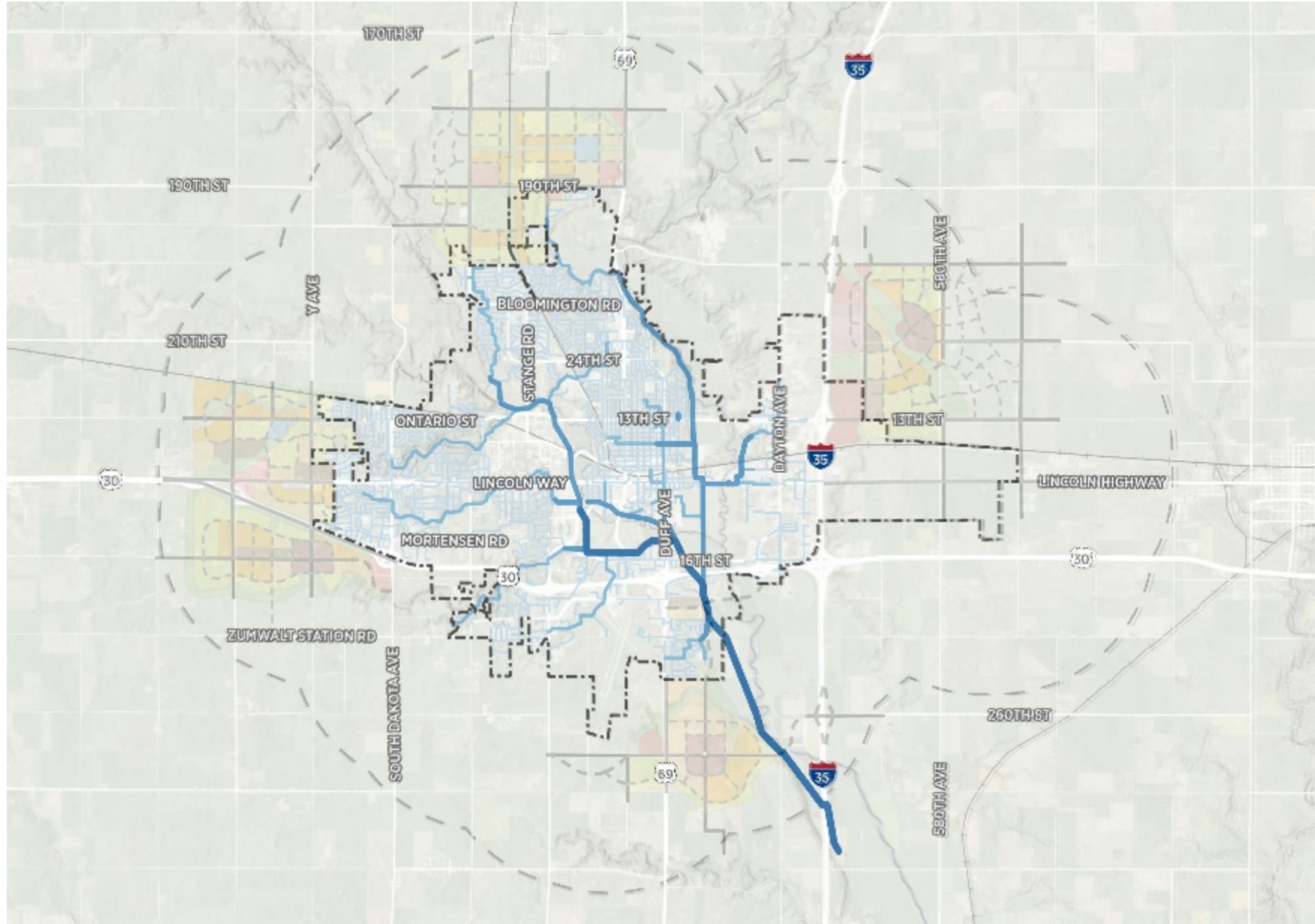
Tier Analysis

Existing Water Distribution



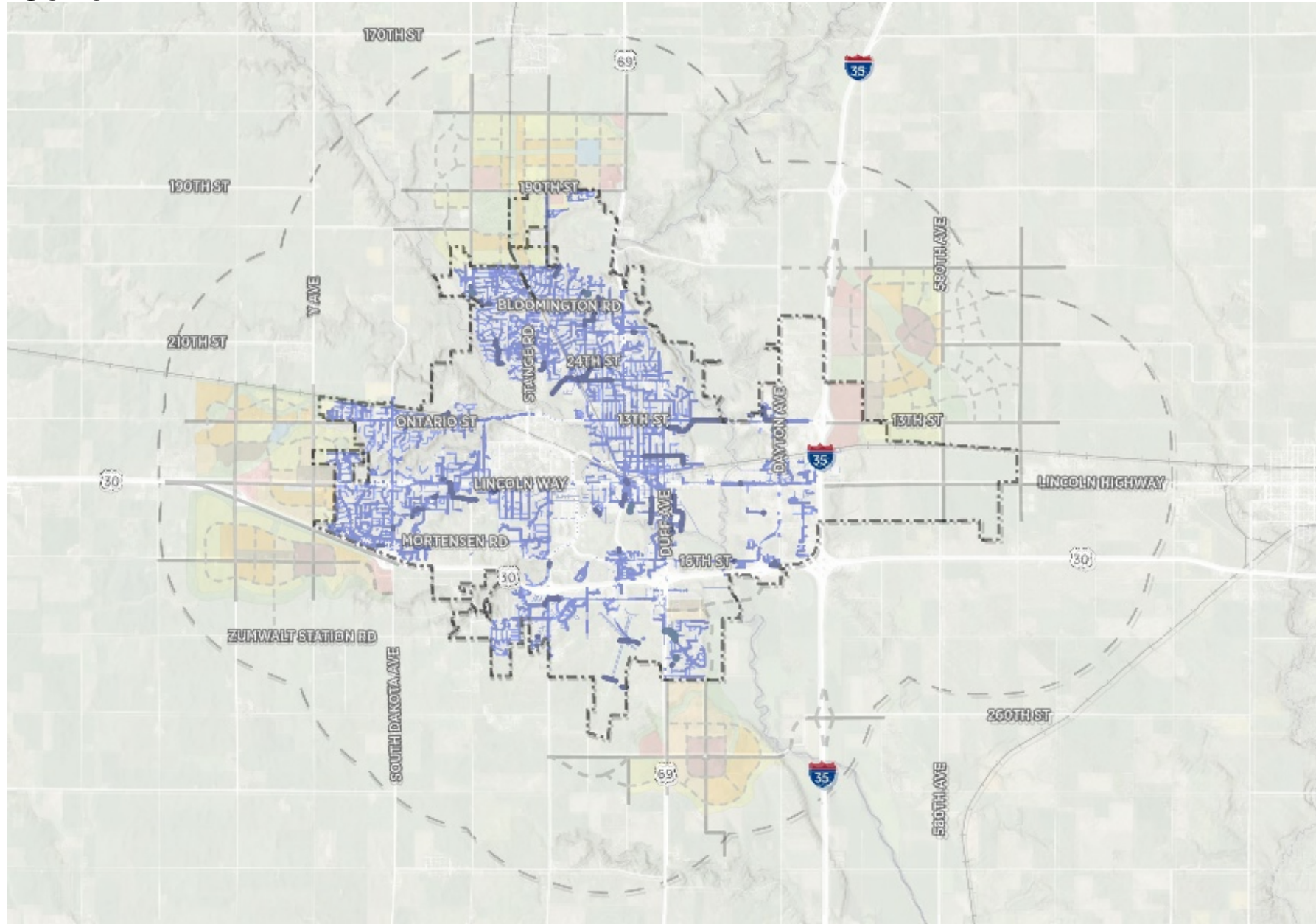
Tier Analysis

Existing Sanitary Sewer



Tier Analysis

Existing Storm Sewer



Notes For Scenario Tiers:

- Analysis and projects identified here are key components needed to serve identified growth areas.
- These projects are likely in addition to other necessary infrastructure or transportation system improvements that provide benefits to both existing areas and proposed new development areas.
- Growth in these areas may have impacts on the existing developed city, creating a need for other projects within the currently built-up area of Ames.
- The projected costs do not indicate that the City of Ames would be responsible for identified costs. The City has certain policies in place regarding development and infrastructure costs that are not addressed as part of this evaluation of service needs.

Notes For Scenario Tiers:

Technical Assumptions for modeling

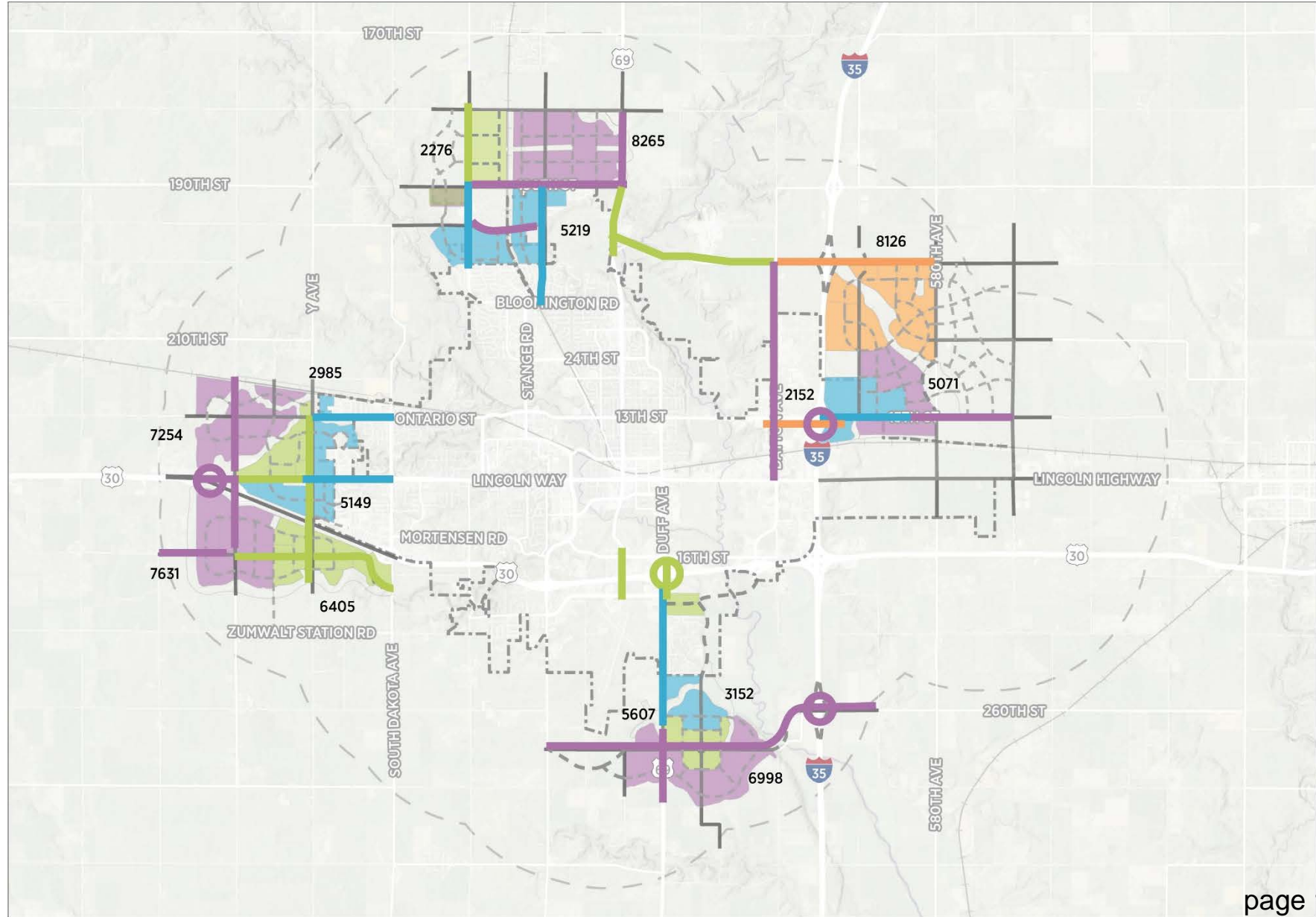
- Assumed Industrial growth as a “background” condition, meaning scenario outcomes are on top of growth related to the industrial areas and other general growth in the area
- The traffic analysis relied upon the 2040 transportation model used for the current Long Range Transportation Plan by adding in modified growth assumptions for the identified scenarios, and deleting growth in the Northwest Area along North Dakota
- Water and Sewer models based on current conditions and growth was added or loaded into the model
- Fire response modeling assumed relocation of Station 2 to the west would occur regardless of growth direction per previous discussions, response time standard applied was for 85% of citywide calls as a Fire Department performance goal
- Projected costs are in 2019 dollars



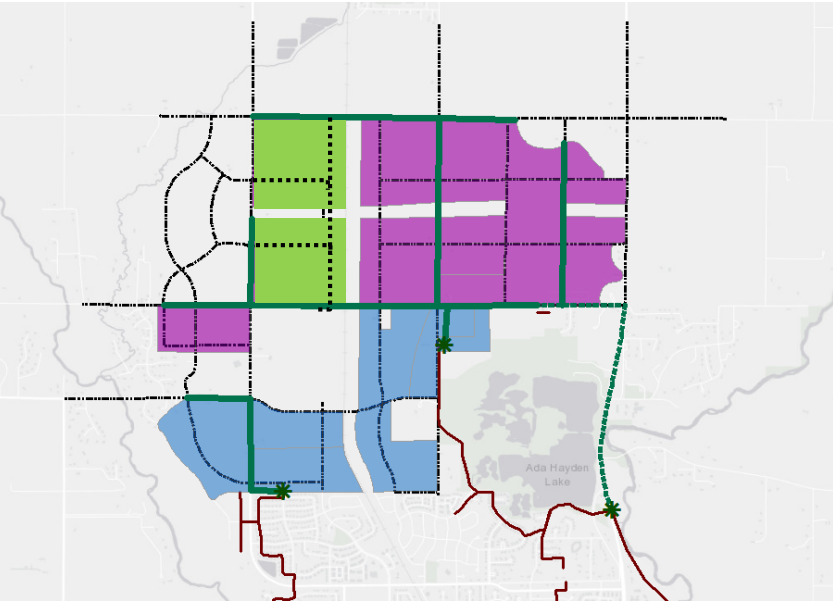
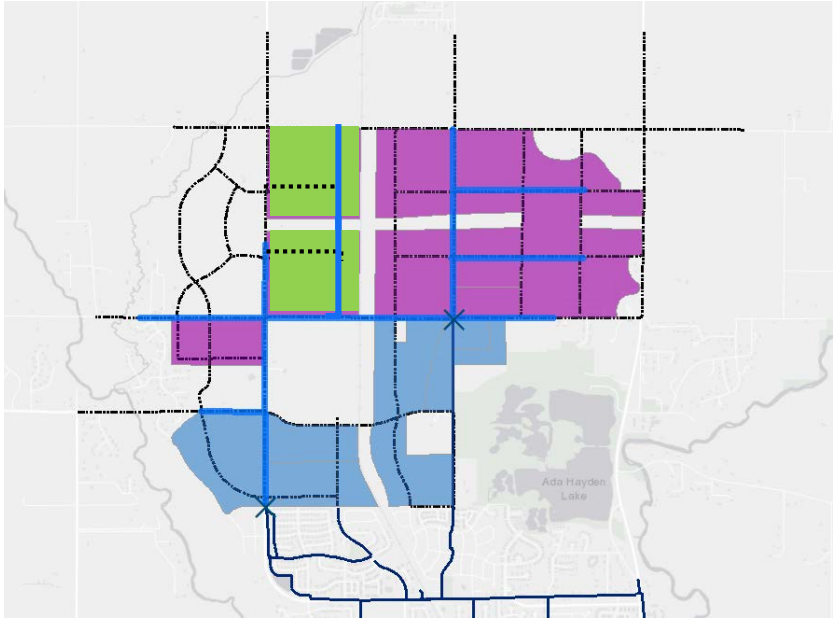
Tier Analysis-Transportation Map with Population Estimates Served

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Notes-highlighted segments indicate road improvements associated with a Tier



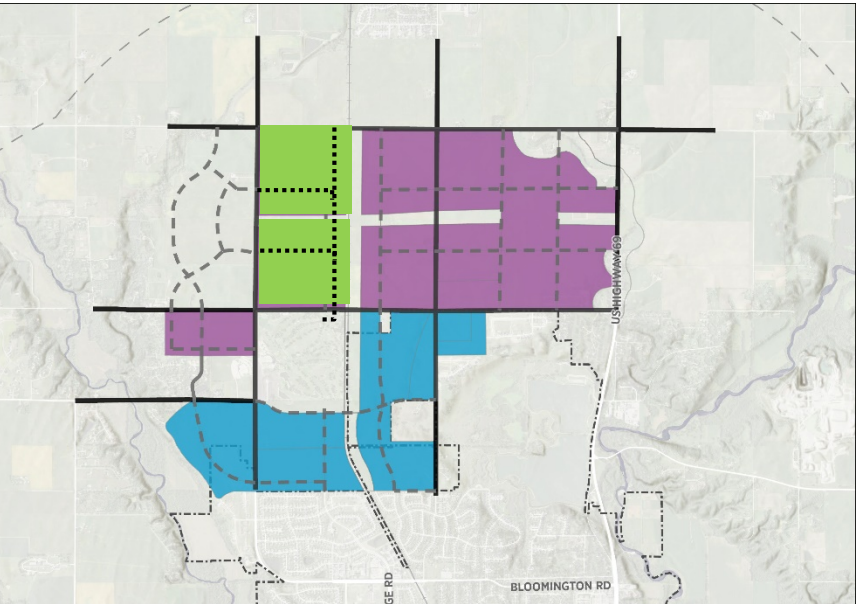
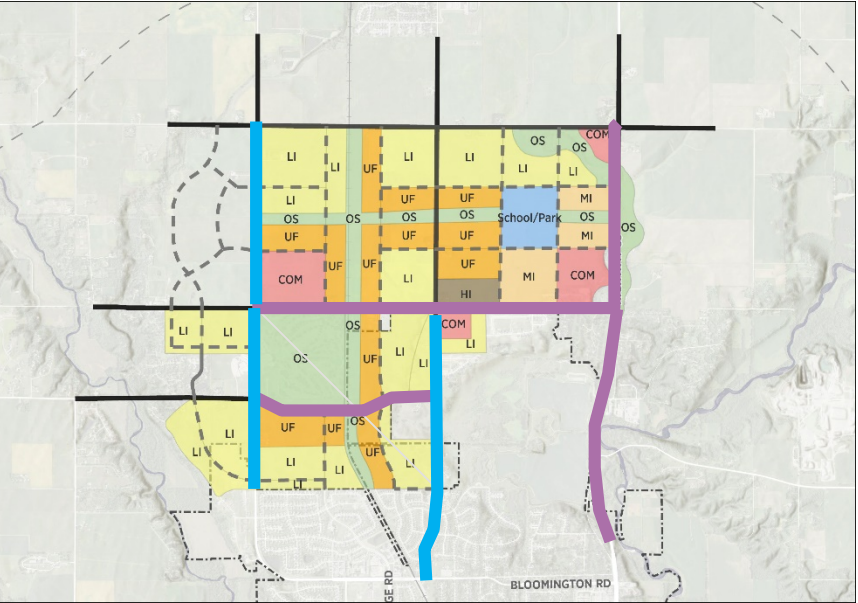
North Growth Area Summary



| | Tier 1 ■ | Tier 2 ■ | Tier 3 ■ |
|----------|--|--|--|
| Water | Distribution mains throughout Tier 1. (\$1.0M) | Distribution mains throughout Tier 2. (\$1.5M) | Distribution mains throughout Tier 3. (\$4.3M) May require pressure boost to support higher service elevations. Does not have negative impact on existing distribution system. (\$4.0M for water tower) |
| Sanitary | Collection mains throughout Tier 1. (\$2.1M) | Collection mains throughout Tier 2. (\$2.5M) | Collection mains throughout Tier 3. (\$7.3M) Reduces available capacity in 36" trunk line on "Access to City Wells" between Lincoln Way and Hwy 30*. The future growth with East and North will have a compounding effect on this area. |

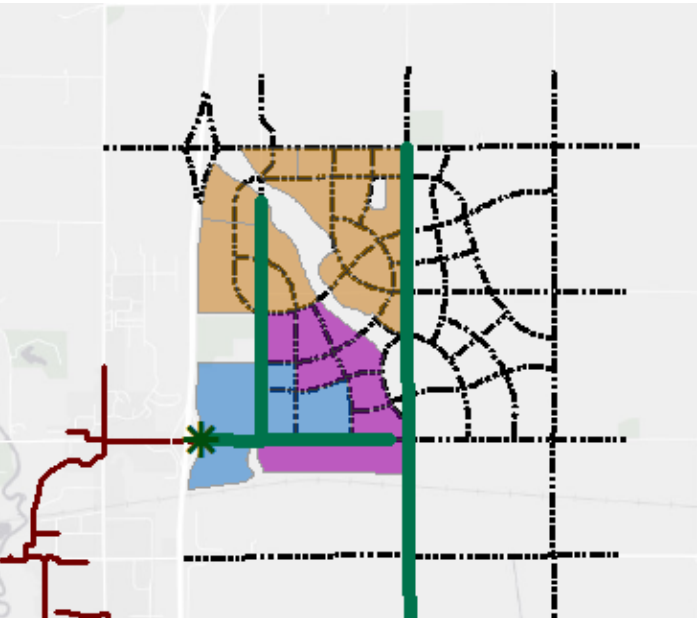
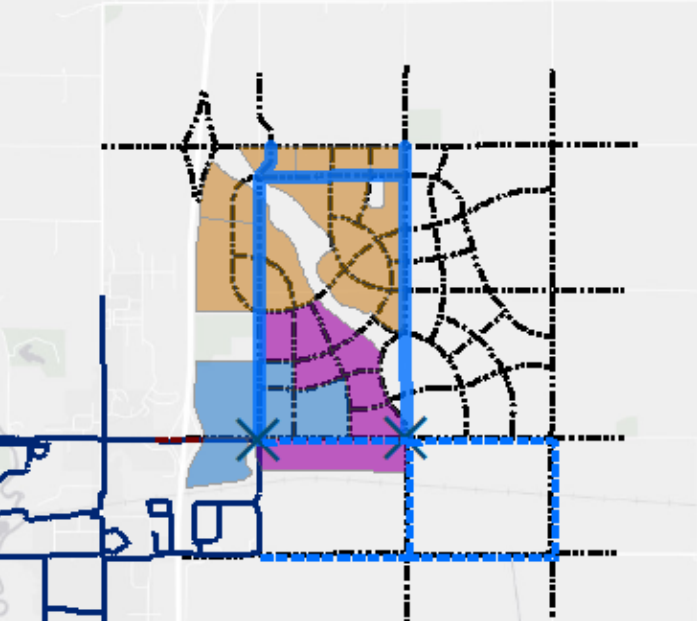
Note: Green dash lined shown as proposed alternative, not needed to support projected growth
 * Will discuss implications more in presentation




North Growth Area Summary



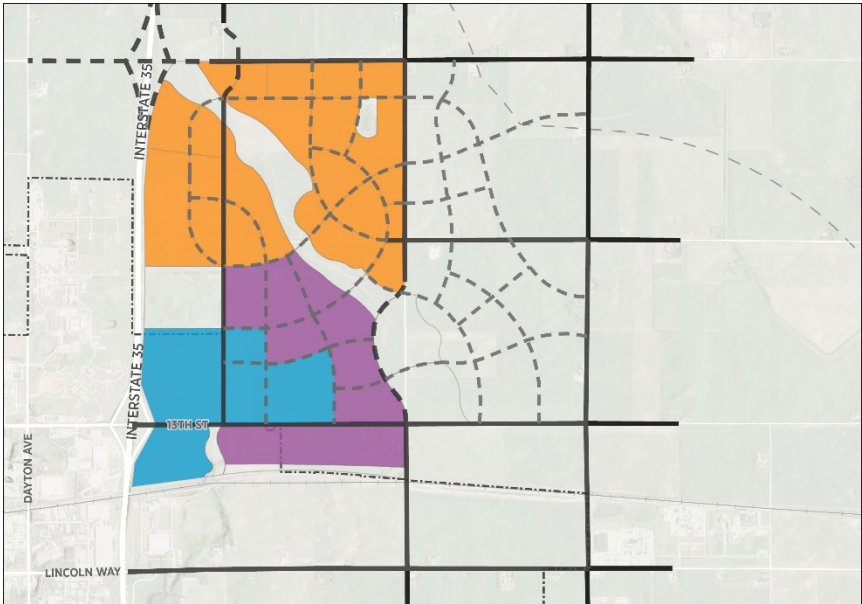
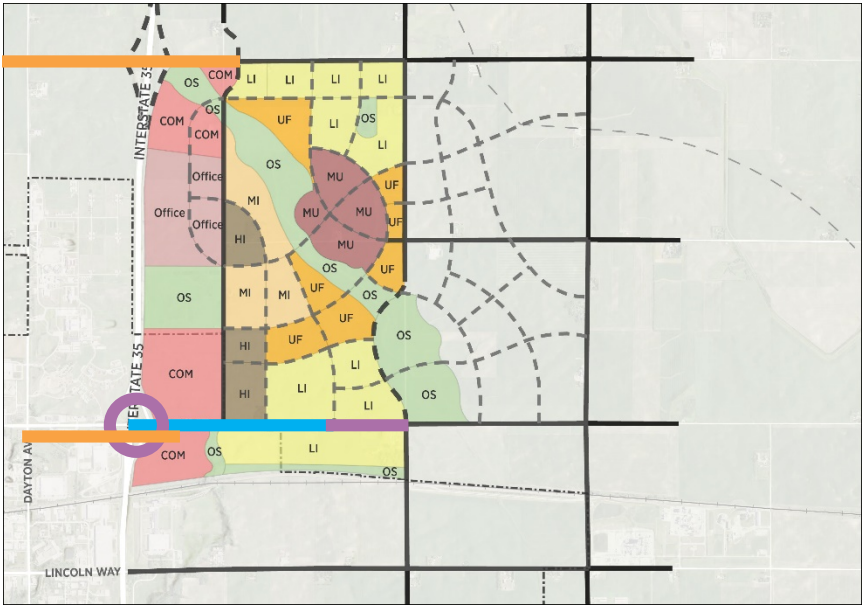
| | Tier 1  | Tier 2  | Tier 3  |
|----------------|---|--|---|
| Storm | New storm along GW Carver extension | New storm for transportation improvements | New storm for transportation improvements |
| Transportation | Traffic Calming on Hyde Ave Corridor (\$1M) Extend 3-lane GW Carver through growth area (\$6M) | | Extend 4-lane urban widening on Grand / US 69 through growth area (\$12M) 3-lane widening: <ul style="list-style-type: none"> • 190th St (\$15M) • Riverside (Grand to Dayton) (\$15M) • Dayton (Riverside to Lincoln Way) (\$18M) Alternate route to Hyde (neighborhood impacts) (\$6M) |
| Public Safety | Need Fire Station to meet citywide goals \$6 million for constructing and equipping station, plus personnel | | |

East Growth Area



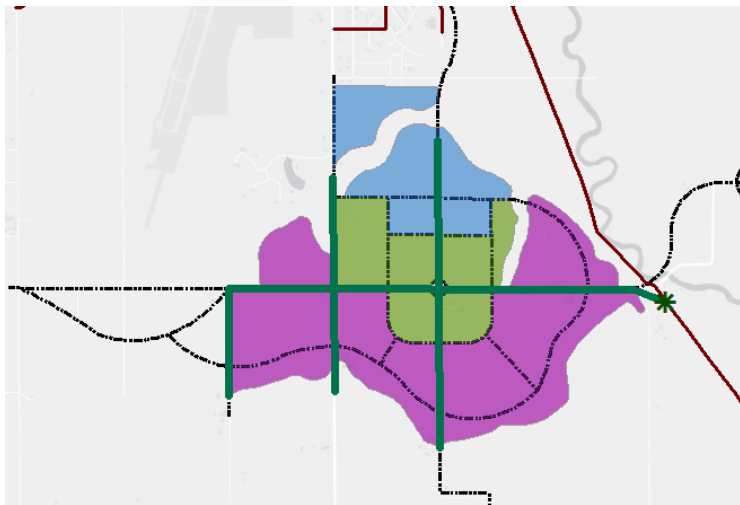
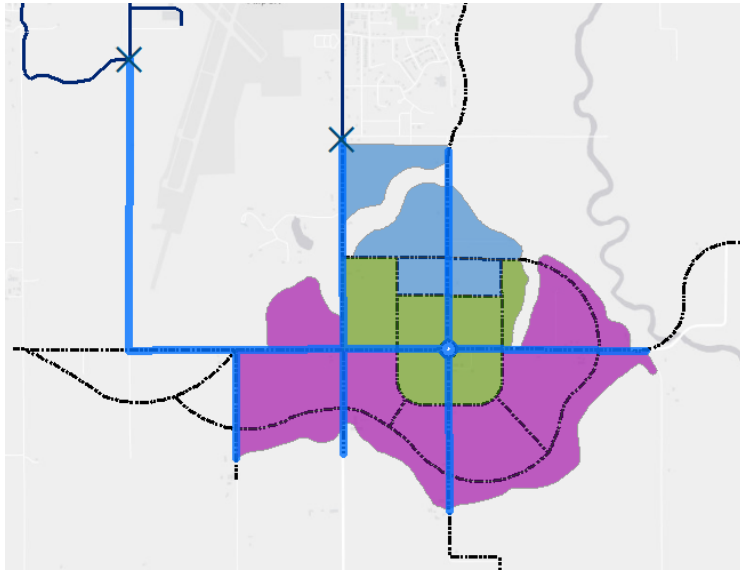
| | Tier 1  | Tiers 3 and 4   |
|----------|--|--|
| Water | Distribution mains throughout Tier 1. (\$0.5M) | Distribution mains throughout Tiers 3 and 4. (\$4.0M) Observed head-loss in transmission lines to new growth area. May require new water tower or pressure boost to support new service elevations. Filling tank in off peak hours may alleviate observed head-loss concerns in existing system. (\$4.0M for water tower) |
| Sanitary | Collection mains throughout Tier 1. (\$2.1M) | Collection mains throughout Tiers 3 and 4. (\$9.0M) Reduces available capacity in 36" trunk line on "Access to City Wells" between Lincoln Way and Hwy 30. Full build out (depending on industry loading) may require new trunkline south to the treatment plant. (\$21.0M) |

East Growth Area



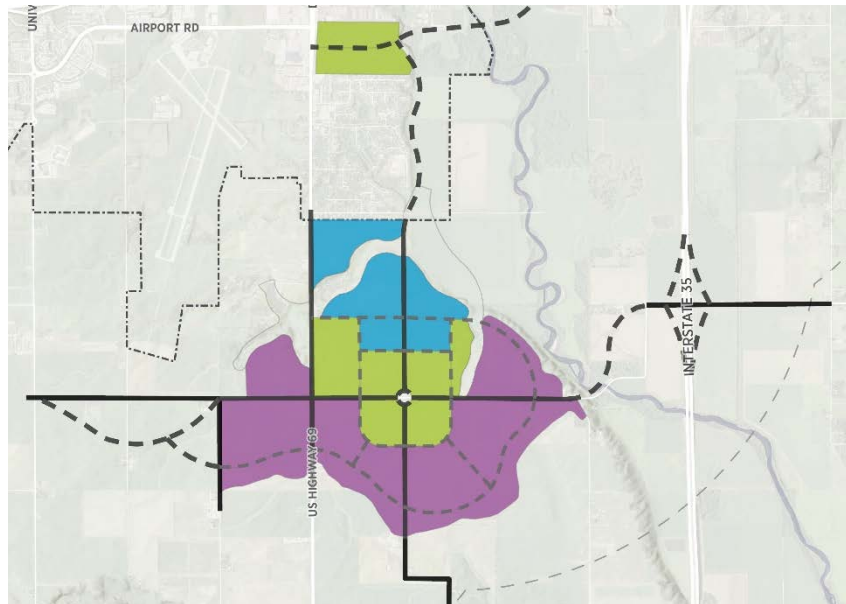
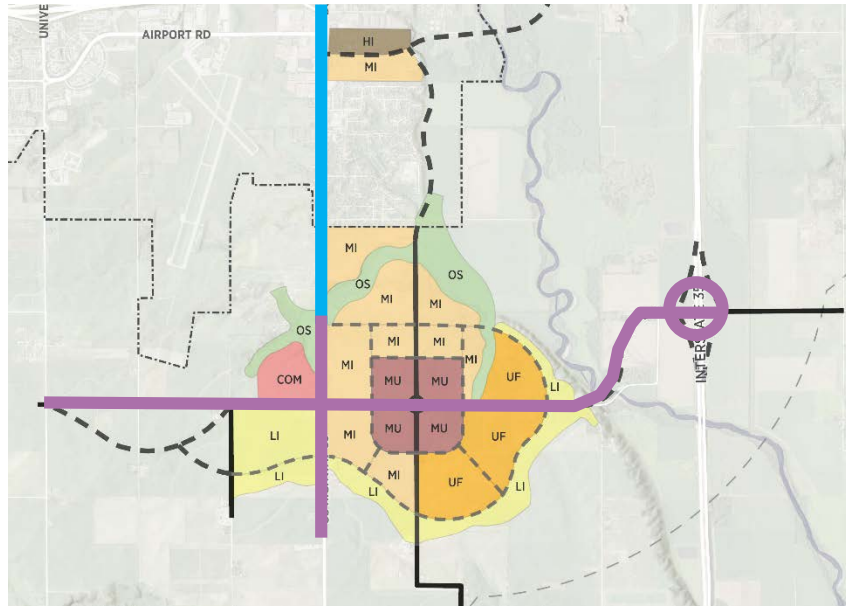
| | Tier 1 ■ | Tier 3 ■ | Tier 4 ■ |
|----------------|--|--|--|
| Storm | Extend storm sewer along 13 th Street | Extend storm sewer along 13 th Street | Maintain drainage way as flowage easement |
| Transportation | Extend 4-lane 13 th Street to Tier 1 growth area (\$8M) | Extend 4-lane 13 th Street farther east to Tier 3 growth area (\$16M) Reconstruct I-35 / 13 th Street interchange (\$18M) | Widen 13 th Street to 6-lane divided from Dayton to east of I-35 interchange (\$8M) Consider new Riverside / 200 th Street corridor and overpass of I-35 (\$9M) |
| Public Safety | | No station directly required to meet overall city goals. However, most if not all of the area is outside of 5 min. 30 sec. response time | |

South Growth Area



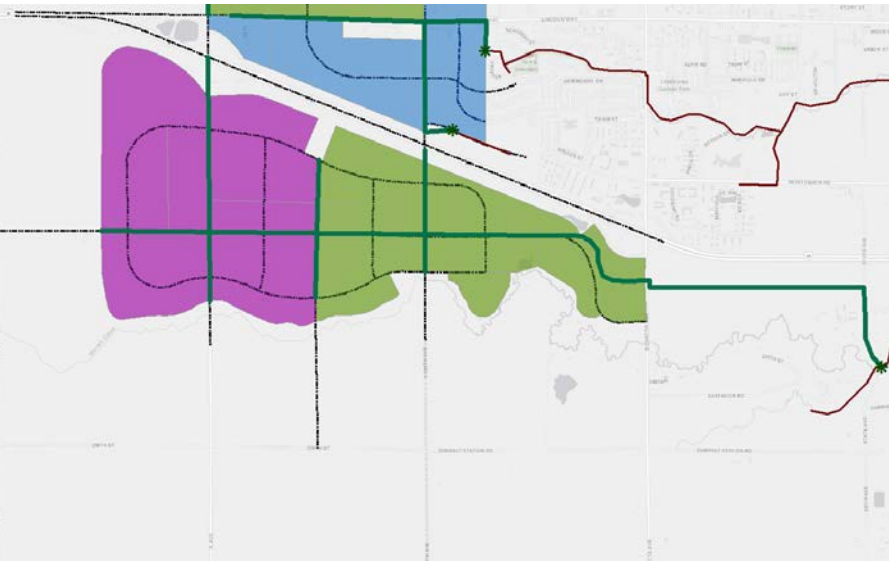
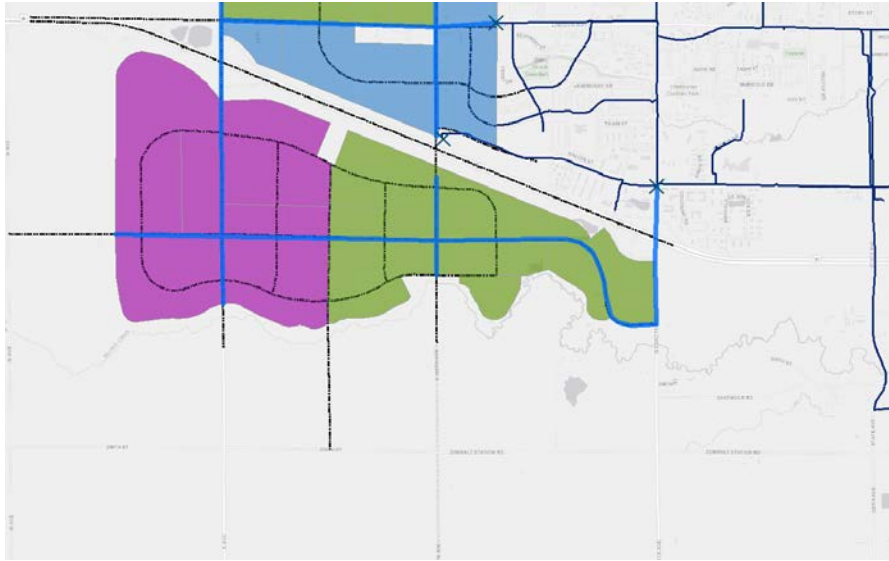
| | Tier 1 ■ | Tiers 2 and 3 ■ ■ |
|----------|--|--|
| Water | Distribution mains throughout Tier 1. (\$1.1M) | Distribution mains throughout Tier 2. (\$3.8M) Distribution mains throughout Tier 3. (\$1.9M) Full build out creates velocity concerns in the 14" main along S Duff avenue from Airport Rd to the connection point for the future growth area. Larger diameter transmission or redundant connection points would alleviate stress on existing distribution system. |
| Sanitary | Collection mains throughout Tier 1. New connection point to existing trunkline. (\$3.2M) | Collection mains throughout Tier 2. (\$2.3M) Collection mains throughout Tier 3. (\$3.3M) |

South Growth Area



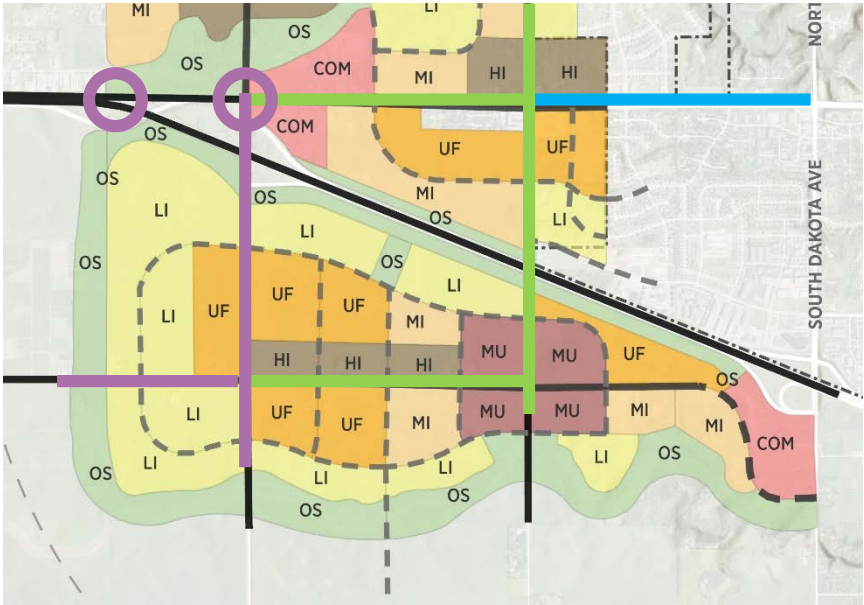
| | Tier 1 ■ | Tier 2 ■ | Tier 3 ■ |
|----------------|--|--|--|
| Storm | New storm sewer with street extensions Maintain drainage way between US 69 and 550 th Ave. | New storm sewer with street extensions | New storm sewer with street extensions |
| Transportation | Extend 4-lane divided Duff Avenue to Tier 1 Growth area (\$16M) | Widen Duff Ave to 6-lanes from S 16 th Street to Airport Road (\$6M) Reconstruct US 30 / Duff Ave Interchange (\$18M) Consider extension of Grand Avenue to Airport Road to relieve Duff Avenue congestion between Airport Road and South 16th St (\$16M) | Extend 6-lane Duff Ave to approximately Jewel Drive (~1 mile of 6-lane) (\$12M) Widen County E57 as 3-lane roadway and extend to 260 th Street (\$18M) Add I-35 / E57 (260 th Street) Interchange Ramps (\$4M) |
| Public Safety | Good coverage due to existing Station 3 | | |

Southwest Growth Area



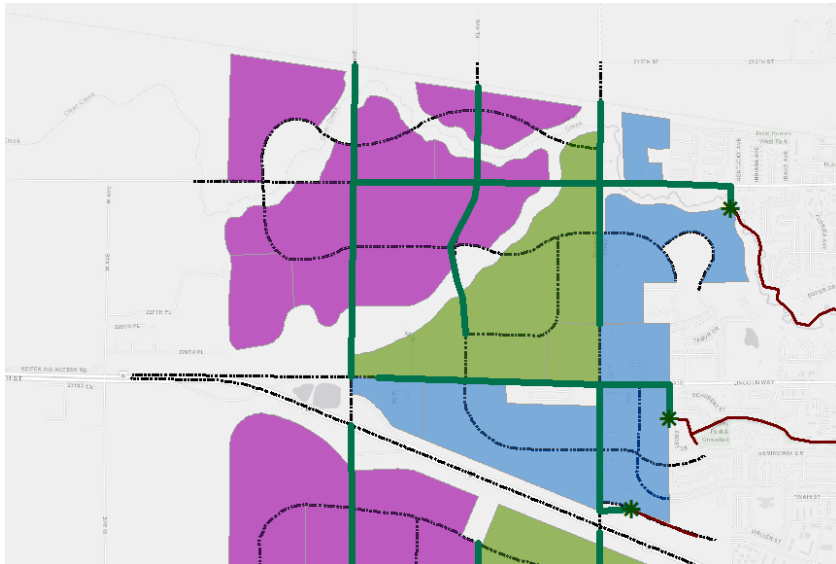
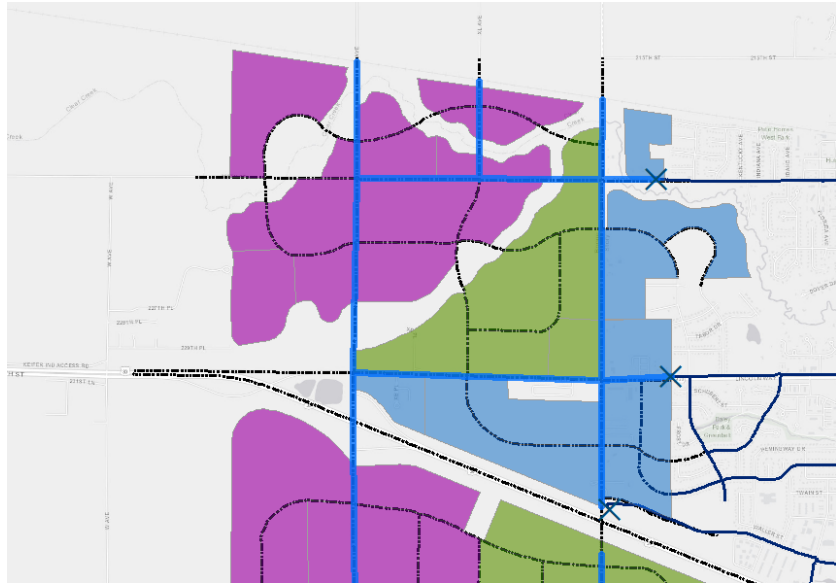
| | Tier 2 ■ | Tier 3 ■ |
|----------|---|--|
| Water | Distribution mains throughout Tier 2. (\$2.6M) | Distribution mains throughout Tier 3. (\$1.8M) Great pressure and service due to proximity to MAC Tank. |
| Sanitary | Requires 7,400' sewer extension into Tier 2 to connect to existing system along Worle Creek. (\$2.8M) Collection mains throughout Tier 2. (\$6.3M) | Collection mains throughout Tier 3. (\$4.8M) Does not create capacity concerns. |




Southwest Growth Area



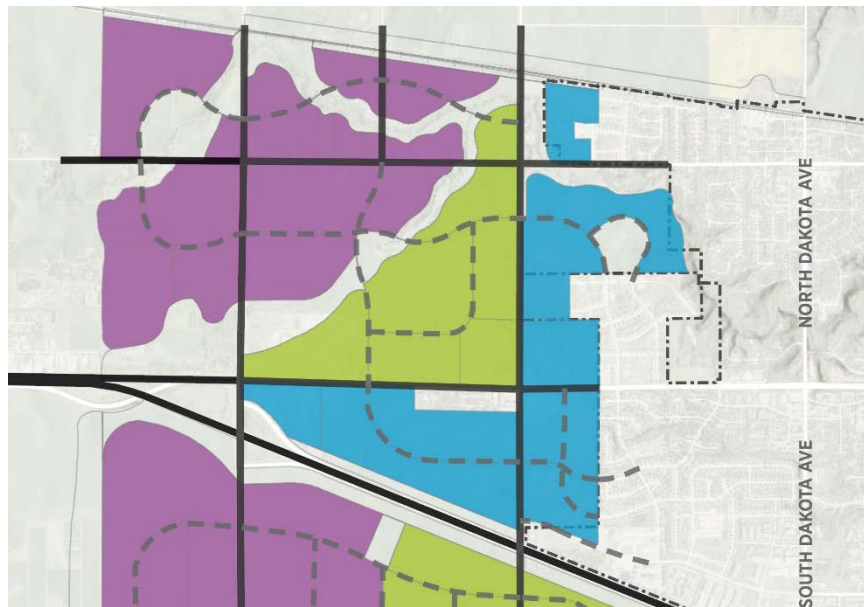
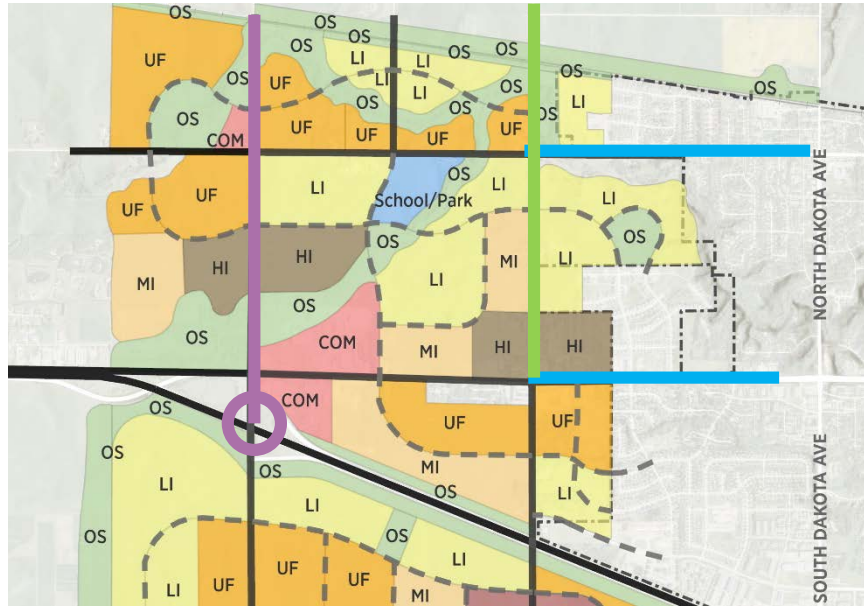
| | Tier 2 ■ | Tier 3 ■ |
|----------------|--|--|
| Storm | <p>Maintain Worle Creek drainage way</p> <p>New storm sewers for street conversions</p> | <p>Maintain Worle Creek drainage way</p> <p>New storm sewers for street conversions</p> |
| Transportation | <p>3-lane urban conversion of Y Avenue and 240th Street in Tier 2, maintaining existing Highway 30 overpass (\$9M)</p> <p>Turn lanes and improved intersection control at US 30/Lincoln Way/X Ave intersections (\$3M)</p> | <p>3-lane urban conversion of X Avenue and 240th Street in Tier 3 (\$15M)</p> <p>Reconstruct US 30 / Lincoln Way and US 30 / X Ave interchanges (\$20M)</p> |
| Public Safety | No additional station needed with relocation of Station 2 | |




West Growth Area



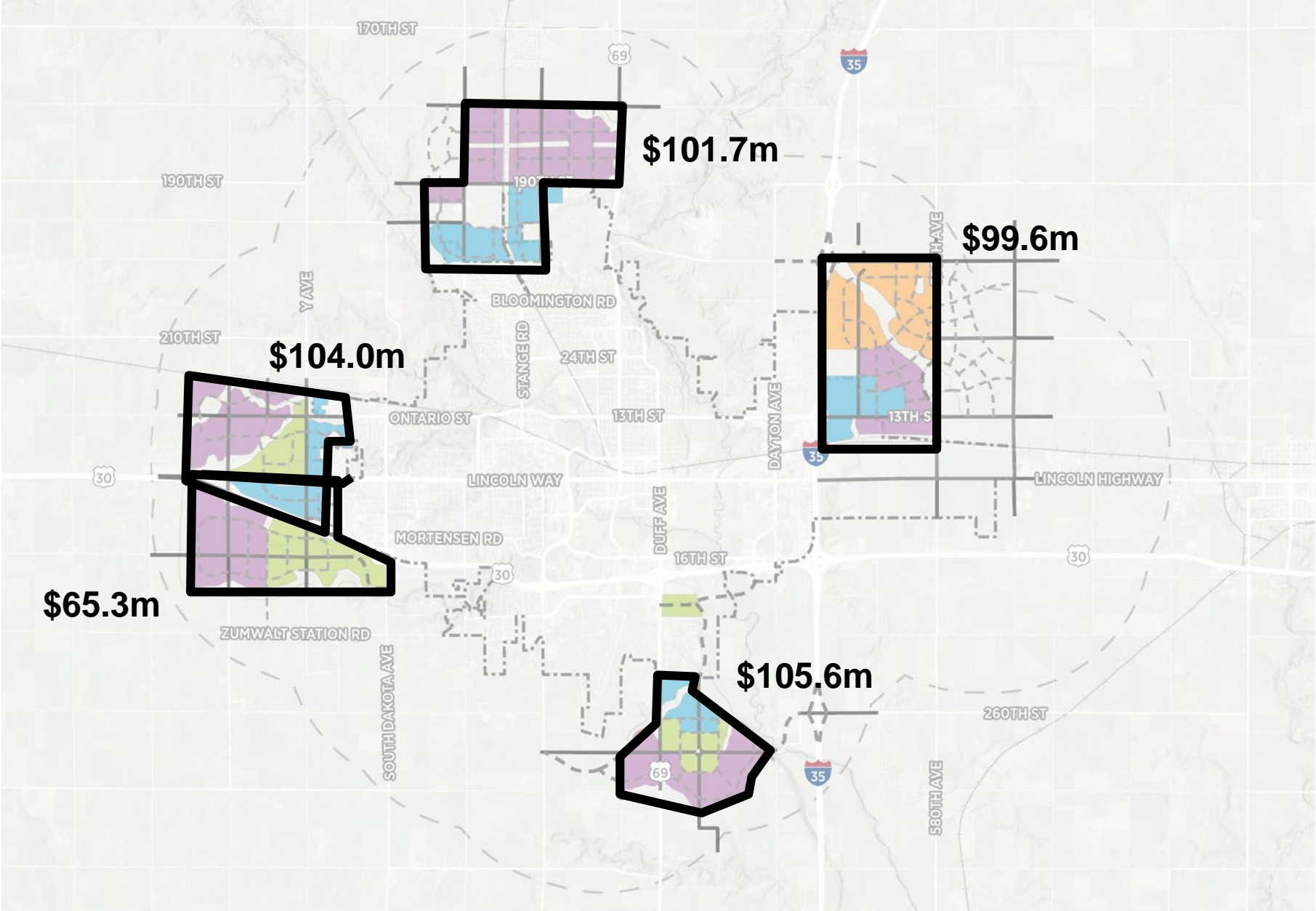
| | Tier 1  | Tiers 2 and 3   |
|----------|---|--|
| Water | Distribution mains throughout Tier 1. (\$1.0M) | <p>Distribution mains throughout Tier 2. (\$2.1M)</p> <p>Distribution mains throughout Tier 3. (\$2.6M)</p> <p>Great pressure and service due to proximity to MAC Tank.</p> |
| Sanitary | <p>Collection mains throughout Tier 1. (\$4.5M)</p> <p>Current project to address existing I/I concerns in downstream of Munn Woods.</p> | <p>Collection mains throughout Tier 2. (\$3.4M)</p> <p>Collection mains throughout Tier 3. (\$5.4M)</p> <p>Downstream Capacity Concerns with Tier 3 growth. Could require collection main connection to Southwest growth area and lift station at additional cost not yet included.</p> |

West Growth Area



| | Tier 1  | Tier 2  | Tier 3  |
|----------------|---|--|--|
| Storm | <p>Maintain drainage way and wetlands east of Y Avenue</p> <p>New storm sewer with street extensions</p> | <p>Maintain drainage way between Y Avenue and X Avenue</p> <p>New storm sewer for street widening and extensions</p> | <p>Maintain drainage way north of Ontario Street</p> <p>New storm sewer for street widening and extensions</p> |
| Transportation | <p>Extend 4-lane divided Lincoln Way west to Tier 1 Growth area (\$8M)</p> <p>Extend 3-lane Ontario west to Tier 1 Growth area (\$6M)</p> | <p>Widen Y Avenue to 3-lanes from Ontario to Tier 2 Growth area south boundary (south of 240th St) (\$12M)</p> <p>Widen 240th Street to 3-lanes through Tier 2 Growth Area (~1.5 miles) (\$9M)</p> <p>Extend 4-lane divided Lincoln Way west to Tier 2 Growth area (\$16M)</p> | <p>Extend 4-lane divided Lincoln Way west to Tier 3 Growth area (\$2M)</p> <p>Widen X Avenue to 4-lanes through Tier 3 Growth Area (\$12M)</p> <p>Reconstruct US 30 / Lincoln Way and US 30 / X Ave interchanges (\$20M)</p> |
| Public Safety | | <p>No additional station needed with relocation of Station 2</p> | |

For Comparison: All 2040 Growth in One Center



Infrastructure Cost Comparison of Scenarios by Infrastructure

| | North | East | South | Southwest | West |
|----------------|----------------|---------------|----------------|---------------|----------------|
| Water | \$10.8 | \$8.5 | \$6.8 | \$4.4 | \$5.7 |
| Sanitary | \$11.9 | \$32.1 | \$8.8 | \$13.9 | \$13.3 |
| Transportation | \$73.0 | \$59.0 | \$90.0 | \$47.0 | \$85.0 |
| Fire Station | \$6.0 | | | | |
| Total | \$101.7 | \$99.6 | \$105.6 | \$65.3 | \$104.0 |

Note: Costs in millions 2019.

Infrastructure Cost Comparison by Tier

| Area | Tier 1 | Tier 2 | Tier 3 | Tier 4 | TOTAL |
|--------------|----------------|-----------------|-----------------|-----------------|-----------------|
| North | \$ 16.1 | \$ 4.0 | \$ 81.6 | | \$ 101.7 |
| East | \$ 10.6 | | \$ 72.0 | \$ 17.0 | \$ 99.6 |
| South | \$ 20.3 | \$ 46.1 | \$ 39.2 | | \$ 105.6 |
| Southwest | | \$ 23.7 | \$ 41.6 | | \$ 65.3 |
| West | \$ 19.5 | \$ 42.5 | \$ 42.0 | | \$ 104.0 |
| TOTAL | \$ 66.5 | \$ 116.3 | \$ 276.4 | \$ 17.00 | \$ 476.2 |

Note: Costs in millions 2019.

Traffic Modeling Outcomes

| Area | Scenario | Total Population | Total Households | Change from 2040 Baseline | | Vehicle Miles Traveled (VMT) | Vehicle Hours Traveled (VHT) | Total System Delay | Daily VMT per Person | Daily VHT per Person | Daily Delay per Person (Minutes) |
|-------|--|------------------|------------------|---------------------------|------------|------------------------------|------------------------------|--------------------|----------------------|----------------------|----------------------------------|
| | | | | Households | Employment | | | | | | |
| | Original 2040 | 85,100 | 32,250 | - | - | 1,666,949 | 38,970 | 1,713 | 19.59 | 0.46 | 1.21 |
| North | 2040 Scenario 1 | 93,315 | 35,984 | 3,734 | 2,820 | 1,781,491 | 42,752 | 2,660 | 19.09 | 0.46 | 1.71 |
| East | 2040 Scenario 2 | 97,328 | 37,808 | 5,558 | 3,030 | 1,795,314 | 43,464 | 3,253 | 18.45 | 0.45 | 2.01 |
| South | 2040 Scenario 3 (no I-35 Interchange) | 97,913 | 38,074 | 5,824 | 2,850 | 1,758,245 | 45,108 | 5,698 | 17.96 | 0.46 | 3.49 |
| | 2040 Scenario 3 (with I-35 Interchange) | 97,913 | 38,074 | 5,824 | 2,850 | 1,818,962 | 43,153 | 2,896 | 18.58 | 0.44 | 1.77 |
| West | 2040 Scenario 4 | 99,543 | 38,815 | 6,565 | 3,315 | 1,841,714 | 43,221 | 2,397 | 18.50 | 0.43 | 1.44 |

Note: Addresses travel on primary streets that are part of the Transportation Model network, does not include local streets

Scenario 4 is a compilation of West and Southwest as one scenario

Public Feedback-Online Commenting Tool

North

- Concern about traffic congestion and access to highways.
- Already growing towards the north.
- Like greenway connections.
- Concern on influence to watersheds/ wetlands/ erosion/ farmland/ prairie.
- Not Ames School District

East

- Comments for and against growth in this area.
- Too far away from existing city
- Like the village concept. Also heard that it was too suburban.
- Good access to interstate.
- Concern about environmental impacts.

South

- Mostly favorable responses.
- Positioned well to commute to Des Moines and Ankeny.
- Concern about parallel road to Duff and adjacency to greenspace.
- Desire to retain nursery.
- Concern about proximity to airport.
- Concern about connection to interstate and environment.

Southwest

- Comments for and against growth in this area.
- Concern about proximity to ISU farms.
- Concern about crossing over to Boone County.
- Good access to highway.

West

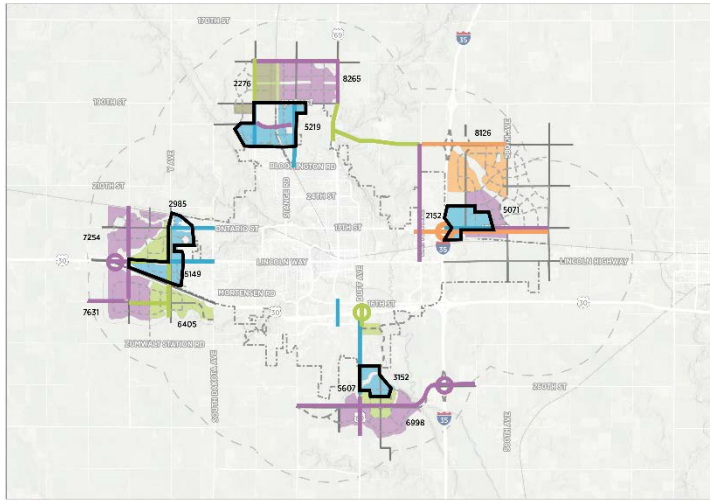
- Generally favorable responses.
- Concern about crossing over to Boone County.
- Good access to highway.



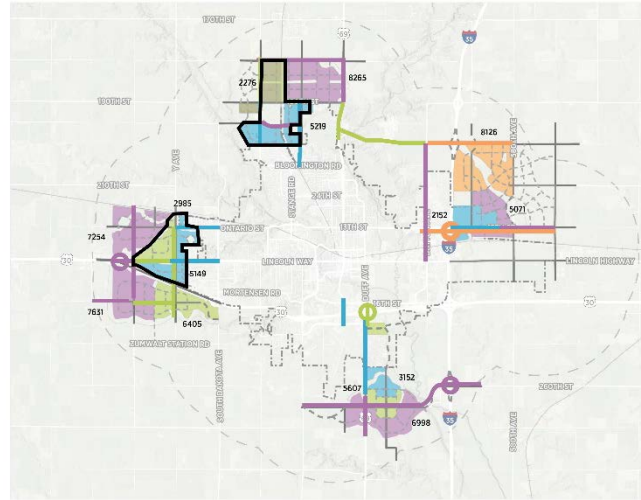
1. Review different combinations of Tiers

- a. Based upon modeling analysis of each scenario
- b. Calculated population served based upon original land use scenarios

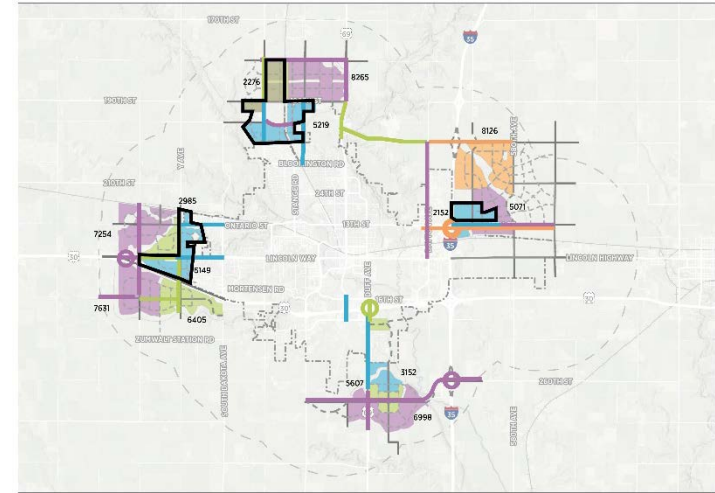
Tier Combination Options



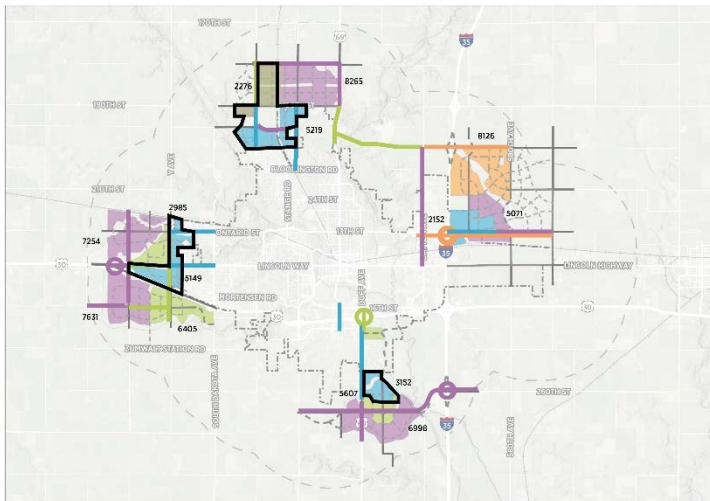
Population Yield: 15,673



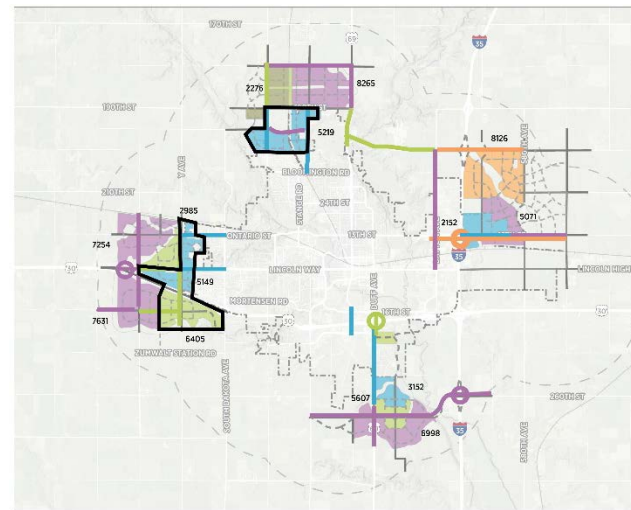
Population Yield: 15,629



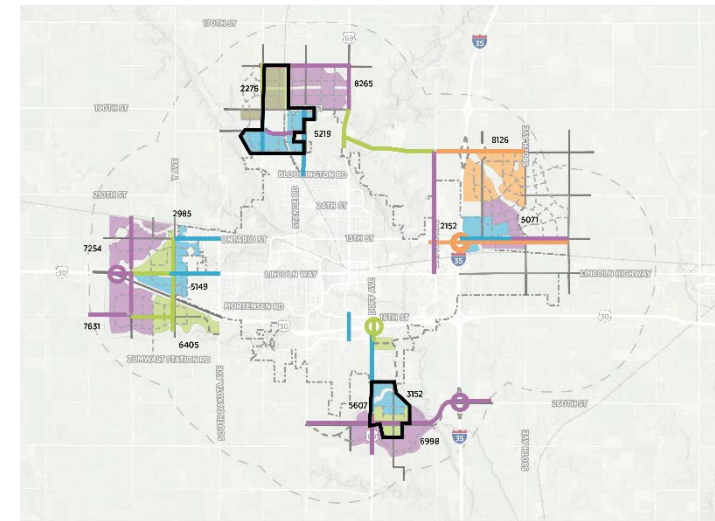
Population Yield: 14,796



Population Yield: 15,796



Population Yield: 16,773

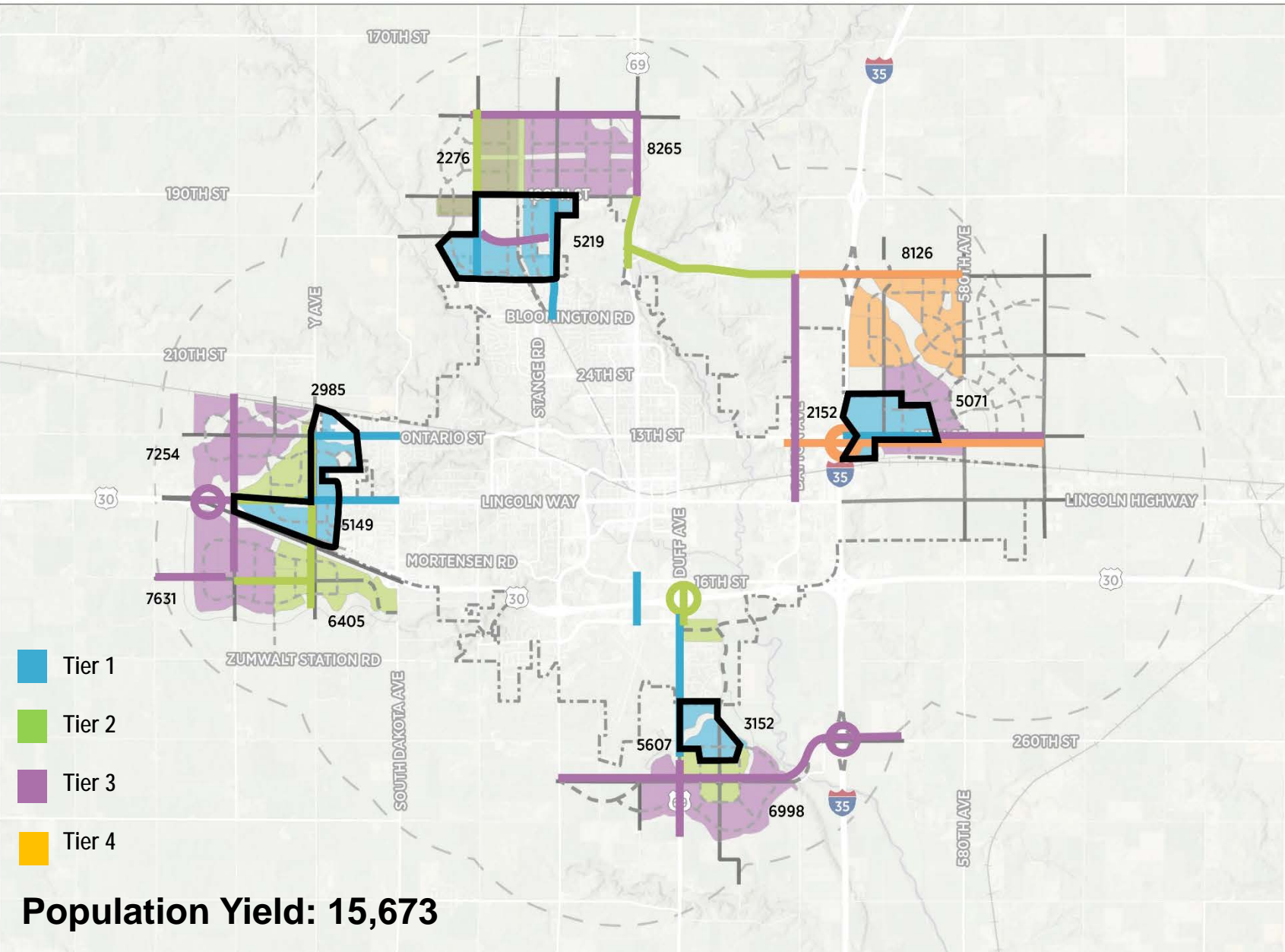


Population Yield: 16,254

- Tier 1
- Tier 2
- Tier 3
- Tier 4



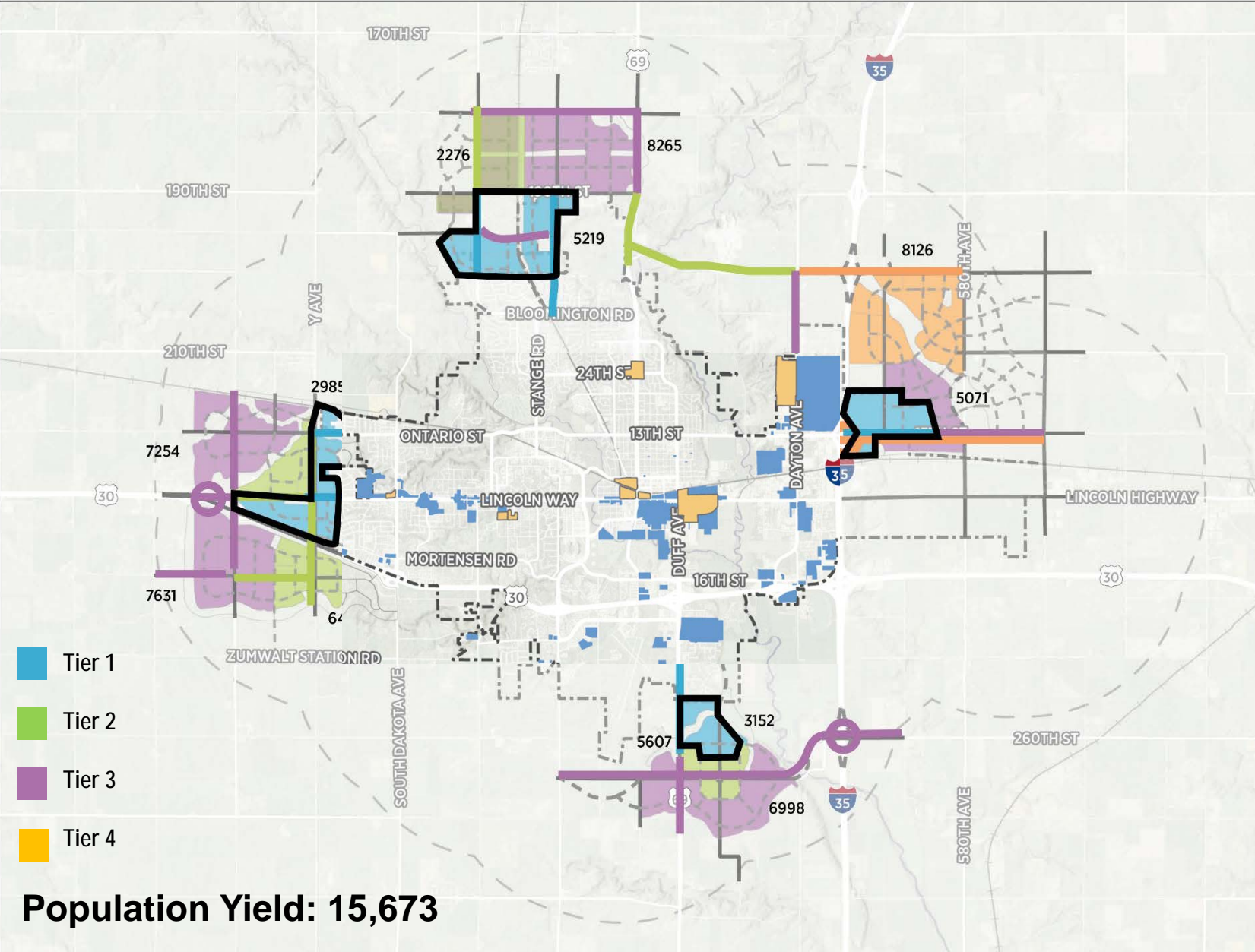
Scenario Evaluation. S1: Multi-Directional Tier 1



Population Yield: 15,673

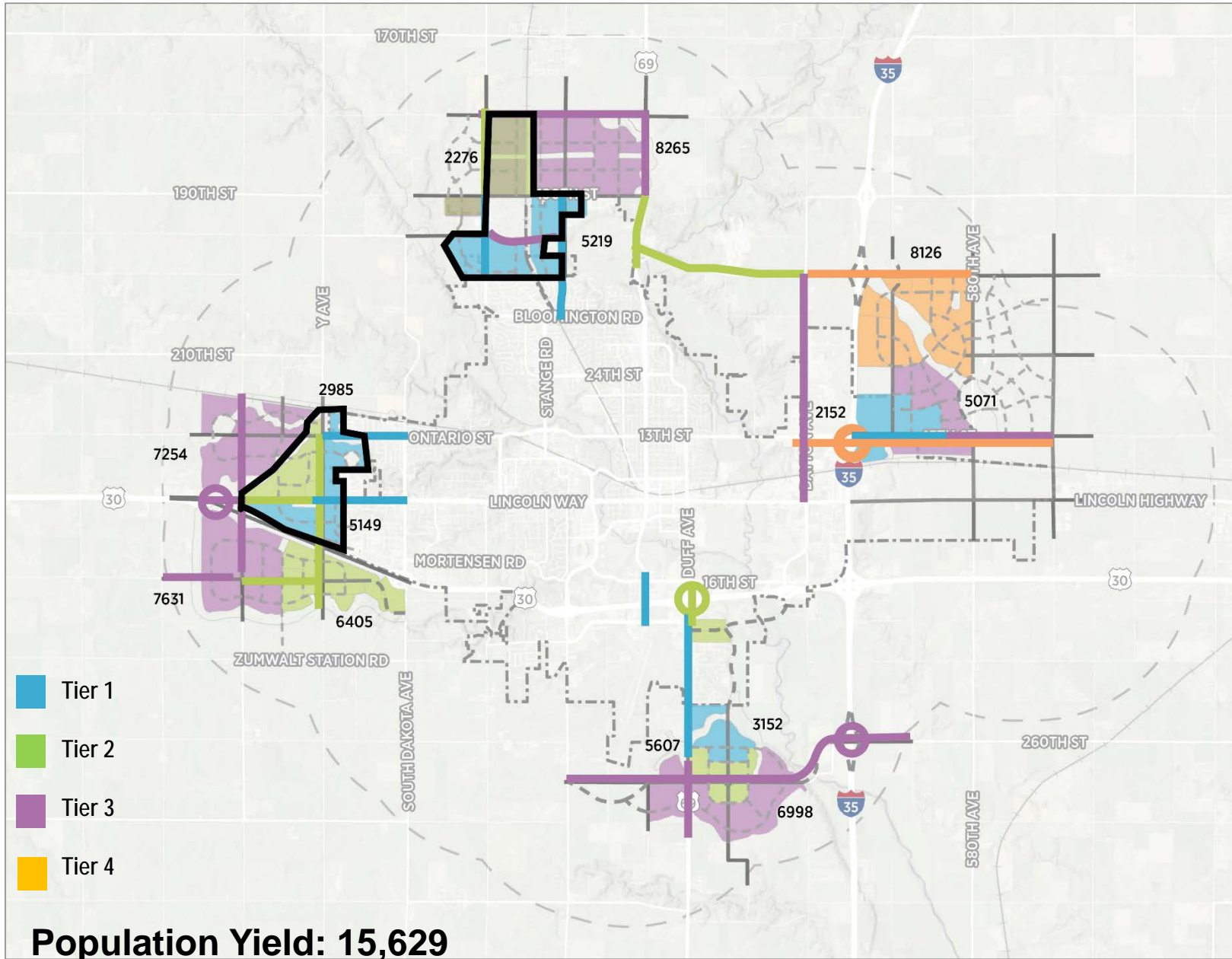
| | |
|---|----------------|
| North (T1) | |
| Dist Mains | \$ 1.0 |
| San Collection Mains | \$ 2.1 |
| Hyde Corridor Calming | \$ 1.0 |
| 3-lane GW Carver | \$ 6.0 |
| Subtotal | \$10.1 |
| East (T1) | |
| Dist Mains | \$ 0.5 |
| San Collection Mains | \$ 2.1 |
| 13th St extension | \$ 8.0 |
| Subtotal | \$10.6 |
| South (T1) | |
| Water dist mains | \$ 1.1 |
| San connection mains and connection point | \$ 3.2 |
| Duff 4-lane extension | \$16.0 |
| Subtotal | \$28.3 |
| West | |
| Water dist mains | \$ 1.0 |
| San collection mains | \$ 4.5 |
| 4-lane Lincolnway | \$ 8.0 |
| 3 lane ontario | \$ 6.0 |
| Subtotal | \$19.5 |
| Additional Fire Station | \$ 6.0 |
| Total | \$ 74.5 |

Scenario Evaluation. S1: Multi-Directional Tier 1 with Potential Infill Areas



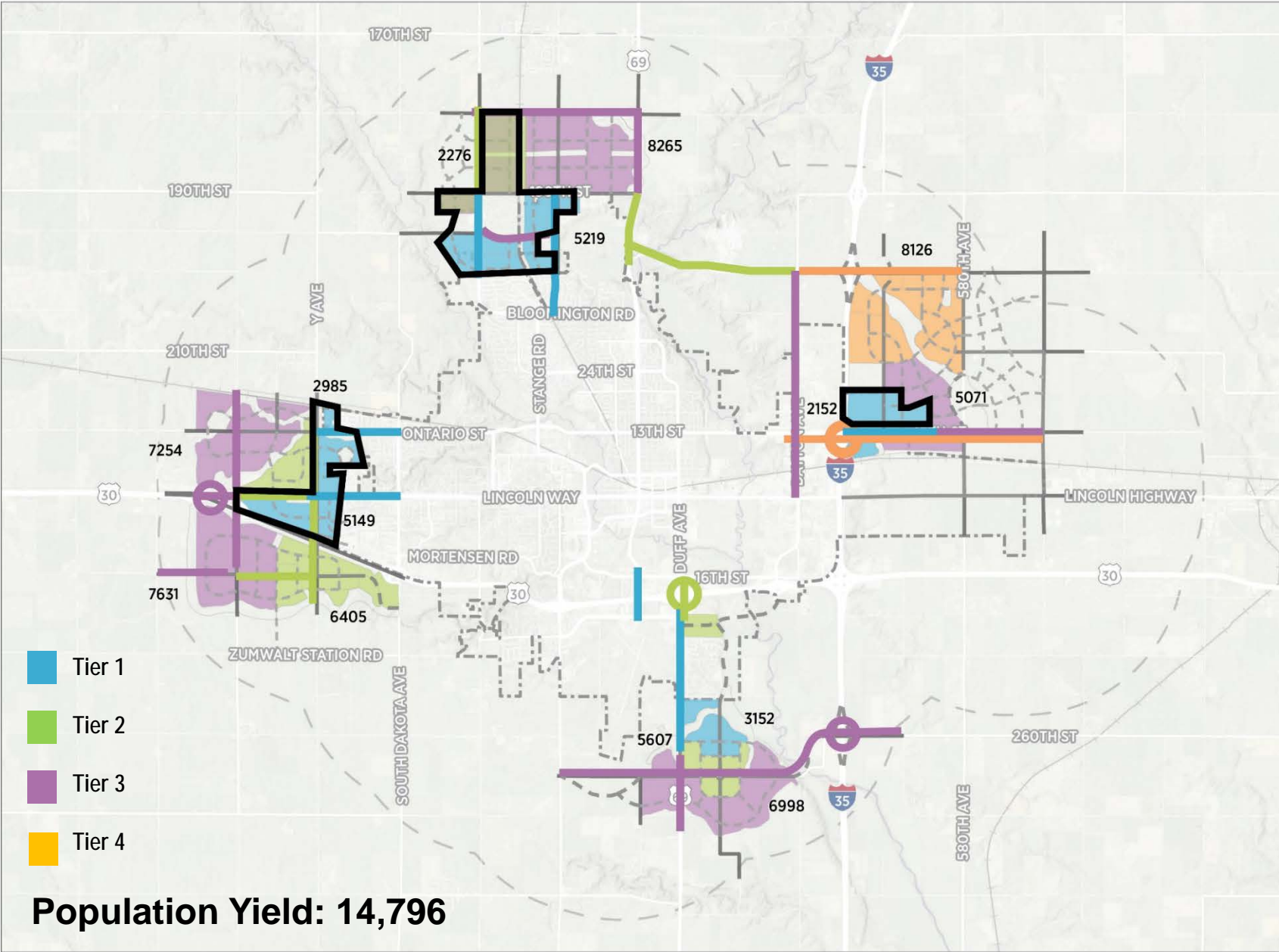
| | |
|---|----------------|
| North (T1) | |
| Dist Mains | \$ 1.0 |
| San Collection Mains | \$ 2.1 |
| Hyde Corridor Calming | \$ 1.0 |
| 3-lane GW Carver | \$ 6.0 |
| Subtotal | \$10.1 |
| East (T1) | |
| Dist Mains | \$ 0.5 |
| San Collection Mains | \$ 2.1 |
| 13th St extension | \$ 8.0 |
| Subtotal | \$10.6 |
| South (T1) | |
| Water dist mains | \$ 1.1 |
| San connection mains and connection point | \$ 3.2 |
| Duff 4-lane extension | \$16.0 |
| Subtotal | \$28.3 |
| West | |
| Water dist mains | \$ 1.0 |
| San collection mains | \$ 4.5 |
| 4-lane Lincolnway | \$ 8.0 |
| 3 lane ontario | \$ 6.0 |
| Subtotal | \$19.5 |
| Additional Fire Station | \$ 6.0 |
| Total | \$ 74.5 |

Scenario Evaluation. S2: North + West



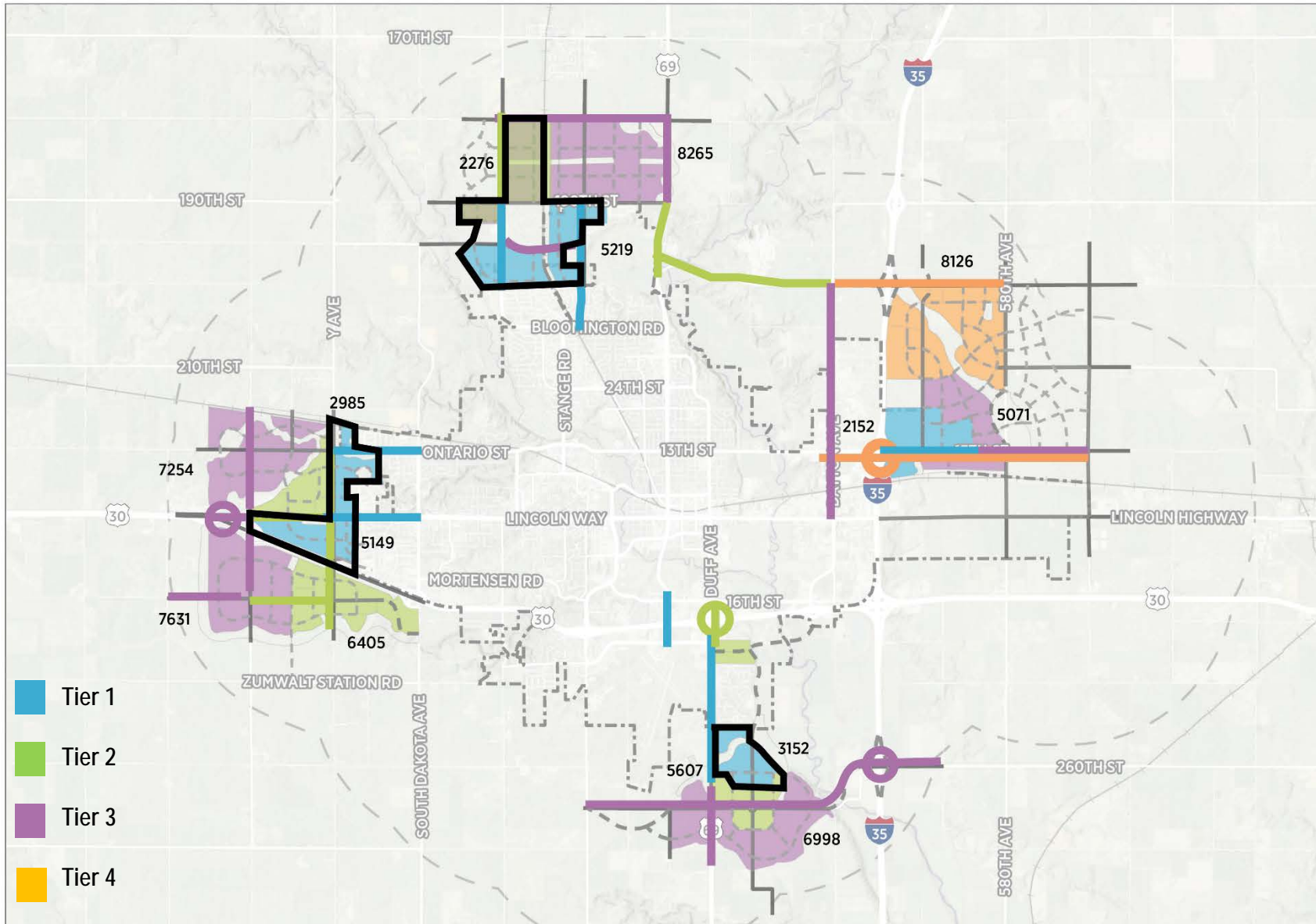
| | |
|--------------------------------|----------------|
| North (T1) | |
| Dist Mains | \$ 1.0 |
| San Collection Mains | \$ 2.1 |
| Hyde Corridor Calming | \$ 1.0 |
| 3-lane GW Carver | \$ 6.0 |
| Subtotal | \$10.1 |
| West (T1+T2) | |
| Dist Mains | \$ 3.1 |
| San Collection Mains | \$ 7.9 |
| Lincolnway T1 ext | \$ 8.0 |
| Ontario | \$ 6.0 |
| Y Ave | \$12.0 |
| 240th widening | \$ 9.0 |
| Lincolnway T2 extension | \$16.0 |
| Subtotal | \$62.0 |
| North T2 | |
| Dist mains | \$ 1.5 |
| Water tower | \$ 4.0 |
| San Collection Mains | \$ 2.5 |
| Subtotal | \$ 8.0 |
| Additional Fire Station | \$ 6.0 |
| Total | \$ 86.1 |

Scenario Evaluation. S3: North + West + East



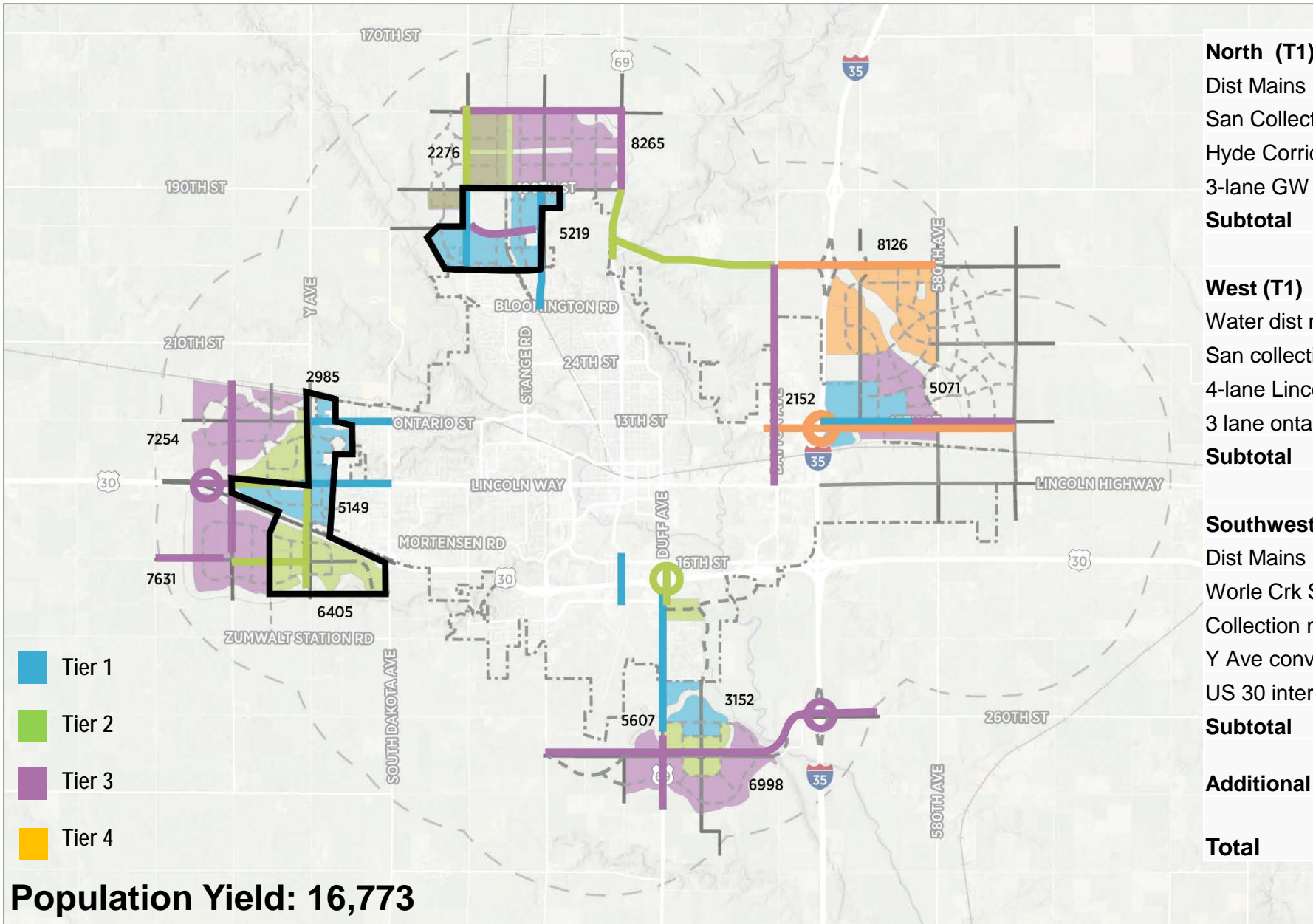
| | |
|--------------------------------|----------------|
| North (T1) | |
| Dist Mains | \$ 1.0 |
| San Collection Mains | \$ 2.1 |
| Hyde Corridor Calming | \$ 1.0 |
| 3-lane GW Carver | \$ 6.0 |
| Subtotal | \$10.1 |
| West (T1) | |
| Water dist mains | \$ 1.0 |
| San collection mains | \$ 4.5 |
| 4-lane Lincolnway | \$ 8.0 |
| 3 lane ontario | \$ 6.0 |
| Subtotal | \$19.5 |
| North T2 | |
| Dist mains | \$ 1.5 |
| Water tower | \$ 4.0 |
| San Collection Mains | \$ 2.5 |
| Subtotal | \$ 8.0 |
| East | |
| Dist Mains | \$ 0.5 |
| San Collection Mains | \$ 2.1 |
| 13th St extension | \$ 8.0 |
| Subtotal | \$10.6 |
| Additional Fire Station | \$ 6.0 |
| Total | \$ 54.2 |

Scenario Evaluation. S4: North + West + South



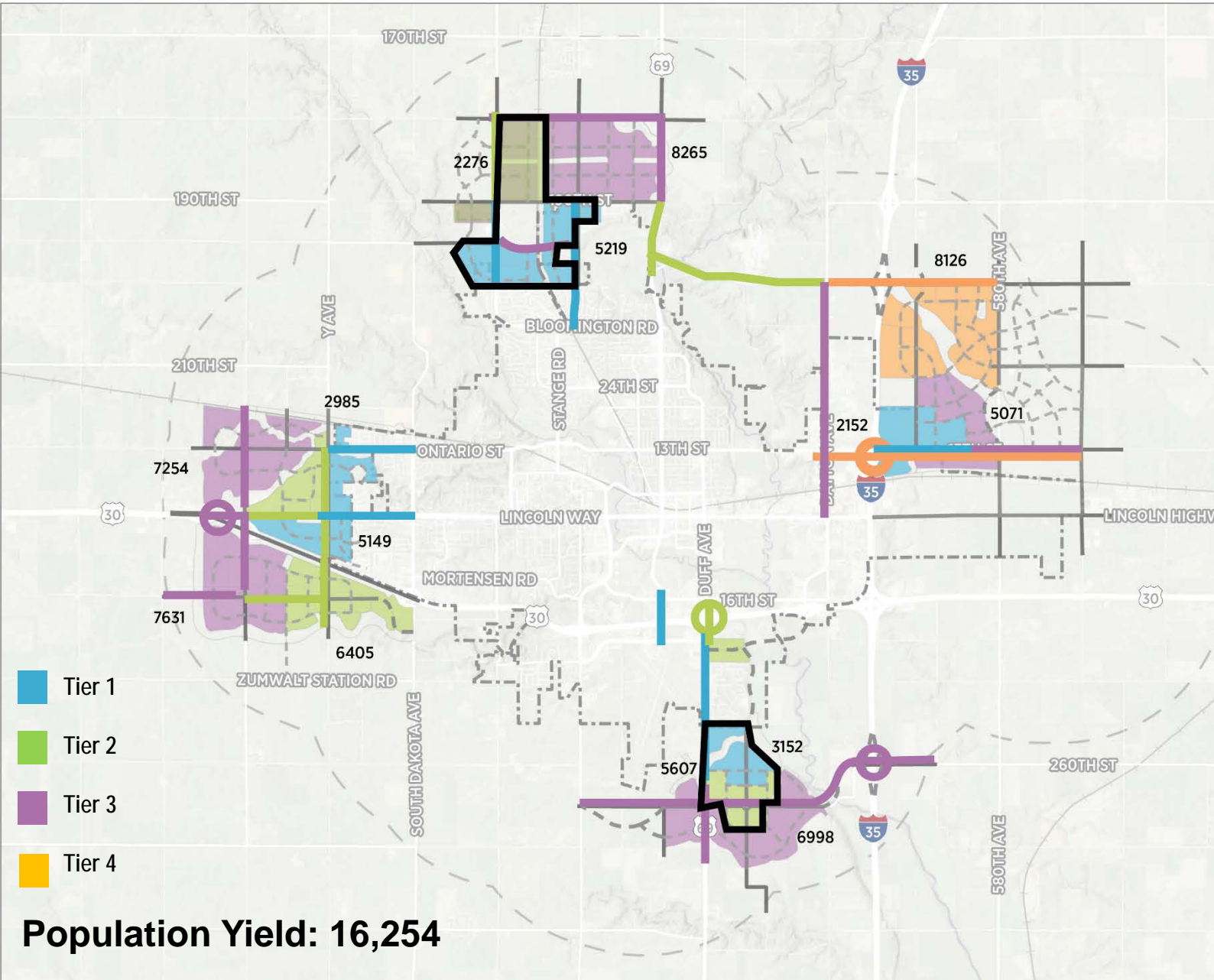
| | |
|---|----------------|
| North (T1) | |
| Dist Mains | \$ 1.0 |
| San Collection Mains | \$ 2.1 |
| Hyde Corridor Calming | \$ 1.0 |
| 3-lane GW Carver | \$ 6.0 |
| Subtotal | \$10.1 |
| West (T1) | |
| Water dist mains | \$ 1.0 |
| San collection mains | \$ 4.5 |
| 4-lane Lincolnway | \$ 8.0 |
| 3 lane ontario | \$ 6.0 |
| Subtotal | \$19.5 |
| North T2 | |
| Dist mains | \$ 1.5 |
| Water tower | \$ 4.0 |
| San Collection Mains | \$ 2.5 |
| Subtotal | \$ 8.0 |
| South | |
| Water dist mains | \$ 1.1 |
| San connection mains and connection point | \$ 3.2 |
| Duff 4-lane extension | \$16.0 |
| Subtotal | \$20.3 |
| Additional Fire Station | \$ 6.0 |
| Total | \$ 63.9 |

Scenario Evaluation. S5: North + Southwest



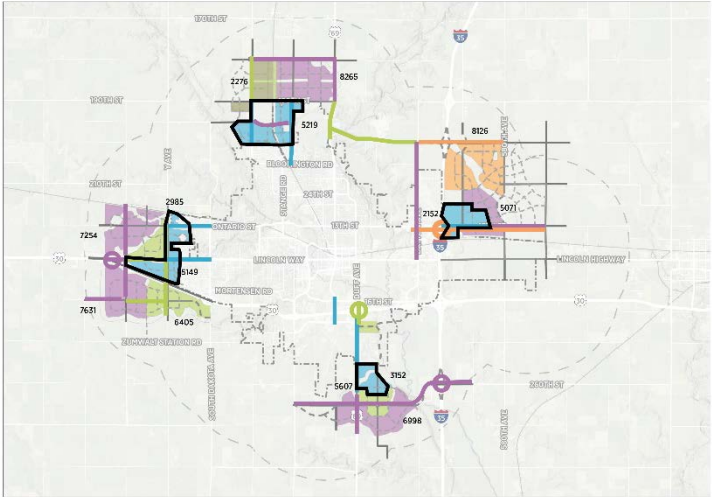
| | |
|--------------------------------|----------------|
| North (T1) | |
| Dist Mains | \$ 1.0 |
| San Collection Mains | \$ 2.1 |
| Hyde Corridor Calming | \$ 1.0 |
| 3-lane GW Carver | \$ 6.0 |
| Subtotal | \$ 10.1 |
| West (T1) | |
| Water dist mains | \$ 1.0 |
| San collection mains | \$ 4.5 |
| 4-lane Lincolnway | \$ 8.0 |
| 3 lane ontario | \$ 6.0 |
| Subtotal | \$ 19.5 |
| Southwest T2 | |
| Dist Mains | \$ 2.6 |
| Worle Crk San ext | \$ 2.8 |
| Collection mains | \$ 6.3 |
| Y Ave conversion | \$ 15.0 |
| US 30 intersections | \$ 3.0 |
| Subtotal | \$ 29.7 |
| Additional Fire Station | \$ 6.0 |
| Total | \$ 65.3 |

Scenario Evaluation. S6: North + South



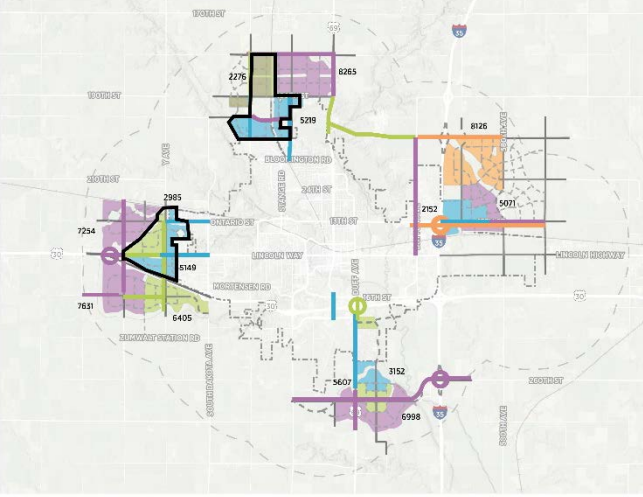
| | |
|--|----------------|
| North (T1) | |
| Dist Mains | \$ 1.0 |
| San Collection Mains | \$ 2.1 |
| Hyde Corridor Calming | \$ 1.0 |
| 3-lane GW Carver | \$ 6.0 |
| Subtotal | \$ 10.1 |
| North T2 | |
| Dist mains | \$ 1.5 |
| Water tower | \$ 4.0 |
| San Collection Mains | \$ 2.5 |
| Subtotal | \$ 8.0 |
| South (T1) | |
| Water dist mains | \$ 1.1 |
| San connection mains /connection point | \$ 3.2 |
| Duff 4-lane extension | \$ 16.0 |
| Subtotal | \$ 20.3 |
| South (T2) | |
| Water dist mains | \$ 3.8 |
| San collection mains | \$ 2.3 |
| 6-lane Duff | \$ 6.0 |
| Interchange | \$ 18.0 |
| Subtotal | \$ 30.1 |
| Additional Fire Station | \$ 6.0 |
| Total | \$ 74.5 |

Recap of Tiers



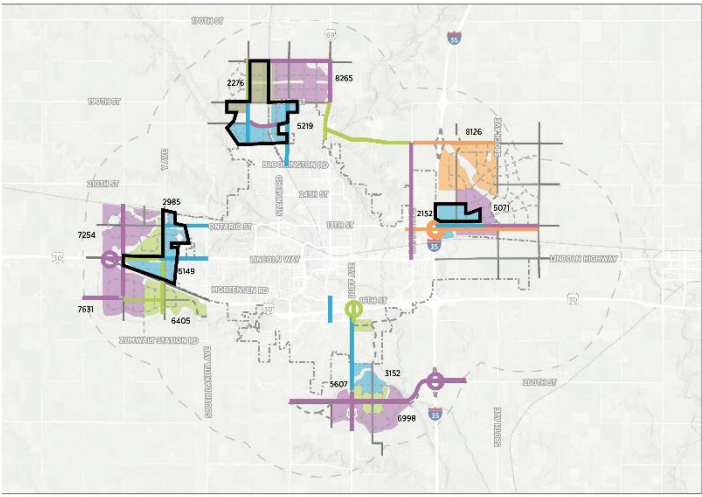
\$ 74.5m

15,673



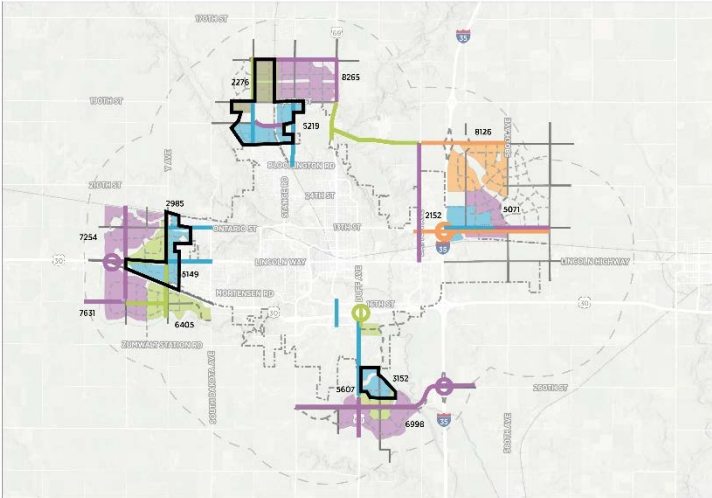
\$ 86.1m

15,629



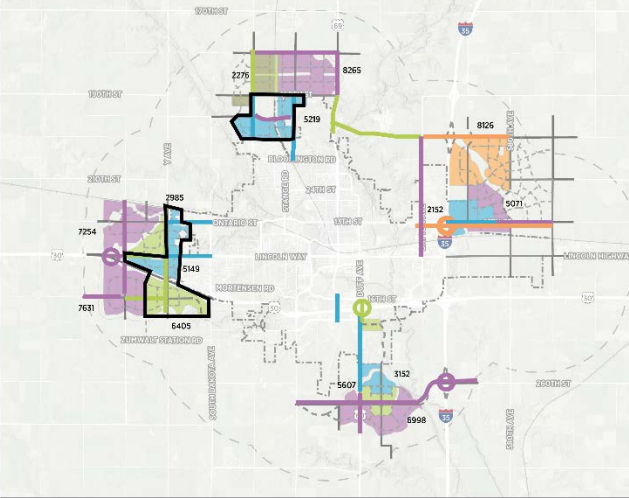
\$ 54.2m

14,796



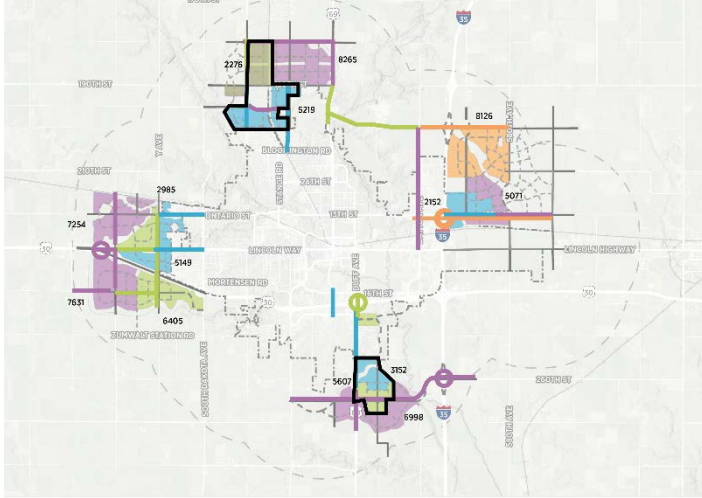
\$ 63.9m

15,796



\$ 65.3m

16,773



\$ 74.5m

16,254

- Tier 1
- Tier 2
- Tier 3
- Tier 4



Discussion and Next Steps

Summary



1. Ames has more than one direction to grow.
2. Include strategies that plan for both short- and long-term growth, including preserving future growth areas that are not selected initially.
3. The **lowest cost option may not be the best option** for the City's vision overall.
4. Preferences for individual areas, include regional access, marketability, sustainability, cost to serve, provision for long term growth solutions, infill, etc.
5. Updating the future land use map concept may need to **occur** to address the balance of housing and commercial needs with selected area.

Discussion and Next Steps

Next Steps



- Public Input Session with City Council- January 7, 2020
- Feedback on growth concepts for drafting a Preferred Land Use Map
- Land Use/Transportation Principles Feedback (Comments to staff, January 10th)
- Determination of Scenario Direction by City Council- January 14, 2020
- Next Discussion Issues:
 - Future Land Use Map and designations
 - Housing, Neighborhoods, Sub-Areas-Vision and Principles



LIVE.
GROW.
BELONG.



City Council Workshop

December 19, 2019



DECEMBER << 2019

APPENDIX A: PUBLIC INPUT



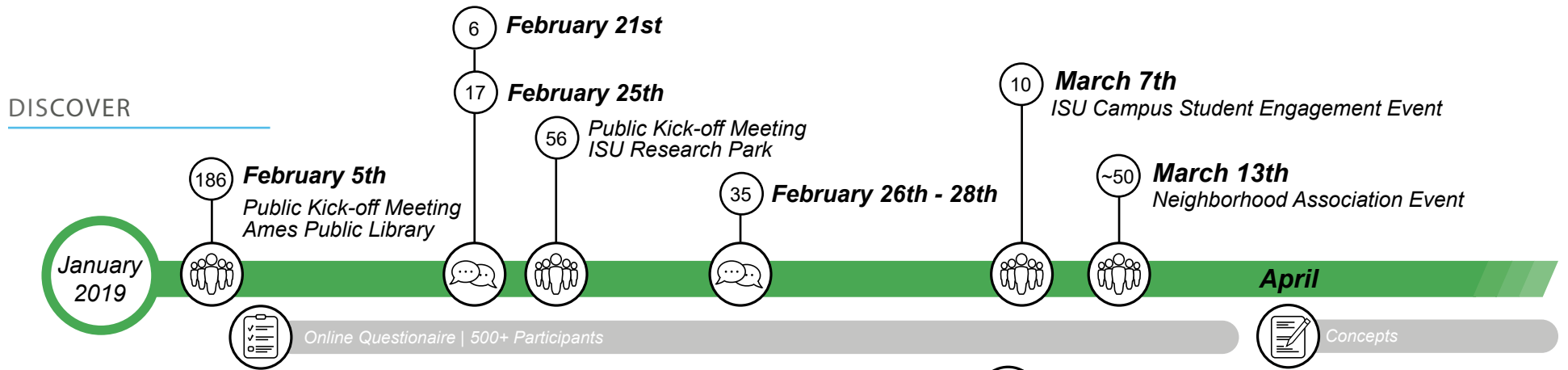
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| 22 | Engagement Data: In-Person Activities |
| 43 | Engagement Data: Online Activities |
| 95 | Direct Correspondence |

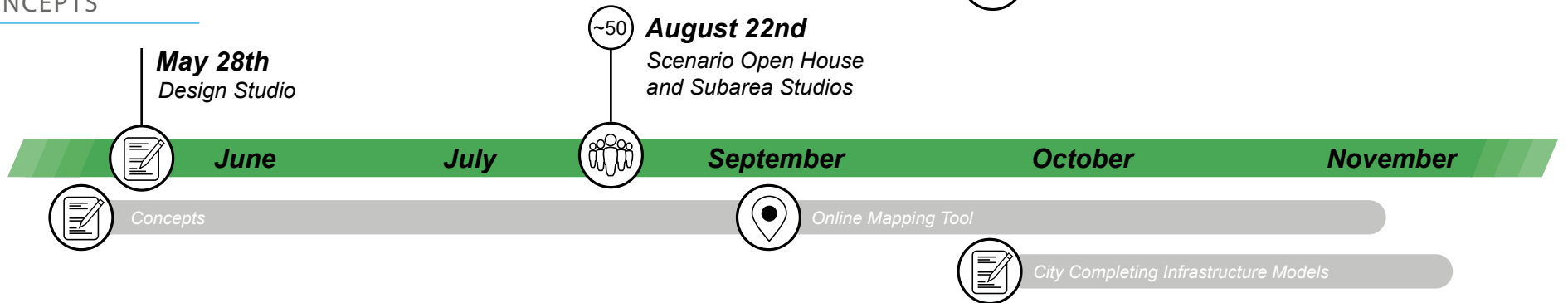


PLANNING PROCESS

PLANNING PROCESS



CONCEPTS



PLAN DOCUMENT





INITIAL THEMES INPUT

INITIAL THEMES

The initial themes for Ames Plan 2040 are the starting point for its ideas, policies, and recommendations. These initial themes reflect the topics that need to be considered to frame the Vision Statements and Principles within each of the plan's elements. The material in this section was prepared from the early months of input and shared with City Council in Spring 2019.

ORGANIZATION

Prior to the launch of Ames Plan 2040, initial themes were defined by City Council and incorporated into the city's Request for Proposals. While these initial themes provided guidance to the public and consulting team at the project's inception, they should not be confused with the plan's organization or principles. Early input from the community was organized into these themes to frame the future direction for the comprehensive plan. As the process diagram shows, input and feedback relied on the following activities:

- ◁ City Council Workshops
- ◁ Open House Kick-off
- ◁ Discussion Groups
- ◁ Pop-up Stations (ISU Campus)
- ◁ Open House Growth Concepts
- ◁ City Council forums
- ◁ Online Questionnaires

INITIAL THEMES FOR STUDY

- ◁ Expansion of the City
- ◁ Opportunities for infill development
- ◁ Future demand for housing and commercial use
- ◁ Sustaining neighborhoods
- ◁ Support of social and cultural connections
- ◁ Transportation choices
- ◁ Sustainability
- ◁ Well-being and healthy living
- ◁ Subarea planning
- ◁ Urban fringe management

THEME: EXPANSION OF THE CITY

Discussions about city expansions fell into three topics:

- ◀ **Growth Strategies.** Participants generally agree that growth comes in many forms and is not negative. However, resources in terms of available land, infrastructure, and public services are limited. Growth in all directions is seen as more favorable over growth in one direction. Also, infill development and redevelopment are considered ways to alleviate growth pressure. Growth to the north aligns with growth already occurring within the county, while growth to the south is closer to Highway 30 and convenient for households with commuters. The plan needs to identify locations for growth, density, and ability to sustain itself as a neighborhood.
- ◀ **Proactive Infrastructure Investment.** People feel that Ames is prime to grow and has the tools to do so. To meet the needs of the future and grow responsibly, participants feel that public investments in infrastructure need to be proactive, not reactive. Infrastructure improvements ahead of development is perceived to help manage the cost of housing, reduce the risk for development, and help direct growth.
- ◀ **Grow Partnerships.** Participants acknowledge that many organizations in Ames will contribute to the city’s growth, and encouraged the planning team to consider these partnerships when developing growth scenarios for the future. Key partnerships with the City and planning team include the University, Story County, and school districts.

Survey Excerpts:

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Land Use and the Environment? | | | | | | |
|---|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Location of new growth and expansion of the City | 14% | 19% | 30% | 29% | 4% | 5% |
| Locations of new growth and rural subdivisions, near the City (within 2 miles) | 11% | 18% | 31% | 25% | 4% | 11% |

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Economic Development? | | | | | | |
|---|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Prospects for future growth | 1% | 10% | 19% | 38% | 17% | 15% |

Survey Excerpt:

| SURVEY: Do you have an area of the City that you believe would be desirable for new development in the next 20 years? | | | | | |
|---|----------------|-------|---------|----------|-------------------|
| | STRONGLY AGREE | AGREE | NEUTRAL | DISAGREE | STRONGLY DISAGREE |
| West Ames (HWY 30, Lincoln Way to Union Pacific railroad), including into Boone County | 14% | 32% | 40% | 9% | 5% |
| Southwest Ames (south of HWY 30, South Dakota Avenue) | 13% | 34% | 35% | 10% | 9% |
| Northwest Ames (Union Pacific railroad north to Cameron School Road) | 10% | 33% | 36% | 14% | 7% |
| North Ames (GW Carver Avenue and 190th Street) | 10% | 31% | 35% | 17% | 7% |
| East of I-35, along 13th Street | 12% | 30% | 34% | 16% | 8% |
| East of I- 35, south of Highway 30 | 7% | 23% | 39% | 19% | 12% |
| South Ames, along HWY 69 and south of the airport | 11% | 33% | 34% | 17% | 5% |
| Focus on infill/redevelopment options | 40% | 29% | 24% | 4% | 2% |

What make you excited about the future of Ames?

“Continued growth of city and redevelopment along Lincoln Way”

“City Council and leadership has provided clear direction to better plan for growth and development over the past several years...”

“With private sector job growth and available land for housing growth, Ames has a bright future ahead of itself”

What challenges do you see for the future of Ames?

“Being a thriving community without relying on the “economic growth at any cost” model of development...”

“...With the university owning so many large plots of land all over, it makes a balanced approach to growth difficult...”

“Thoughtful growth within budget”

“Growth. The city was not designed for the growth it has had.”

“Some in our community are afraid of change and fear growth which is necessary for a thriving community in today’s world”

THEME: OPPORTUNITIES FOR INFILL DEVELOPMENT

People perceive that growth and infill development are important to create a vibrant community. Both can happen simultaneously to improve the community, provide opportunities for new housing types, and create quality neighborhoods. Participants have a strong desire to see development for the North Grand Mall area and Downtown Gateway area.

Survey Excerpts:

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Housing? | | | | | | |
|--|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Housing quality and desirability of single-family homes | 6% | 15% | 26% | 41% | 7% | 4% |
| Housing quality and desirability of apartment housing | 5% | 10% | 23% | 38% | 15% | 8% |
| Affordability of housing | 24% | 30% | 29% | 12% | 2% | 3% |
| Supply of ownership housing | 9% | 25% | 27% | 17% | 3% | 19% |
| Supply of workforce and market-based rental housing | 11% | 17% | 23% | 17% | 5% | 27% |
| Supply of student-marketed housing (off-campus) | 2% | 6% | 14% | 31% | 31% | 16% |
| Supply of affordable (low-income) housing | 29% | 22% | 16% | 6% | 2% | 25% |
| Supply of senior housing | 8% | 13% | 18% | 22% | 7% | 32% |

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Land Use and the Environment? | | | | | | |
|---|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Integrating infill and redevelopment projects | 11% | 23% | 29% | 17% | 3% | 16% |

| SURVEY: Do you have an area of the City that you believe would be desirable for new development in the next 20 years? | | | | | |
|---|----------------|-------|---------|----------|-------------------|
| | STRONGLY AGREE | AGREE | NEUTRAL | DISAGREE | STRONGLY DISAGREE |
| Focus on infill/redevelopment options | 40% | 29% | 24% | 4% | 2% |

| SURVEY: What do you believe would enhance the quality of life and the community of Ames over the next 20 years? | | | | | |
|---|----------------|-----------|------------|--------------------|---------------|
| | VERY IMPORTANT | IMPORTANT | NO OPINION | SOMEWHAT IMPORTANT | NOT IMPORTANT |
| Additional housing option | 32% | 35% | 15% | 10% | 8% |

Commercial Needs

Stakeholders indicate that the existing model for commercial uses is changing as consumers increasingly shop online. While additional commercial space will be needed in Ames as growth occurs, less may be needed than projected under old models. Additionally, the 1997 plan has a disconnect between the intended commercial areas and the areas where the market supports commercial uses. Participants want to see a future in Ames where existing commercial spaces are at full occupancy and new commercial opportunities develop where and how they can be most successful. Some comments suggested that public policies need to support legitimate market forces, and when appropriate, incentivize vibrant and high character developments.

Survey Excerpts:

| SURVEY: Are there existing developed areas of the City that you envision positively changing or redeveloping in the next 20 years? | | | | | |
|--|----------------|-------|---------|----------|-------------------|
| | STRONGLY AGREE | AGREE | NEUTRAL | DISAGREE | STRONGLY DISAGREE |
| West Lincoln Way, west of Campus | 19% | 42% | 32% | 5% | 2% |
| East Lincoln Way, east of South Duff | 20% | 38% | 35% | 7% | - |
| Central Ames | 19% | 33% | 40% | 7% | 2% |
| North Grand Mall | 31% | 42% | 20% | 5% | 2% |
| Campustown | 24% | 38% | 29% | 9% | 1% |
| Downtown, north of Union Pacific Railroad | 22% | 32% | 34% | 9% | 2% |
| Downtown Gateway Area, south of Union Pacific Railroad | 26% | 38% | 29% | 6% | 2% |
| Commercial areas along South Duff and Southeast 16th Street | 14% | 40% | 37% | 8% | 1% |
| Industrial areas along Dayton Avenue | 13% | 35% | 42% | 9% | 1% |

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Economic Development? | | | | | | |
|---|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Retail quality and variety | 9% | 22% | 28% | 35% | 6% | 1% |

Sample Comments:

What make you excited about the future of Ames? (sample comments)

"I feel like we've escaped an overabundance of big box stores. Online shopping is reducing the need for them here. Smaller, local retail is thriving."

What challenges do you see for the future of Ames? (sample comments)

"We're losing our retail options. We need retail or it's all going to be Ankeny, Des Moines, and online. We need to attract retail other than big box."

"Too much retail space. Some is attributed to mixed-use requirement of ground floor commercial."

SURVEY: The City needs more of the following types of commercial establishments. (agree or disagree)

| | STRONGLY AGREE | AGREE | NEUTRAL | DISAGREE | STRONGLY DISAGREE |
|---|----------------|-------|---------|----------|-------------------|
| Furniture | 15% | 40% | 32% | 10% | 2% |
| Home goods/furnishings | 19% | 39% | 30% | 11% | 1% |
| Convenience stores and gas stations | 2% | 12% | 40% | 40% | 7% |
| Sit down national and regional restaurants | 12% | 32% | 26% | 24% | 6% |
| Quick service national and regional restaurants/cafes | 5% | 17% | 31% | 39% | 8% |
| Local restaurants/cafes | 45% | 46% | 8% | 1% | - |
| Entertainment and sporting facilities | 18% | 36% | 33% | 10% | 2% |
| Bars/brewery/distillery/winery | 18% | 30% | 33% | 15% | 3% |
| Apparel/shoes | 15% | 31% | 38% | 14% | 2% |
| Sporting goods | 19% | 30% | 36% | 13% | 2% |
| Local/boutique/specialty retail | 15% | 41% | 36% | 7% | 1% |
| General Merchandise/warehouse/big box | 7% | 17% | 36% | 32% | 9% |
| Automotive service and repair | 2% | 14% | 52% | 25% | 7% |
| Pharmacy and convenience commercial | 1% | 12% | 54% | 28% | 4% |
| Grocery | 6% | 18% | 41% | 32% | 3% |
| Coffee shops | 11% | 27% | 42% | 19% | 1% |
| Party supplies | 2% | 7% | 55% | 27% | 7% |
| Electronics/technology | 5% | 25% | 45% | 21% | 3% |

SURVEY: Select up to four of the most important aspects of choosing to live in Ames. If you do not live in Ames currently, why would you live in Ames?

| Bottom Three Responses | % |
|---|-----|
| Availability of shopping, dining, and retail services | 16% |
| Neighborhood and social ties | 13% |
| Housing choices | 11% |

SURVEY: As the City grows and changes over the next 20 years, please indicate which changes you view as advantages to improve the quality of life? (select up to three)

| Top Three Responses | % |
|---|-----|
| Additional retail/shopping/dining options | 36% |
| Increased employment and economic options | 31% |
| Environmental protection of sensitive areas | 30% |

THEME: FUTURE DEMAND FOR HOUSING & COMMERCIAL USES

Participants perceive that there will be increased demand for future residential uses and decreased demand for commercial uses. Participants perceive that consumer spending patterns will continue to change and influence the current model for commercial development. Additionally, participants acknowledge Ames’ strong employment base and see it as an asset for the future success of the community. As the employment base and population grow, there will be a logical need to support this growth with commercial uses.

- **More Housing Options.** Housing was consistently discussed as a top priority in all public input forums. People perceive that most housing in Ames is unaffordable and lacks variety of options. Because of the lack of choices and higher costs, people perceive that new residents to Ames are choosing to live in Des Moines or Ankeny where they also have more transportation options and more workforce support services, like daycare.

Survey Excerpt:

| SURVEY: As the City grows and changes over the next 20 years, please indicate which changes you view as advantages to improve the quality of life? (select up to three) | |
|---|-----|
| | % |
| Additional retail/shopping/dining options | 37% |
| Increased employment and economic options | 32% |
| New and more diverse housing choices | 29% |
| Support of the school systems | 29% |
| Reduced cost of living | 28% |
| Environmental protection of sensitive areas | 28% |

Sample Comments:

What make you excited about the future of Ames?

“New housing developments.”

“With private sector job growth and available land for housing growth, Ames has a bright future ahead of itself.”

“Redevelopment is a great opportunity to leverage some of the current infrastructure while upgrading or modernizing the facilities and dwellings. Ames has to be open to knocking down buildings and going vertical if it wants to support the economic growth and limit the urban sprawl.”

What challenges do you see for the future of Ames?

“I feel it is a difficult challenge to provide affordable owner-occupied or even rental housing for families....”

“Affordable housing will also be a challenge to allow workers in Ames to live in Ames. Housing to accommodate all - students, workers & families - affordably & in harmony will continue to be a challenge.”

“Enough housing to keep up with the job growth and enough retail to keep people in Ames....”

“Balance of infill and expansion of city boundaries. If we are going to protect farmland, we need consensus on how to integrate new development into the existing community. Current residents need to feel secure that infill development will receive adequate design and integration scrutiny.”

THEME: SUSTAINING NEIGHBORHOODS

This theme of Sustaining Neighborhoods has some overlap with other themes, including “Future Demand for Housing” and “Infill Development”. The drafting of the comprehensive plan will eventually combine some of these themes and may alter the content altogether.

Survey Excerpts:

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Community Image and Values? | | | | | | |
|---|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Quality of Neighborhoods | 0% | 6% | 23% | 53% | 17% | 2% |

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Housing? | | | | | | |
|--|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Housing quality and desirability of single-family homes | 6% | 15% | 26% | 41% | 7% | 4% |
| Housing quality and desirability of apartment housing | 5% | 10% | 23% | 38% | 15% | 8% |
| Affordability of housing | 24% | 30% | 29% | 12% | 2% | 3% |
| Supply of ownership housing | 9% | 25% | 27% | 17% | 3% | 19% |
| Supply of workforce and market-based rental housing | 11% | 17% | 23% | 17% | 5% | 27% |
| Supply of student-marketed housing (off-campus) | 2% | 6% | 14% | 31% | 31% | 16% |
| Supply of affordable (low-income) housing | 28% | 22% | 16% | 6% | 2% | 25% |
| Supply of senior housing | 8% | 13% | 18% | 22% | 7% | 32% |

Sample Comments:

What make you excited about the future of Ames?

“The opportunity for growing a compact city that has neighborhoods with amenities near by (walking distance).”

What challenges do you see for the future of Ames?

“Maintaining older housing stock and thus the attractiveness of long-term neighborhoods.”

“We’re not putting enough thought toward the sociological aspects of community in our urban planning/design. For example, the proliferation of these high-rise apartments on previous vacant lots -- they do nothing to enhance the aesthetic of the surrounding neighborhoods....”

THEME: SUPPORT OF SOCIAL AND CULTURAL CONNECTIONS

The social and cultural connections in Ames make the community unique. Participants perceive that Ames’ current recreational/entertainment amenities contribute significantly to the City’s quality of life. However, these amenities tend to be clustered around the University and Downtown. Residents want to see future amenities placed within walking distance of homes. Additionally, participants want Ames to be a leader in new ideas, practices, and policies that enhance the quality of life and enforce sustainable growth.

Survey Excerpts:

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Parks, Recreation, and Culture? | | | | | | |
|---|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Supporting art in public places | - | 5% | 19% | 46% | 27% | 3% |
| Opportunities to attend art, music, theater, dance, etc. events, exhibitions, or productions | 1% | 6% | 16% | 45% | 29% | 2% |

| SURVEY: Select up to four of the most important aspects of choosing to live in Ames. If you do not live in Ames currently, why would you live in Ames? (top 4 responses only) | |
|---|-----|
| | % |
| Proximity to work/employment | 53% |
| Quality of schools | 44% |
| Affiliation with Iowa State University | 41% |
| Cultural, sporting, and recreational opportunities | 36% |

Sample Comments:

What make you excited about the future of Ames?

“Keep improving and modernizing downtown, build the HLC, and focus on building culture. I like this town and am generally happy with what is done”

“Support of the arts and culture, investment in education at all levels,...”

“The Research Park and the ability to attract quality employers, the variety and accessibility of parks, the availability of cultural activities, a safe and welcoming environment make me excited about the future of Ames”

What challenges do you see for the future of Ames?

“Ability to leverage existing resources and assets like the university, social and physical resources...”

THEME: TRANSPORTATION CHOICES

Transportation was one of the most discussed elements by participants. Comments stressed the impact that transportation systems have on quality of life and community character. Three frequent topics include:

- ◀ **Safety.** Participants identify many specific locations in Ames where safety can be improved for motorists, bicyclists, and pedestrians. Notable improvements include Duff Avenue and everywhere in the City where travelers use active transportation.
- ◀ **Efficiency & Connectivity.** Responses indicate that in Ames more people walk and bike as a choice for transportation compared to other communities in the region. People view the ability to walk and bike as a positive feature of the City's quality of life. The city should complete critical gaps in the active transportation system. Also, participants want to see more convenient cross-town routes in both north/south and east/west directions, making movements more efficient, purposeful, and safer.
- ◀ **Equality.** People envision a transportation system in Ames that supports all age groups, abilities, and mode choice. Streets should connect destinations, and some streets should be transformed into vibrant corridors that accommodate pedestrians, bicyclists, public transit riders, and motorists.

Sample Comments:

What make you excited about the future of Ames?

"A transformation of our transportation grid to be eminently, safely, and conveniently walkable and bikable..."

"...I am encouraged by the continued improvement of non-car transportation systems..."

What challenges do you see for the future of Ames?

"Improvements in north south transportation routes on the east side of Ames particularly improve and reduce traffic on Duff."

"... A more comprehensive plan should include reliable public transportation transit that connects the surrounding counties."

"... Including more transportation outlets to the interstate..."

"Transportation. While I understand that local business people are focused on growth, growth, growth--transportation can cut off the future of a city like Ames within a generation."

Survey Excerpt

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Transportation? | | | | | | |
|---|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Ames' overall transportation system | 2% | 7% | 17% | 49% | 24% | 1% |
| Access to employment centers | 3% | 6% | 21% | 32% | 13% | 25% |
| Condition of streets | 4% | 11% | 37% | 41% | 8% | - |
| Access to Highway 30 | 2% | 6% | 19% | 51% | 20% | 2% |
| North-to-South street connections | 12% | 21% | 27% | 32% | 6% | 2% |
| East-to-West street connections | 8% | 17% | 28% | 37% | 8% | 2% |
| Sidewalks and pedestrian paths | 4% | 14% | 31% | 40% | 10% | 1% |
| Pedestrian friendliness | 7% | 14% | 31% | 36% | 11% | 1% |
| Bicycle friendliness | 10% | 16% | 28% | 32% | 10% | 4% |
| Connectivity of trails | 8% | 15% | 28% | 29% | 9% | 11% |
| Adequacy of railroad crossings | 9% | 14% | 36% | 29% | 6% | 5% |
| Truck routing | 4% | 8% | 26% | 27% | 4% | 31% |
| Traffic speeds and safety | 5% | 11% | 28% | 42% | 14% | 1% |
| Awareness of transit | 2% | 8% | 28% | 42% | 11% | 10% |
| Signage and directional information | 5% | 6% | 29% | 45% | 13% | 2% |

THEME: SUSTAINABILITY

Sustainability is a part of all themes and does not stand alone. However, in the context of the Ames Plan 2040, the sustainability theme focuses on the uncertain future of climate and its potential impact on economic development, infrastructure, transportation, and quality of life.

The environment was one of the most frequent topics shared by participants from a recreational, aesthetic, and hazard standpoint. Many expressed the need to preserve existing natural areas, not expand development into potential hazard areas, and plan for an unpredictable environmental future. Many question the preparedness of Ames, or any community, to address climate change and its impact on quality of life.

Two significant topics emerged from the input process:

- ◁ **Natural Features.** Participants recognize the natural features in Ames and feel they increase the quality of life Ames. Finding ways to incorporate greenspace and environmental preservation into all developments is beneficial to the character and sustainability of the community. Ames should continue to preserve natural greenways, using them to connect parks and trails and not allow development in sensitive areas such as floodplains.
- ◁ **Adaptation.** Many participants recognized the uncertain future of natural disasters and changes in weather patterns. Incorporating environmental adaptation into all growth strategies is important and was reiterated consistently in all input forums.

Survey Excerpts:

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Land Use and the Environment? | | | | | | |
|---|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Incorporating environmental/sustainability principles in planning decisions | 12% | 15% | 25% | 27% | 5% | 15% |
| Incorporating stormwater management in planning decisions | 7% | 17% | 23% | 23% | 5% | 25% |

| SURVEY: As the City grows and changes over the next 20 years, please indicate which changes you view as advantages to improve the quality of life? (select up to three) | |
|---|-----|
| Top Three Responses | % |
| Additional retail/shopping/dining options | 36% |
| Increased employment and economic options | 31% |
| Environmental protection of sensitive areas | 30% |

SURVEY: What do you identify as environmental priorities for the City of Ames?

| Topic | VERY IMPORTANT | IMPORTANT | NO OPINION | SOMEWHAT IMPORTANT | NOT IMPORTANT |
|---|----------------|-----------|------------|--------------------|---------------|
| Watershed management | 52% | 29% | 11% | 6% | 1% |
| Managing the flood plain | 64% | 25% | 5% | 5% | 1% |
| Managing stormwater runoff/water quality from development | 56% | 29% | 7% | 6% | 1% |
| Protection of the Ames water/drinking supply | 73% | 23% | 4% | - | - |
| Preservation of natural habitat | 53% | 32% | 8% | 5% | 3% |
| Reducing solid waste/trash and diverting from landfills | 54% | 31% | 7% | 6% | 3% |
| Minimizing vehicle miles travel | 34% | 29% | 18% | 6% | 12% |
| Supporting renewable energy initiatives | 52% | 28% | 8% | 9% | 3% |
| Resiliency related to natural events | 48% | 36% | 11% | 3% | 2% |

Survey Excerpts

What make you excited about the future of Ames?

“...forward-thinking leaders who prioritize sustainability, resilience, quality of life, diversity, equity, principled community planning and development, and green energy and jobs...”

“Focus on sustainability and becoming a leader in sustainability and environmental initiatives....”

What challenges do you see for the future of Ames?

“...We have very serious climate change and resource over-exploitation occurring in the world and there is a need to integrate resource sustainability into all of our planning and thinking at every level of society, but I see very little of that reflected in the plans or actions of my city.”

“Ames should have a climate action plan and be working on ways to reduce waste and emissions. I also think the resource recovery center poses a major challenge for sustainability.”

THEME: WELL-BEING AND HEALTHY LIVING

Participants perceive that the City has a strong parks and recreation system, and that it is a signature feature for the community. Feedback suggests that the City should build on its strengths, complete gaps, and ensure that growth areas are well-connected to the rest of the City. Also, participants suggest that the City pursue new infrastructure opportunities that are otherwise not in the community, such as increased active transportation initiatives.

Survey Excerpts:

| SURVEY: What do you believe would enhance the quality of life and the community of Ames over the next 20 years? | | | | | |
|---|----------------|-----------|------------|--------------------|---------------|
| | VERY IMPORTANT | IMPORTANT | NO OPINION | SOMEWHAT IMPORTANT | NOT IMPORTANT |
| Additional/New active outdoor recreation and park facilities | 21% | 52% | 11% | 12% | 4% |
| Additional/New indoor recreational facilities | 33% | 36% | 12% | 14% | 5% |
| Additional natural and passive open spaces | 28% | 43% | 15% | 11% | 3% |
| Additional walking and biking trails and paths | 43% | 37% | 9% | 9% | 2% |
| Expansion of transportation facilities for bicyclists and pedestrians | 37% | 30% | 16% | 12% | 5% |

| SURVEY: Do you support planning for initiatives that support a healthy lifestyle and enhanced personal well-being? | | | | | |
|--|----------------|-----------|------------|--------------------|---------------|
| | VERY IMPORTANT | IMPORTANT | NO OPINION | SOMEWHAT IMPORTANT | NOT IMPORTANT |
| Walkable neighborhoods with sidewalks and connections to trails | 60% | 32% | 4% | 2% | 2% |
| Access to parks or open space within a 10-minute walk. | 51% | 36% | 7% | 4% | 2% |
| Support of transportation options in addition to personal automobiles | 48% | 31% | 9% | 8% | 3% |
| Knowing your neighbors and having a sense of belonging | 44% | 42% | 10% | 4% | - |
| Providing indoor recreation facilities | 38% | 35% | 14% | 9% | 4% |
| Access to food and groceries within one mile of home | 27% | 36% | 17% | 14% | 6% |
| Access to social services during times of need | 43% | 37% | 13% | 4% | 3% |
| Quality and safety of housing | 59% | 33% | 6% | 1% | - |
| Access to high quality medical care | 70% | 28% | 1% | 1% | - |
| Events supporting getting outside and being active | 42% | 40% | 13% | 4% | 1% |

THEMES: SUBAREA PLANNING, AND URBAN FRINGE MANAGEMENT

Participants are concerned about how Ames will balance urban and rural growth. Also, they agree that Ames needs to set priorities for where to grow and to what density. New development should incorporate higher density development models in both existing neighborhoods and growth areas. Development regulation should support smaller lot sizes, infill for compact mixed-use neighborhoods, and redevelopment of obsolete or future obsolete non-residential sites. Low-density housing options are generally not desired for the subareas or urban fringe.

Survey Excerpts:

| SURVEY: How do you view planning for growth of the City within its 2-miles fringe? | | | | | | |
|---|--|--|--|--|--|-----|
| Necessary for orderly development and provision of services to meet the needs of growing Ames, without the impediments of existing development. | | | | | | 35% |
| No opinion | | | | | | 27% |
| Rural development allows for a different lifestyle choice appropriate for areas abutting Ames despite their limits on future expansion of the City. | | | | | | 23% |
| Rural development allows a different lifestyle choice that is typically appropriate for areas outside of the 2-mile fringe planning area of the City. | | | | | | 15% |

| SURVEY: On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Parks, Recreation, and Culture? | | | | | | |
|---|--------|--------|-----------|--------|-------------|------------|
| | 1 POOR | 2 FAIR | 3 AVERAGE | 4 GOOD | 5 EXCELLENT | DON'T KNOW |
| Providing for Parks and Open Spaces overall | 2% | 3% | 12% | 43% | 39% | 1% |
| Providing for indoor recreation opportunities | 12% | 20% | 33% | 24% | 7% | 3% |
| Providing for outdoor active recreation (play fields, courts, playgrounds, etc.) opportunities | 1% | 4% | 19% | 49% | 27% | - |
| Providing for pedestrian and bicycle paths and connections | 7% | 12% | 28% | 34% | 16% | 2% |

Sample Comments:

What make you excited about the future of Ames?

"... More parks, trails, and shared outdoor spaces in general. When thinking about purchasing a long-term home in Ames my #1 priority is having walkable access to nature trails to enjoy throughout all 4 seasons."

"...We have some great parks."

"The growth of the Research Park"

What challenges do you see for the future of Ames?

"As our population ages, keeping seniors healthy and happy here is a key..."

"Updating whats already here. The side walks, streets, parks, and our infrastructure needs so serious tlc."

"Maintaining older housing stock and thus the attractiveness of long-term neighborhoods."

"Rural vs. urban tensions regarding land use expansion in fringe areas"



ENGAGEMENT DATA IN-PERSON ACTIVITIES

COUNCIL WORKSHOP #1: KICK OFF

The City Council met on December 18, 2018 to kick-off the planning process. The discussion included two parts. The first part included an open discussion for council to respond to prompting questions. The second part included an independent exercise for council members to report their perceived strengths and challenges laid out by topic area. The topic areas were modeled from the city's Request for Proposals to prepare a Comprehensive Plan. Below is a summary of responses from the meeting.

PART 1: OPEN DISCUSSION

1. How will we know that the process was successful? What are the indicators?

- ◊ The process happens in a timely fashion
- ◊ Demonstrated input from a broad base of community organizations
- ◊ Tailored to Ames, we're not Minneapolis
- ◊ Needs to be realistic
- ◊ Can't please everyone, generally community embraces it, not driven by or the reflection of a specific group
- ◊ Reflects the community at-large and our values
- ◊ Incorporates under-represented populations
- ◊ Students and all other understand each stage of the process, its transparent, they can follow along and know when their input is needed
- ◊ Most of the people in Ames know that it is happening and can be a part of the decision making
- ◊ A response for those who say "we weren't notified or involved"

- ◊ Poll – ½ way through the process – has the community heard of it?
- ◊ A document that does not need multiple changes immediately
- ◊ The process results in a document that is flexible – not a burden, but a blessing
- ◊ How many neighborhoods do we reach out to and would like to have more than one contact or meeting available with them
- ◊ Outreach to high school and youth – must be a part of this
- ◊ Focus groups – People who work, but don't live in Ames – we need to talk with them too
- ◊ Need to capture input

2. What is the number one priority you would like to see this process accomplish?

- ◊ We aren't doing this just to have fun, a document that gives certainty for future community leaders and representatives – actually helpful for the future
- ◊ One mindedness around a common vision for the community – consensus, agreement
- ◊ Will help future councils move Ames forward

- ◊ Not just about saying Yes. Document can also allow us to say No.
- ◊ Internal consistency. Chapters all build and contribute to the same vision.
- ◊ A document that creates a vision and strategy that keeps Ames - Ames.
- ◊ Don't want people to be intimidated by the process. Want them to feel they can approach and give their input and have an impact.
- ◊ People to feel free to speak for themselves.
- ◊ Resulting document needs to be interpretable and accessible.
- ◊ Actionable.
- ◊ Legal basis we need to have to carry out ordinances.
- ◊ Do not want LUPP type document – needing modifications immediately.
- ◊ Casual disregard is an issue with a future document is a problem. Changes might be okay when for the right reasons.
- ◊ Efficient development of the plan – timeline.
- ◊ Completing plan in under 2 years.
- ◊ Priority might be establishing priorities?



3. What concerns do you have about the planning process?

- ◁ Time: Council, Staff, Community Engagement may fall as it gets drawn out
- ◁ Micro managing of the process.
- ◁ Council may slow process – hold us accountable.
- ◁ Make sure we get all of the input that wants to be given. People should be heard.
- ◁ Do not want to go too far down a path only to realize it is the wrong one. Process should not have this happen.
- ◁ Community members might not understand the difference between what we currently have and what we are trying to create.
- ◁ One particular group, or more, having an outsized influence on the process.
- ◁ Value RDG Team experience, but don't want bias. Let Ames be Ames. Help us flourish as a community in total instead of areas.
- ◁ Don't want, "You should look like this."

PART 2: STRENGTHS/CHALLENGES

Theme #1: Expansion of the City

STRENGTHS

- ◁ **Available Land**
 - ◁ Land owners willing to annex (esp. in SW recently)
 - ◁ Have locations to consider
 - ◁ Lots of momentum for growth
 - ◁ New East connection development
 - ◁ An economy that supports expansion
- ◁ **Other**
 - ◁ Continued anticipated growth in jobs and employers

CHALLENGES

- ◁ **Growth Limitations**
 - ◁ Impediments to growth in certain directions (geographically (valleys, rivers, etc.), land ownership, railroad tracks, etc.)
 - ◁ Topographic & other growth limits (ISU property, etc.)
 - ◁ ISU owns a lot of potential growth land
 - ◁ Limited amount of land available to grow
 - ◁ Heavily weighted to the north
- ◁ **Infrastructure**
 - ◁ Challenge of providing infrastructure
 - ◁ All development costs shifted to developer/future owners
 - ◁ Cost of extending infrastructure

◁ **Other**

- ◁ Artificial development boundaries
- ◁ More commercial needed
- ◁ No affordable housing being built
- ◁ Loss of residents to other communities
- ◁ Public disagreement

Theme #2: Opportunities for Infill Dev't

STRENGTHS

- ◁ **Developer Enthusiasm**
 - ◁ Developers do want to come to Ames to develop infill projects
 - ◁ Developers interested in doing infill development
- ◁ **Infill Opportunities**
 - ◁ Do have some underutilized areas
 - ◁ Dilapidated Properties
- ◁ **Other**
 - ◁ Opportunities to take advantage of CyRide
 - ◁ The East Lincoln Way and Library Corridor
 - ◁ New Zoning encourages infill (Downtown gateway, for example)

CHALLENGES

- ◁ **Land Availability**
 - ◁ Limited land and much land owned by ISU & other government agencies
 - ◁ Limited large pieces of land
 - ◁ Limited opportunities for infill



◀ **Tension**

- ◀ Pushback from neighborhoods
- ◀ Tension between new infill and existing building stock (potential to encourage demolition)

◀ **Other**

- ◀ Expensive
- ◀ Few candidates that don't reduce affordable housing

Theme #3: Future Demand for Housing and Commercial Uses

STRENGTHS

◀ **Population and Job Growth**

- ◀ Population growth continues, is stable
- ◀ Currently have robust private sector job growth should translate to growth in both areas
- ◀ High demand

◀ **Housing Options**

- ◀ Thriving market for rentals



- ◀ There is demand for variety of housing. People want to live in Ames.
- ◀ Building tax base

CHALLENGES

◀ **Housing**

- ◀ Housing that will accommodate those who can afford only to rent at or below market rate, houses in low to mid \$100,000
- ◀ Affordable housing including in the \$150,000 range and \$200-\$250,000 range, rental for those who are in 30-50%
- ◀ Challenge to accommodate the right mix of housing and/or commercial at an affordable price
- ◀ How to address increasing rent? Especially for ISU students and faculty
- ◀ Need to incentivize conversion of rental housing to owner-occupied

◀ **Other**

- ◀ Few local builders – is there capacity?
- ◀ Declining enrollment (unstable)
- ◀ More commercial needed

Theme #4: Sustaining Neighborhoods

STRENGTHS

- ◀ Involved citizens
- ◀ Robust neighborhood groups
- ◀ Good neighborhood associations
- ◀ Many strong neighborhood organizations
- ◀ Strong neighborhood associations
- ◀ Have a number of good neighborhood associations. Build upon that for community conservation

CHALLENGES

◀ **Rental vs. Owner-Occupied Housing**

- ◀ Balancing student housing (rentals) in near campus neighborhoods – reclassifying or clarifying student vs. “family” neighborhoods
- ◀ Growth in rentals, Airbnb/Short term rentals displace owner occupied housing

◀ **Neighborhood Locations**

- ◀ Recognizing that near-campus neighborhoods face very different challenges from outliers
- ◀ Automobile oriented outlying neighborhoods

◀ **Other**

- ◀ Do we really have a vision for what healthy neighborhoods look like, and their functions and features
- ◀ How to balance permanent residents needs with the large population that is more temporary

- ◁ Requires constant outreach & education for new residents
- ◁ Risk of gentrification

Theme #5: Support of Social and Cultural Connections

STRENGTHS

- ◁ Diverse (for Iowa)
- ◁ Strong human service network
- ◁ Strong community groups
- ◁ Reasonable support for the arts and culture

CHALLENGES

- ◁ **Communication**
 - ◁ How to communicate with citizens in the modern age
 - ◁ Social media and shift in culture
 - ◁ Need to improve communications, acceptance and relationships with all Ames residents
 - ◁ Understanding what “connections” means for Ames
- ◁ **Other**
 - ◁ High turnover in residents
 - ◁ Help integrate students into community

Theme #6: Transportation Choices

STRENGTHS

- ◁ **Alternative Modes of Transportation**
 - ◁ New Complete Streets plan
 - ◁ Have options (Transit, expanding trail & bike route network)
 - ◁ Build more bike infrastructure
 - ◁ Developed systems for transit infrastructure that are well-utilized
- ◁ Other
 - ◁ Ames Electric Utility

CHALLENGES

- ◁ **Multimodal Options**
 - ◁ Weather makes year-round walking/biking difficult
 - ◁ Limited capacity for CyRide expansion
 - ◁ Gaps in network (missing sidewalks, bus coverage, etc.)
 - ◁ Shifting from automobile orientation to complete streets way of thinking/operating
- ◁ **Other**
 - ◁ Creeks & railroad
 - ◁ Mitigating our lack of direct routes through town
 - ◁ Cost

Theme #7: Sustainability

STRENGTHS

- ◁ **Citizen Awareness**
 - ◁ Passionate/knowledgeable citizens & resources nearby (ISU, etc.)
 - ◁ Engaged community
 - ◁ Community groups who are concerned and active
- ◁ Other
 - ◁ Ames water, sewer, and electric utilities

CHALLENGES

- ◁ **Pollution**
 - ◁ RDF issues increasing with conversion to Natural Gas
 - ◁ Reduce carbon footprint
 - ◁ CO2
- ◁ **Other**
 - ◁ Mitigating need for parking in downtown with facing environmental challenges, like need for less cars
 - ◁ Money
 - ◁ Need to take a holistic view of our policies so they don't contradict each other
 - ◁ Need to see historic preservation as part of sustainability

Theme #8: Well-being and Healthy Living

STRENGTHS

- ◁ **Community Interest**
 - ◁ Broad interest in wellness
 - ◁ Community interest in improvement
- ◁ Other
 - ◁ Many recreational opportunities

CHALLENGES

- ◁ Limited facilities for program expansion
- ◁ Prioritization and attention given demands at modern life

Theme #9 Subareas

STRENGTHS

- ◁ Recognized Subareas
- ◁ Easily defined subareas, strong identities
- ◁ Have subarea plans for a few targeted areas
- ◁ We recognize that subareas exist and know what they are

CHALLENGES

- ◁ Lack defined vision
- ◁ We don't plan with a vision – we react and lose sight of the larger picture

Theme #10: Urban Fringe Management

STRENGTHS

- ◁ Maintains city standards for future growth
- ◁ Good relationships with a number of nearby jurisdictions
- ◁ Existing 28E

CHALLENGES

- ◁ 28E
 - ◁ Requires 28E compliance
 - ◁ 28E agreement has challenges and cooperation
- ◁ City Limits
 - ◁ Bumping up against 1 or 2 towns in the timeframe of this plan
 - ◁ Artificial limits
 - ◁ Bumping into each other

PART 3: WHAT EFFECT COULD OR SHOULD THIS PLAN HAVE FOR THE PEOPLE OF AMES?

COUNCIL RESPONSES:

- ◁ Ownership
- ◁ Inclusivity
- ◁ Predictability
- ◁ Equity
- ◁ Inspiration
- ◁ Positive Impact on Quality of Life
- ◁ Direction for growth

PART 4: WHAT DO WE WANT THE EFFECT OF THIS PLAN TO BE ON THE COMMUNITY OF AMES?

COUNCIL RESPONSES:

- ◁ Direction for growth
- ◁ Strengthening our image
- ◁ Most people don't know we have this...Be realistic
- ◁ An increase in participation for this type of effort
- ◁ Be involved...
- ◁ Maintain their passion for Ames
- ◁ Channel their passion for Ames –Vision makes it clear what they can do with it

STAKEHOLDER DISCUSSIONS

Stakeholder discussions held during the early stages of the planning process helped the authors of this plan understand the perceived issues and opportunities for the City of Ames. Additional discussions were held throughout the planning process. Below are highlighted notes from the discussions.

DESIGN PROFESSIONALS

CONCEPTS FOR THE FUTURE...

- ◁ City to interact with the railroad like Wheaton, Illinois
- ◁ Some transportation issues with north/south connectivity - no arterials actually go all the way through
- ◁ Would the city rethink their policies on investing in development - transportation overpasses, etc

WHAT TO GET OUT OF THE COMPREHENSIVE PLAN...

- ◁ Need a dispersion of amenities, not just along Duff
- ◁ Smaller development is difficult right now in Ames
- ◁ Continual park expansion
- ◁ Proactive planning to let businesses and developers know what is happening
- ◁ The plan needs to be revisited on a regular basis

RESIDENTIAL DEVELOPERS

1997 PLAN PROBLEMS...

- ◁ Error in the likelihood of development in certain areas. Perception that growth could occur to the southwest. This is all land owned by ISU. In fact, ISU is keeping land. Net usable land from a terrain standpoint is limited.

RESIDENTIAL MARKETS...

- ◁ Something smaller than the 6,000 sf minimum lot size unless there is a PRD. But there is a 40% open space requirement
- ◁ MF zone needs to be looked at.
- ◁ Density requirements are out of place, minimums. Densities stand alone in a project.
- ◁ The village concept is good

WHAT TO GET OUT OF THE COMPREHENSIVE PLAN...

- ◁ Lots will have to get smaller to meet the new need - residential ordinances.
- ◁ Also, allowing estate residential in certain areas so they do not happen right at the 2-mile fringe where it is allowed and city does not have jurisdiction.
- ◁ Path of least resistance is north.
- ◁ SF carriage housing along the prime area along Lincoln Way was a bad

recommendation in that plan.

- ◁ Residential TIF options.
- ◁ Need to align plan with what the city will actually do. For example, where will the city accept high density residential?
- ◁ Need a front end financing mechanism for housing development to help developers

ISU FACILITIES STAFF

COMMENTS...

- ◁ Current plan is to reinvest in the housing that is already existing
- ◁ Campus cannot work without CyRide
- ◁ City/Campus relationship is good
- ◁ Student housing is starting to be discounted, supply satisfied
- ◁ Campustown is used mostly by students from a convenience standpoint...
- ◁ Beef program on the north that the city is willing to sell if they can relocate the operations to the south
- ◁ Land holdings west of the city are plants based, land south is viewed as animal based operations.
- ◁ Trade employees do not live in the community, cheaper housing in rural Iowa for them. Housing in close commute is an advantage for the University
- ◁ Student and employment base are not projected or planned to grow for the University.

STORY COUNTY

WHAT TO GET OUT OF THE COMPREHENSIVE PLAN...

- ◁ Following the Ames Urban Fringe Plan
- ◁ Need the plan to constitute orderly development
- ◁ Will need transportation improvements north toward Gilbert.
- ◁ Transition for emergency services between Ames and Gilbert, when and how is it funded.
- ◁ A lot of work needed for trails...north and south segment from Ada Hayden to 190th. East/west connection there really is nothing
- ◁ Need to be consistent with Gilbert and all working together

REAL ESTATE PROFESSIONALS

STATE OF THE MARKET...

- ◁ Some adaptive elementary school redevelopment
- ◁ Young and old are interested in walkability and amenities...a lot based on where people are coming from

MISSING PRODUCTS...

- ◁ Servicing the aging population is an issue - South Campus area is an area where people would like to move out of, but there are not options.
- ◁ 45-60 age ranges are served pretty well, but not the other age groups
- ◁ Currently too much supply of apartment, which could last for some time with stable ISU enrollment
- ◁ Condos would do well in Ames
- ◁ Loosing people to Ankeny and DT Des Moines

because of the variety

- ◁ Some people are looking for more rural residential options. Need an intentional plan to include some larger lots
- ◁ Too much retail space. Some is attributed to mixed-use requirement of ground floor commercial
- ◁ There is a tolerance for townhomes, one or two stories.
- ◁ Few recreational facilities - indoor activities
- ◁ Cannot pick only one area for growth. Need to expand everywhere
- ◁ The Health Center is in a poor location for additional development. If the city is going to spend money, they need to position projects to spin off other opportunities for private investment
- ◁ Seeing some people wanting to move because they want to change their lifestyle.

NEIGHBORHOOD ASSOCIATIONS

BIG IDEA FOR AMES...

- ◁ Residential downtown - 2nd floors and infill
- ◁ More low income & affordable
- ◁ Transit oriented development

COMMUNITY POLICY TOP PRIORITIES...

- ◁ Rental conversions
- ◁ Environmental issues
- ◁ Mobility...getting in and out
- ◁ Neighborhood density – owner occupied
- ◁ Own housing



PUBLIC KICK-OFF EVENT

The public kick-off event was held on February 5th and February 25th, 2019. The open house allowed people to talk informally with staff and the project team about the future of Ames. Attendees were encouraged to post their comments on a series of boards related to various planning elements in Ames. Attendees were prompted to post their “big idea” and “concerns” for the future of Ames. Below are the board topics and the comments received. Comments were transcribed with minor editing.

FUTURE LAND USE STATION

Concerns:

- ◁ Allow for increasing density – limit sprawl
- ◁ Revitalize and redevelop downtown
- ◁ Allow for accessory dwelling units & triplexes
- ◁ West Ames need more infrastructure (coffee shops, markets, or parks)
- ◁ Innovative, resilient & leading efforts to reduce greenhouse gases
- ◁ R 38/30 interchange overused + somewhat dangerous due to crossing traffic going south from 30 eastbound + north from east bound
- ◁ No annexation forced on property owners
- ◁ No annexation of state street property
- ◁ Remove Southwest II area from growth plan. Save trees, creek, & wildlife
- ◁ ISU reduction in enrollment
- ◁ Move away from southwest
- ◁ County residents were not consulted on fringe plans. No representation. We need to be heard. City controls everything
- ◁ Move East & Southeast due to new industrial park
- ◁ Commit to continuous development, not leapfrog
- ◁ I'd like to see some kind of “growth boundary” from Ames and a commitment to interior or central Ames that is designed & redesigned around density, walkable neighborhoods, & services
- ◁ Significantly reduce the gray space of flat surface parking lots and encourage/promote so-called parking structures
- ◁ Focus on reutilizing inadequate sectors of the city. See Lincoln Center, the North Grand Mall, for example – and bringing in Career jobs there or removing business property located in the flood plains – see South Duff – and transplanting those businesses in the presently inadequate sector
- ◁ Focus on mixed-use developments & in-fill
- ◁ More mixed use on Duff (housing, parks, local businesses)
- ◁ Do not concentrate industrial all out east
- ◁ I would like to see regenerative grazing of lawns instead of mowing. Use contract grazers to manage with temporary fence & water infrastructure. Entrepreneurs & beginning farmers are willing to manage this.
- ◁ No developing in flood plain. Skunk River north of 13th St. (No extension of Bloomington Road)
- ◁ Limit growth of city limits. No increase in present boundaries
- ◁ Think walkable and bikeable! Not 3 car garages and big parking lots
- ◁ More affordable housing east of the university
- ◁ Creating more future land use designations for creative housing options (mixed use) Do more to encourage native-plant landscaping on as much land as possible to help water quality and wildlife, also CO2 sequestration and soil health. Big lawns don't help!
- ◁ More neighborhoods
- ◁ More smaller business, less big stores
- ◁ No more industrial
- ◁ Utilize the flood plain for the natural marvel & economic boost. The can be – see the economic benefits the High Trestle Trail has brought to it
- ◁ Please no more development in flood plains. Please see prairie & native long-rooted species instead of turf. Use pervious pavers instead of concrete where possible.
- ◁ Decrease medium-high density residential. Enough apartments.
- ◁ Decrease single-family homes use for multi-family rentals – we have affordable housing but need single families to buy them
- ◁ Keep hospital medical zone as is to encourage community health sites
- ◁ Ames needs to expand more to south, southwest, west, & northwest. Growth directly to north is enough with current areas. No ISU.
- ◁ Consider the future of the mall – future housing? Park? Mixed use?

Big Ideas:

- ◁ Build sewer/annex north to Gilbert
- ◁ True student long-term parking. Take a look at University of Iowa. On bus route at 30 min or longer, discourage drive to class syndrome
- ◁ Expand Ames boundary west into Boone County.
- ◁ Plan for neighborhood needs
- ◁ No annexation, no development, protect environment, no paved roads south & west of Worle Creek
- ◁ Attention to walkability and safe, easy access to services, recreation, parks, and schools.
- ◁ Avoiding sprawling development that stretches city resources and regular automotive transport.
- ◁ Stop building huge, expensive apartments! Need more affordable housing & amenities around them
- ◁ Respect the floodplain
- ◁ Can we look to future and use land surrounding Ames for energy (solar & wind) and food productions? We can! Will we consider it??
- ◁ Past plan did not respect ISU research farms or acreage living. ISU farms need to maintain close proximity to campus
- ◁ Please consider residential growth to southwest
- ◁ Continue mixed use & infrastructure in SW
- ◁ Plan for mixed uses
- ◁ Expansion of commercial and residential north & east of I-35 & 13th would be ideal area for expansion of commercial
- ◁ Convert fringe area to growing food for people. Construct a ring of wind turbines and solar farms. Pay farmers to sequester carb (organic matter)



- ◁ Important to keep Ames “compact” – walkable & bikeable
- ◁ Infill & allow more multi-family homes & less parking
- ◁ Annexation of area in Washington would negatively impact revenue for the (something) which would affect safety, road maintenance, and other use of the revenue

ENVIRONMENTAL FEATURES STATION

Concerns:

- ◁ Consider hosting a workshop or presentation on what the climate will look like in Ames in 2040 + beyond by Gene Takle, ISU Professor
- ◁ Use the best science possible to plan for climate change vulnerabilities + impacts + flooding
- ◁ More incentives for developers to create permeable paved areas – some features of the system right now leave fees that don't scale according to the amount of paved area
- ◁ Favor community gardens and food production in town: more accessible fresh food grown by and for citizens!
- ◁ We should put in food forests – not just community garden plots. Focus on perennial agriculture
- ◁ More sustainability (compost city-wide, recycling city-wide more access to public transportation)
- ◁ More green spaces everywhere
- ◁ More community gardens
- ◁ Preserve grasslands & nature areas while we still can!
- ◁ Protect our green spaces and our drinking water aquifer
- ◁ Need to protect natural/sensitive areas as Ames expands
- ◁ Encourage/allow homeowners to have driveways that are not exclusively concrete. Allow new housing to use gravel & grass driveways to decrease runoff

Big Ideas:

- ◁ Determine sources of E. Coli, and other bacterial pollution of Squaw Creek and Skunk River
- ◁ I would like to see Ames be more forward thinking in flood plain management. Large rain events are becoming more frequent. We need to look at how to incorporate more
- ◁ Keep green spaces in city while growing
- ◁ I would like to see Ames commit to being 100% renewable energy powered
- ◁ I would like to see Ames have better electric vehicle charging infrastructure including buses
- ◁ Keep the Greenway as undeveloped – wild as possible. Urban parks can't replicate this.
- ◁ More support for community solar panels
- ◁ Increase the density of our urban forest
- ◁ When new housing developments go in, they absolutely should not remove top soil before building. This will create future flood & drought issues – soil is our answer with roots in the ground.
- ◁ Prioritizing wildlife/biological “corridors” in infrastructure development
- ◁ We need to be intentional about holding water in place. Put hard money into Squaw Creek Action Plan recommendations
- ◁ Consider flood plains, slowing development in already flooding areas and keeping wetlands undeveloped and ready to absorb storms
- ◁ Support for solar panel farms
- ◁ City compost
- ◁ Reduce our impact on the climate and use part of the flood plain to grow good. We could use a large part of the land to produce large amounts of free food for the public



- ◁ Make climate action a central principle. How do all aspects of Ames 2040 address fossil fuel use reduction and resilience enhancement?
- ◁ A carbon-neutral, pedestrian-centered city with trees and community gardens
- ◁ Plans for parking if self-driving cars happen
- ◁ Tiny houses and micro-apartments
- ◁ Need to address infill
- ◁ Consider where employment will be in looking at residential development. Stop forcing extended communities

PARKS AND RECREATION STATION

Concerns:

- Has the city done a needs suitability study of recreational offerings to determine unmet needs? (universal playgrounds, trail connectivity to parks, complex for baseball/softball)
- Use floodplain areas as environmental type/rec spaces and don't allow development
- If P&R group sports are added at Emma McCarthy be sure to look at traffic concerns on Ross Road. Large amount use this road for walking & biking – no sidewalks
- New developments should be required to have green space, if not already
- Support for community gardens – have food, not just flowers
- Grow the parks & nature areas along with the city's growth! Let's help Ames be an extra attractive place to live, work, & be well!
- More green space areas
- More open spaces
- Update parks
- Connect Moore & Reactor. Connect bike trails. Plant trees and hire an urban forester to help reduce greenhouse gases & water pollution
- Ada Hayden HP follow the recommendations in the Klaas-Pease Land Management Plan
- Increase city support with Somerset Parks (addition of equipment or support)
- Access concern – not a bike path or point of access at a controlled intersection on north side of Bloomington to get to Cloya Kartz or Ada Hayden
- West Ames needs a park!
- Pave the bike trail and install lights and maybe a 911 box
- Bike paths need to be interconnected. Dead ends are not helpful for in-town recreational bicyclists

- Connect to [ISU] land – [Moore Memorial Park to Reactor Woods].
- And more open space
- No to play equipment at Ada Hayden. Keep it natural!
- Add outdoor fitness equipment. Add play equipment at Ada Hayden
- Where a bike trail crosses a street – need a sign for cars/drivers that this is a bike trail crossing
- More neighborhood parks and green space
- Healthy Life Center – make it happen.
- Watershed management north of Ada Hayden
- Extend greenway to west Ames [Daley Park]
- Improve Community Garden (safety concerns, fence)
- The quarry at southwest corner of I-35 & 30 could eventually be a park
- I would love to have greater bike path access from north Ames to Ada Hayden
- I am an international student and I was impressed by the green in Ames when I came. I want Ames to keep and improve this beauty and power!
- Camping facilities in town – use Carr Pool, building/restrooms
- Push button yield at crossing of bike lane at south 16th street – vet med trail
- There is an area with no access to parks just south of the North Grand Mall
- Parks for aging!
- Food forests
- Couple with oak savanna reconstruction
- Water quality
- Bring more attention to the [Tedesco Environmental Learning Corridor] Park. It will be the "Ada Hayden" of South Ames
- Manage brush in the woodland understory with contract grazers
- Add bat houses to parks to control mosquitos
- I love to ride my bike but I have to ride on

the streets. I'd love more shared use path connections

- Connect to the High Trestle Trail

Big ideas:

- Build a large new park outside of floodplains
- More connected bike trails
- More walking trails
- More natural parks like Ada Hayden
- Trails/bikes as transportation
- Add community gardens
- Community needs more gathering spaces with indoors and outdoors
- We need an indoor community pool for all – not shared with public schools – needs to be accessible during all times
- Support for a life center – classes, community space, pool, exercise rooms
- Yes to Healthy Lifestyle Center
- Bond \$20-25 million for Healthy Life Center
- Ames has some of the best parks in quality & area per person. Would like to see it maintained
- More connected bike trails
- More native prairie & woodland preserved/restored
- Add signage to trails. Create a "trail system" feel.
- Rethink what outdoor environments are needed for children – playgrounds are not the best option. Trails to walk, run, & ride bikes, wading pools, places to explore nature
- Ames water park for boating? Thank you
- A need to expand park to corner (referring to western edge of Tedesco Learning Corridor extending to existing roundabout)
- I'm in favor! (Healthy Life Center)
- Support this big idea! (Healthy Life Center)
- Yes! (Healthy Life Center)

POPULATION CHANGE STATION

Concerns:

- ◁ Do we have enough low-income housing?
- ◁ Many new apartment buildings have been constructed, most rental rates are high – can Ames plan for low to median range rental properties?
- ◁ Is growth always good?
- ◁ Provide additional financial support for police force to keep up with population growth
- ◁ Is expansion realistic when student population is expected to shrink in the next 20 years?
- ◁ Is 85,000 enough? Look at Peer Big 12 & other institutional cities. Is 120,000 too much?
- ◁ Huge increase in vacant housing 2000-2017
- ◁ Not as significant of an increase when you account for student growth!
- ◁ Story County has the highest rate of food insecurity in the State of Iowa (15.9%) – see feed America, Map the Meal – how is that affected by the large percentage of ISU students in Ames?

Big Ideas

- ◁ Include median household income comparable
- ◁ 5 year snapshot of age demographics broken down
- ◁ Include school enrollment data
- ◁ Population group to be included are those over the age of 65!

SOCIAL AND CULTURAL STATION

Concerns:

- ◁ I want Ames to be a welcoming place for all people. Right now that's not the experience of people of color, international folks, Muslim people...improving this MUST be part of Ames' growth plan!
- ◁ No Jewel Park/Kate Mitchell association? (listed on map) When there is a neighborhood meeting such as an IDOT meeting on S. Duff construction, 100-200 people show up

Big Ideas:

- ◁ Expand Old Town Neighborhood to Grand?
- ◁ So proud of our Ames Public Library
- ◁ Foster more neighborhood associations
- ◁ Need a real museum to recognize Ames History
- ◁ Someone to help regulate race relations. Since 2016, I have been the target of 3 separate racially motivated confrontation. I no longer feel safe as a black person in Ames – A concerned college student
- ◁ Someone to reach out & assist neighborhoods in organizing associations & helping them to stay active

YEAR BUILT STATION

Concerns:

- ◁ I've seen so many prairie remnants and woodlands destroyed by Ames growth in the past forty years. It needs to stop. Protect surviving natural areas!
- ◁ Yes, preservation of at least some strategic natural areas is a must for Ames. Growth without preservation of nature would make Ames an unappealing, unhealthy place.
- ◁ Sprawl is now, sprawl is real
- ◁ In the interest of combatting sprawl, make a 20-year expansion that preserves green spaces
- ◁ Save wildlife and trees on State Street. Stop sprawl
- ◁ Integrate historic preservation

Big Ideas

- ◁ Preserve Campustown aesthetics – low buildings, brick fronts, small businesses

SUB AREAS STATION

Concerns:

- ◁ Downtown commercial /residential development mixed use
- ◁ Genuine concern for preservation of affordable housing is needed in this city.
- ◁ Must have more affordable housing in Ames! Otherwise Ames becomes more “elite” and not inclusive, diverse, or healthy
- ◁ Hate road diets. Need to improve traffic flow on primary roads, Duff, Lincoln Way, University.
- ◁ I live on South Dakota Ave and just south of Worle Creek. All I can envision being annexed into the City of Ames, my home becoming a money pit. I am not in favor of annexation.
- ◁ Please do not put Lincoln Way on a road diet east of Hilton Coliseum.

Big Ideas:

- ◁ Cultural Institutions need to grow! New history & art museums in downtown
- ◁ Urban core & downtown need to strive for revitalization, dense redevelopment, triplexes, in-law additions, affordable housing, & resiliency to stresses of climate change
- ◁ Affordable housing
- ◁ More green areas
- ◁ Improve downtown's walkability
- ◁ Add history museum to downtown
- ◁ Make downtown a destination for families – restaurants, stores, ped mall, farmers market
- ◁ I like the Lincoln Way road diet!
- ◁ Yes to Rail Corridor Buffer and Trail! (Lincoln & Grand)
- ◁ Yes to small lot single family housing
- ◁ Carriage house units, more! More multifamily

ECONOMIC DEVELOPMENT STATION

Concerns:

- ◁ Respect flood plain when building
- ◁ South Duff is a nightmare. Why have we made the same mistakes as every city?
- ◁ Respect ag land. It's not a limitless resource
- ◁ Preserve/foster local businesses, especially in Campustown area
- ◁ Food & renewable energy (production processing) (Ames imports what, 90% of our food from outside Iowa? That stat is just a guess.) New commercial regional uses
- ◁ SW Ames commercial residential (McCay)
- ◁ Innovative, resilient, & leading efforts to reduce greenhouse gases, as much as possible, as soon as possible
- ◁ Quality, affordable childcare in highway oriented commercial areas
- ◁ Public transport in some areas
- ◁ Stop building in the floodplains. Climate change is causing higher rainfall events
- ◁ We have a hidden homeless issue. Actually, it's non-recognition that Ames could have a homeless problem
- ◁ Make sure businesses here (Prairie View Industrial Center) actually use railroad
- ◁ Find a strategy to link new economic growth with housing that is affordable for the new employees
- ◁ Housing & rental costs are too high for people to afford to live, work & play here. (many noted agreeing with this)

Big Ideas:

- ◁ Expand exhibition/meeting space & hotel

development at Iowa State Center

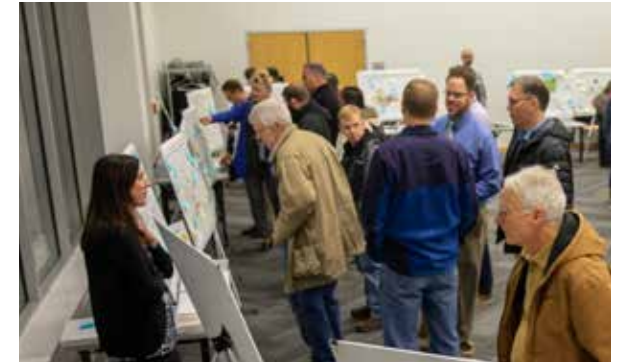
- ◁ No more large commercial building projects in the flood plains!
- ◁ Convert this to a food hub to serve region. Greenhouses, food processing of local foods, distribution to local stores (pointing to area east of I-35 marked as “regional commercial”)
- ◁ More outdoor space for restaurants, patios, tables, etc. esp. downtown
- ◁ Food delivery services in winters for internal students new in ISU
- ◁ Better online services
- ◁ Facilitate more centrally located commercial for reducing transportation distances.
- ◁ More bike lanes
- ◁ Zone Lincoln Way east of Squaw Creek to Grand Commercial
- ◁ Tax increment financing for suburban/residential development
- ◁ Employer subsidized childcare centers in commercial areas
- ◁ It would be interesting to see bike facilities/paths/lanes on a map with commercial. Can everyone get to these areas?
- ◁ We need more roundabouts
- ◁ Providing ready access and recognition of results-based code compliance could assist commercial development, especially in city with technical knowledge
- ◁ Need more restaurants in the research park area!
- ◁ Progressive green sustainable modern landscaping uses native plants, not massive lawns. The businesses in the research park may be progressive but much of the landscaping is not. We can do much better!

TRANSPORTATION STATION #1

Concerns:

- ◁ Promote public transit that could be within the city itself or among the city and surrounding rural community in Des Moines
- ◁ Improve sidewalks
- ◁ Improve sidewalk on Grand
- ◁ Improve pedestrian street crossing on west Mortenson beyond Kum & Go
- ◁ We need better sidewalks so people aren't walking on dirt or side roads when there isn't a sidewalk in some areas
- ◁ 1/3 bike/ped, 1/3 car, 1/3 public transit
- ◁ Incorporate more divided or separate bike lanes and/or transit that connect with each other and main route of the city (complete streets)
- ◁ Bicycle trails that connect!
- ◁ Improve snow removal, especially for Lincoln Way beyond Campustown
- ◁ Improve signage on Greeley Street, as it is very confusing for new people
- ◁ Pulling onto Stange from US development is a nightmare
- ◁ 25 seconds to cross 4 lane streets is too short for families, children and seniors
- ◁ Current signals and 'flow' at certain intersections are very frustrating and unsafe at time of the day. Improvements to alleviate these issues would be greatly appreciated
- ◁ Connectivity
- ◁ Dayton Rd access to HYSC
- ◁ Separation of south Ames from Mary Greeley by train tracks on S. Duff is a continuity concern
- ◁ Planning on S. Duff seems a bit short-sighted – how long after 3 lanes to city limit will we need 4 lanes?

- ◁ South Duff turning into HYSC backs up and is a high congestion point. Accidents happen weekly during soccer season. Only one point in and out.
- ◁ 16th St. near Duff need[s] more lanes and better access to businesses
- ◁ End of day rush hour at Mortensen & State and Stange & 13th is a problem
- ◁ Exiting left out of Middle School onto Mortenson (from East entrance/exit) is problematic
- ◁ Need better access from south Ames (Grand Ave extension is welcome and critical)
- ◁ Lincoln Way traffic is too heavy going east/west from Hilton [coliseum] to North/South Dakota. More ideas to improve traffic.
- ◁ Hayes Avenue is super busy on school mornings. Can take 10-15 minutes to make it through intersection.
- ◁ Would like to see more connectivity of major routes. Currently lacking many options for N/S, E/W circulation across town without using I-35 or Hwy 30
- ◁ Plan arterial & collector in advance, not per development. Same for trunk sewer & water
- ◁ Needs traffic control at State & Mortensen. Awful there – roundabout or light?
- ◁ Grand needs to be extended south to relieve Duff congestion
- ◁ Hughes & 24th St. add right turn lane from west bound to north bound to reduce queuing and congestion
- ◁ Extend University Drive north to 24th.
- ◁ Extend 20th St. west to new University Drive.
- ◁ New N. Dakota arterial roadways from UP Railroad tracks to Cameron School Rd.
- ◁ Rear-end crashes SB Duff just south of US30 PM peak hour entering soccer fields



Big Ideas:

- ◁ Light rail to link Ames to Ankeny & Des Moines
- ◁ Light rail to Des Moines
- ◁ Rapid Transit on Cultivation Corridor
- ◁ Connectivity, especially for walker, cyclists, etc. Connectivity needs to be respectful of all kind of mobility & accessibility
- ◁ Need Grand Ave connection to Airport Rd
- ◁ Consider a roundabout at Mortenson & State to manage traffic
- ◁ WB US30 traffic backup during PM peak (4-6) on main line, at S. Dakota Ave
- ◁ New US 30 interchange @ County Line Rd
- ◁ Need better N-S connectivity between Stange and Grand Ave
- ◁ Need another N/S street. Stange gets more & more congested. Very slow.
- ◁ Southern interstate access
- ◁ Develop Ames to the south!
- ◁ Plan major roads with long term goals in mind...not reactive
- ◁ Need a future focus – let's not limit on 2040 – provide for future growth
- ◁ Need more nature/bicycling trails that connect existing county/state trails

TRANSPORTATION STATION #2

Concerns:

- ◁ Extend 190th St. west to R38 and East to I-35
- ◁ Love the plan for Bloomington to extend to I-35! We REALLY need this!
- ◁ Ames invest in more bus services especially for low-income on holidays
- ◁ More bike paths! More connected bike paths and trails
- ◁ Mortenson & State roundabout
- ◁ It would be cool if we had more bike paths like Ankeny, Slater, or Des Moines and walking areas
- ◁ Bike/pedestrian trails need to have more connections
- ◁ North Dakota to 24th connection in North Ames
- ◁ Improved walkability – sidewalks and trails
- ◁ If we continue to expand east with industrial park, need more CyRide for employees of industrial park use
- ◁ More parking near campustown & downtown areas with businesses
- ◁ More trails! More connections. Bridge from Moore [Memorial] Park to Reactor Woods
- ◁ Improve the State & Mortenson Intersection
- ◁ State & Mortenson intersection – how will handle feed mill semi traffic
- ◁ CyRide is amazing! Keep up the good work!
- ◁ Get rid of bike paths on S. 3rd. Traffic backs up – can't turn right on red – bus stops in bike lane.
- ◁ Work for transit between Ames, Ankeny, Des Moines
- ◁ More places to walk in the woods like Emma McCarthy or east of Skunk River
- ◁ Separated bike lanes near campus
- ◁ Slow Lincoln Way down – feels like it should be 45 with a divided street
- ◁ Implement long term out of the way parking



- ◁ for students to reduce the desire to drive to class – thus reducing traffic on Lincoln Way
- ◁ Address pedestrian crossing near West HyVee on Lincoln
- ◁ There are very few safe intersections for cyclists to cross Lincoln Way. Intersections need to be improved to allow for safe crossing.
- ◁ Connection to I-35 exit 116 from North Ames

Big Ideas:

- ◁ Hyde/Grant Street; major road to Gilbert but outlets to Ames residential area just north of Bloomington. Need to divert traffic around residential.
- ◁ Commuter train to Ankeny and DSM.
- ◁ More turn lanes on Lincoln Way
- ◁ Reduce Congestion on Lincoln Way
- ◁ Main Street – reinvent the Dinky – from one of to other. Hop on hop off.
- ◁ Commuter bus/rail to Des Moines would be amazing!
- ◁ Recommend no grade separated on N. Dakota Street w/ UPRR, instead use existing viaduct at Countyline Road.
- ◁ CyRide is an amazing resource for Ames. How do we expand service & routes?
- ◁ Roundabout at State and Mortensen and



- ◁ Hayward and Mortensen
- ◁ If we are thinking of future, we must think about once a week/twice a week connections to DSM (especially for international students)
- ◁ Cyride is amazing and functioning very well. However, if there can be buses schedule on selected times to Des Moines or nearest cities will be useful (apart from ISU shuttle)

ACTIVE TRANSPORTATION STATION

Concerns:

- Sidewalk connectivity in industrial area if not connecting to something
- Innovative, resilient, & leading efforts to reduce greenhouse gases as much as possible, as soon as possible
- Lots of transit options.
- Zip cars
- Sidewalks & crosswalks that are narrow
- Have yet to read the Complete Streets Plan, but one concern is the off-road/on-street and the extreme mixed message on what is expected of patron of each, and motorists confronting these patrons?
- Prioritize trails & connections. Good for public health & climate
- There is a complete lack of connectivity between current bike infrastructure or a lack of forward thinking when bike infrastructure is put in.
- Improved sidewalks on Lincoln Way...wide paths to accommodate bikes and peds
- Electric car infrastructure, solar panel charging covered parking
- Why does it say Grand Ave is a part of an existing trail? There are sign that say no bikes on that street!
- We need to take on wayfinding Y signage.
- Better education outreach for auto-ped-cyclist interactions
- Improve crosstown and intertown bicycle trails
- Sidewalk along Ross Road @ Emma McCarthy Lee Park. Very busy street, nowhere to walk
- Existing roads must become more bicycle & pedestrian inclusive & welcoming! And all new road must have this as part of their plan/ infrastructure. For healthy, inclusivity, and an ideal place to live!
- More connections for bike trails. Get these

linked together

- Complete sidewalk by railroad track on north side of 24th
- Continue to focus on E/W and N/S connections
- More connected separated from traffic bike lanes/paths
- Invest in sidewalks. Ames' core is not safe for aging in place due to deterioration of sidewalks

Big Ideas:

- Ames express bus
- Signs at trails to local establishments (like Cedar Falls)
- More natural bike routes than Clark (Easier crossing @ 13th)
- Tell ISU to renovate and expand the Memorial Union parking garage. We'll need more parking in general
- Making Intermodal facility friendlier & cheaper to use
- Need a complete bike trail loop for families sooner
- Lincoln Way is not a trail. Make distinction between trail vs. just sidewalk
- It's very difficult for high school students who don't drive to get to school. Why is north Ames not on a bus route that goes to the high school?
- Full priority to pedestrians at intersections

INFRASTRUCTURE STATION

Concerns:

- Better collaboration with internet service providers in new development areas
- Older pipes in Campustown lead to a lot of funky smells. Update size & double check venting in houses & businesses
- South neighborhoods such as Jewel Park/ Kate Mitchell can be cut off during flooding including access to hospital
- Age of water mains – where do we need to update?
- Storm sewer concerns regarding flash flooding
- Don't forget the importance of upgrading infrastructure to maintain & improve quality of life in Ames
- Good Ames Water loses quality after flowing through 4" water mains

COMMENT CARD STATION

Below are the comments submitted on cards .

- ◁ Make sure the wording [in the survey] makes it so anyone in the Ames area should answer the questions. Not just those who live in city limits.
- ◁ Create solar power plant
- ◁ More trees & wildlife
- ◁ Preserve existing trees & stop developing these areas
- ◁ Remove southwest from development plan, save water creek, old oak trees & wildlife. Please do not annex.
- ◁ More development of retail and commercial (professional space). Less apartments along major traffic areas (Lincoln Way). Commercial development without apartments on top. Make Ames attractive enough that we quit hearing about Ankeny/Des Moines.
- ◁ More support for cultural organizations – Reiman, History Center, Octagon. Arts, history, & culture give an important sense of place to the community!
- ◁ Would like this plan to be interactive, allowing a resident to overlay multiple layers (similar to maps around room at open house) to determine different suitability (or evaluate) these proposed improvements in terms of different (and sometimes conflicting) improvements.
- ◁ Look for and execute catalytic projects that unlock additional investment.
- ◁ Rural acreages for Champlian ground 1-5 acre lots, horse farms, hobby farms. Ames needs more beauty! The apartment buildings take away from the natural beauty.
- ◁ Tiny house villages centered around a community garden, community bathing facilities, solar-powered.



- ◁ Creative solutions to homelessness: boarding house concept, ease parking requirements on low-income housing to allow for denser development
- ◁ Thank you for investing your time and energy into our community! I would like to see our waterways protected w/ a diverse ray of plants (reconstructed oak Savanna with agroforestry products e.g. fruits and nut tree crops) that could be used in our schools and food banks. These buffers would also have a perennial understory (think silvopasture).
- ◁ A recycling facility would be nice and students really want it and it would be heavily utilized. Plus it would create jobs and add another sustainable aspect to Ames.
- ◁ Recognize true boundaries of Old Town Neighborhood Association

PLANNING AND ZONING COMMISSION

Below are the comments made at the Planning and Zoning Commission meeting.

- ◁ Flexibility to allow things in the future that were not in place or a concern when the plan was adopted
- ◁ Flexibility and ability to respond quickly; the cycle of change is accelerating
- ◁ More flexibility when looking at some of the uses that come up; A matrix that would help the P&Z determine if there is a need for a certain type of land use or if amendments to the Comp Plan are warranted
- ◁ Efficient, effective and responsive to the community's needs
- ◁ Consideration for urban design
- ◁ More urban design and transportation planning
- ◁ Focused development- not willy-nilly across the City
- ◁ Role of transportation and what it is going to look like in the future; Integrate this into the broader framework of the comprehensive plan
- ◁ Support for stable neighborhoods and small, local businesses
- ◁ Green space in the City
- ◁ More affordable housing

ISU ON-CAMPUS EVENTS

Members of Iowa State University's CRP (Community & Regional Planning) Club hosted four pop-up events in Spring 2019 at the following ISU locations: College of Design, Memorial Union, Gerdin Business Building, and Parks Library. While sign-in sheets were not available, reportedly 50 participants contributed the following input.

Excited For

- ◁ The growth of ISU and the Welch Avenue Redevelopment Project
- ◁ Redrawn flood plain lines/areas
- ◁ Excited to see more student engagement in city decisions!
- ◁ Remodeling
- ◁ Road construction/repair, perhaps more trees in our future?
- ◁ Continuing sustainability initiatives
- ◁ Ames has everything that a big city would have, while remaining a very tight-knit community

Concerns/Challenges/Interests

- ◁ Apartments are expensive
- ◁ More bike paths would be awesome
- ◁ Growth of ISU/Student community
- ◁ Changing Campustown to bring more growth and life
- ◁ Ice Skating
- ◁ I would like to see road expansion—always busy
- ◁ Increase CyRide buses, bike lanes, better preparation for heavy snow
- ◁ More late night food
- ◁ More renewable energy
- ◁ More Mexican Food
- ◁ Bike lanes!

- ◁ Increased public transportation, better road maintenance in winter
- ◁ Roads/sidewalks—potholes/ice
- ◁ More historic preservation in Campustown area
- ◁ New bike lanes
- ◁ Mom & Pop Shops in Central Campus. More parking available.
- ◁ Loosening of small businesses regulations, make Ames more friendly to startups
- ◁ More walking and bike paths are a great idea!
- ◁ More walking paths and less stoplights!
- ◁ More hiking paths.
- ◁ Traffic (illegible word) both east to west and north to south. Lincoln sucks, 13 is not zoned well and Duff also sucks.
- ◁ Better rain or water drainage. I have tennis shoes on days where it suddenly rains/snows and there's lots of excess water in certain public sidewalks.
- ◁ Understanding on late rents, not kick me out (I'm a broke college student). Plow the snow.
- ◁ Plow the roads!
- ◁ Overuse of Lincoln Way
- ◁ The road conditions
- ◁ Ice on walks
- ◁ Expansion/increased options
- ◁ More Nerd Stores
- ◁ Salt the roads
- ◁ Snow removal and use salt!!!
- ◁ Plow your roads and salt them!

- ◁ Flooding
- ◁ Accessibility
- ◁ Repair Lincoln Way please and thank you
- ◁ More bike lanes!!
- ◁ Want more diverse food restaurants (African, German, Thai, etc.)
- ◁ What Ames is going to do with the mall when it has no more stores
- ◁ Less and less affordable housing for students
- ◁ Issues moving into Nevada, going across city lines. New infrastructure for ISU.
- ◁ Build a Lincoln Way pedestrian bridge
- ◁ Train to Des Moines and Chicago
- ◁ Diverse food options!
- ◁ More mixed-use in high density residential areas
- ◁ Redevelop Campustown west of Welch Ave and Welch Ave south of fire station
- ◁ More biking lanes
- ◁ I would like more diverse options for things to do in Ames especially closer to Campus!
- ◁ Creating a sense of place for Campustown
- ◁ Better quality of restaurants, easier to afford units, more single bedroom housing (so many 3-4 bedroom units!), more pet friendly units
- ◁ The primary focus of the plan should be the students—for parks/CyRide, etc.
- ◁ Decreasing/managing urban sprawl
- ◁ More affordable housing near campus, more local businesses in student housing
- ◁ Accessibility for students without cars

- ◁ Outdoor space for activities, too many buildings going up
- ◁ Recycling/sustainable initiatives
- ◁ Not enough housing and poor roads
- ◁ Parking, more trees, better prep for floods
- ◁ Better flow of traffic (main roadways are already congested)
- ◁ I want the city to support the university/ students
- ◁ More open areas and parks
- ◁ Lighting
- ◁ More bus shelters, heat lamps at bus shelters
- ◁ Art exhibit in front of the unsightly power plant
- ◁ Apartment/rented housing surplus and pricing
- ◁ Salt the road; hang out spaces—local areas, shops; hiking paths
- ◁ Accessibility—zoning/separation of services
- ◁ More free parking
- ◁ East Lincoln Way needs to be redeveloped smart (between Grand and Duff)
- ◁ Walkability and major roads
- ◁ Outdoor workout proper equipment and shed

Listed below are the responses CRP Club received from the student open house event in the Memorial Union on March 13, 2019.

What makes you excited about the future of Ames?

- ◁ I like the idea of the community health/fitness center (can be very difficult to use the pool at ISU during allotted 'family' swim times) + winters require a place for fitness
- ◁ Remodeling Campustown
- ◁ New parks
- ◁ Solar and movement toward being a green city
- ◁ Great university
- ◁ Climate change plan!!



- ◁ Full commitment to reduced waste & renewable energy (reward businesses who participate)
- ◁ We're small enough & wealthy enough to be a leader for cutting edge city design
- ◁ Complete Streets!
- ◁ A Climate Action Plan that gets us to net-zero carbon emissions
- ◁ New green spaces like the park planned by west HyVee
- ◁ New Comprehensive plan! (I am a planner, these things make me excited)
- ◁ More green space & recycling efforts!
- ◁ Expansion of CyRide stops
- ◁ Cutting edge green city
- ◁ Community greenhouses, gardens, composting, food forest, tiny houses, ecovillage

What challenges do you see for the future of Ames?

- ◁ Continued "sprawl" (large edge of city McMansions!)
- ◁ Poor quality construction (apartments mostly)
- ◁ Unsafe streets for anyone not in a car
- ◁ Expensive services
- ◁ I feel that much of the recent growth has



- ◁ been for the benefit of a few construction, real estate developers, and chain corporations rather than focusing on the needs of the poor of Ames and the needs of the environment
- ◁ Climate change
- ◁ Becoming a carbon-neutral city
- ◁ Fresh water availability
- ◁ Outgrowing current emergency service coverage area
- ◁ Fix drainage on the sidewalks
- ◁ North Ames emergency Services area stretched thin
- ◁ Flood!
- ◁ Better rain sucker distribution
- ◁ I am afraid that new growth will follow the old model of expansive, car-focused pavement-heavy development instead of being integrated into natural systems
- ◁ Too much development in flood plain, present but hopefully not future.
- ◁ Need to get away from car-centric culture.
- ◁ Addressing climate change
- ◁ Affordable housing
- ◁ Controlling sprawl
- ◁ Unfettered growth and development (residential, large McMansions and sprawling commercial) that takes over green space
- ◁ Build a larger mall
- ◁ Too much construction of commercial spaces

& not enough businesses coming in to fill them

- ◁ Loss of cultural amenities
- ◁ We need more public space in Campustown
- ◁ Lack of viable recycling options
- ◁ Increased development in already congested areas (like Duff)
- ◁ Lack of continuous bike trails

What is the best kept secret in Ames?

Cross-country skiing trails in Carr pool-North River Valley Park

- ◁ Ice Cream out in Jewell, Iowa
- ◁ Great tasting water
- ◁ Cyclone Cinema
- ◁ Applied science hiking trails
- ◁ Morning Bell Coffee
- ◁ Great nonprofits
- ◁ Cyclone Cinema
- ◁ Fuzzy's Trivia Nights
- ◁ Vinyl Café
- ◁ Wheatsfield Co-op
- ◁ Cross country skiing on ISU's cross country grounds
- ◁ The beautiful mixed use path that will be destroyed by South Grand expansion
- ◁ Pammel Grocery
- ◁ Akira Karaoke
- ◁ Outdoor ice rinks
- ◁ Bike lanes on South Dakota Ave
- ◁ Ada Hayden & Skunk River Water Trail





ENGAGEMENT DATA ONLINE ACTIVITIES

ONLINE ENGAGEMENT RESULTS

The City of Ames used PublicInput.com as a platform for gathering public input and feedback. Users contributed their responses at stations at public events and remotely (home, office, or other).



PART 1: Questionnaire

Open/Close: Feb-March 2019
Participants: 525
Comments: 427



PART 2: Mapping

Open/Close: Oct-Dec 2019
Participants: 119
Comments: 347



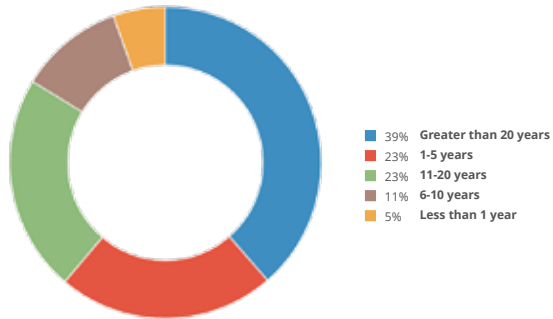
PART 3: Feedback Forum

Open/Close: TBD
Participants:
Comments:

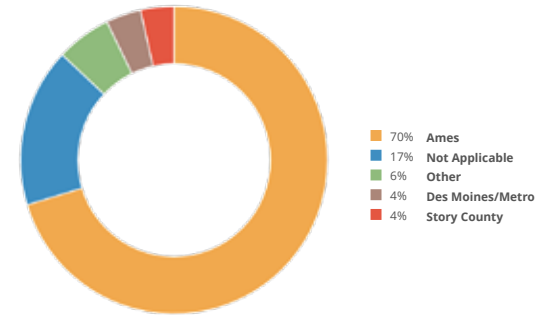
PART 1: QUESTIONNAIRE RESULTS

Below are results from a community questionnaire administered in February and March 2019.

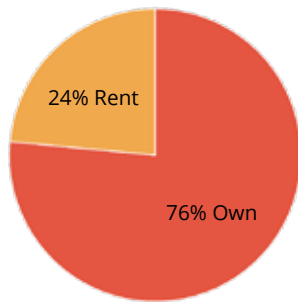
2. If you live in Ames, how long have you been a resident? (461 respondents)



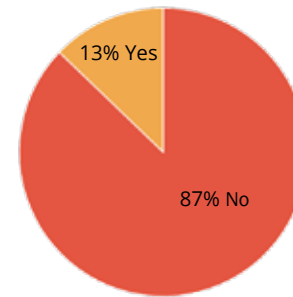
5. Where do you work? (485 respondents)



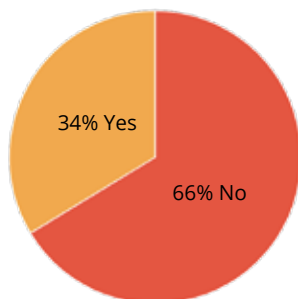
3. Do you currently Rent or Own your home? (485 respondents)



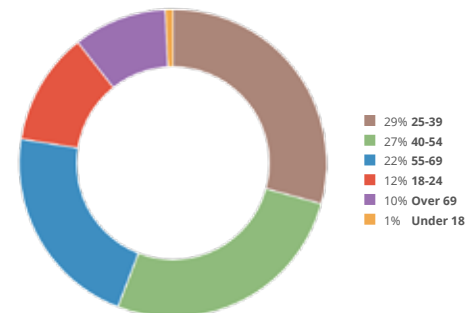
6. Are you currently enrolled as a full time student at a college or university? (483 respondents)



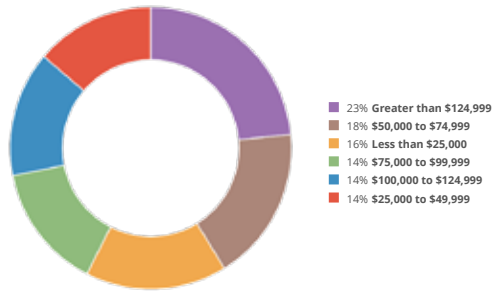
4. Does your household have school-age or younger children? (484 respondents)



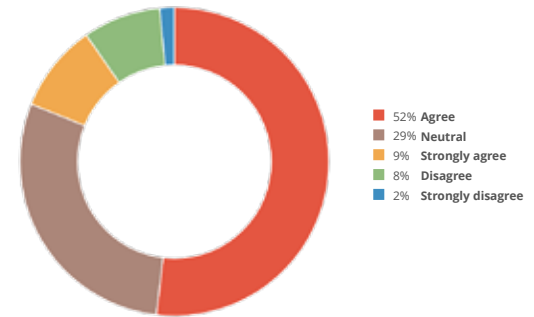
7. What is your age range? (489 respondents)



8. How would you describe your annual income range? (473 respondents)



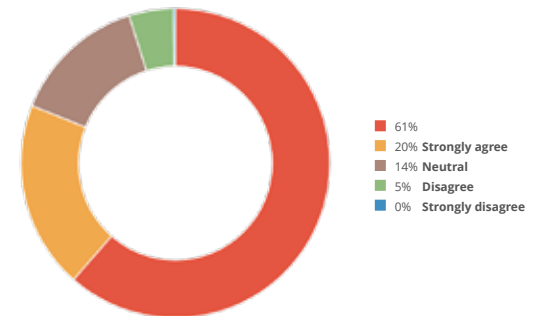
8b. Do you agree with the statement **Ames is a unique city?** (455 respondents)



8a. On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to **Community Image and Values?** (465 respondents)

| | 1 Poor | 2 Fair | 3 Average | 4 Good | 5 Excellent | Don't Know |
|--|--------------|---------------|------------------|---------------|--------------------|------------------|
| Image of the downtown | 1% 1 Poor | 7% 2 Fair | 18% 3 Average | 60% 4 Good | 14% 5 Excellent | - Don't Know |
| Satisfaction with community direction | 4% 1 Poor | 13% 2 Fair | 31% 3 Average | 42% 4 Good | 8% 5 Excellent | 3% Don't Know |
| Your overall happiness with living in Ames | 1% 1 Poor | 5% 2 Fair | 13% 3 Average | 44% 4 Good | 34% 5 Excellent | 3% Don't Know |
| Quality and satisfaction with community services | 2% 1 Poor | 4% 2 Fair | 19% 3 Average | 48% 4 Good | 26% 5 Excellent | 2% Don't Know |
| Civic involvement and volunteerism | 1% 1 Poor | 3% 2 Fair | 25% 3 Average | 40% 4 Good | 24% 5 Excellent | 7% Don't Know |
| Strengths of community institutions | 1% 1 Poor | 2% 2 Fair | 18% 3 Average | 51% 4 Good | 23% 5 Excellent | 5% Don't Know |
| Ability to attract and retain new residents | 5% 1 Poor | 12% 2 Fair | 26% 3 Average | 40% 4 Good | 10% 5 Excellent | 6% Don't Know |
| Welcoming attitude to new arrivals | 4% 1 Poor | 10% 2 Fair | 28% 3 Average | 38% 4 Good | 13% 5 Excellent | 7% Don't Know |
| Attractiveness to visitors | 3% 1 Poor | 13% 2 Fair | 28% 3 Average | 41% 4 Good | 12% 5 Excellent | 2% Don't Know |
| Quality of Neighborhoods | - 1 Poor | 5% 2 Fair | 22% 3 Average | 53% 4 Good | 17% 5 Excellent | 2% Don't Know |
| Image of the city | 1% 1 Poor | 5% 2 Fair | 22% 3 Average | 54% 4 Good | 17% 5 Excellent | 1% Don't Know |

8c. Do you agree that, overall, **Ames provides for a high quality of life?** (454 respondents)



9. On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Land Use and the Environment? (429 respondents)

| | 1 Poor | 2 Fair | 3 Average | 4 Good | 5 Excellent | Don't Know |
|--|------------------|------------------|---------------------|------------------|----------------------|----------------------|
| Location of new growth and expansion of the City | 14% 1 Poor | 21% 2 Fair | 31% 3 Average | 27% 4 Good | 3% 5 Excellent | 5% Don't Know |
| Integrating infill and redevelopment projects | 11% 1 Poor | 21% 2 Fair | 31% 3 Average | 16% 4 Good | 3% 5 Excellent | 18% Don't Know |
| Locations of new growth and rural subdivisions, near the City (within 2 miles) | 11% 1 Poor | 18% 2 Fair | 34% 3 Average | 22% 4 Good | 3% 5 Excellent | 11% Don't Know |
| Management of land use conflicts with zoning and design standards | 13% 1 Poor | 18% 2 Fair | 27% 3 Average | 15% 4 Good | 2% 5 Excellent | 24% Don't Know |
| Incorporating environmental/sustainability principles in planning decisions | 12% 1 Poor | 16% 2 Fair | 26% 3 Average | 24% 4 Good | 6% 5 Excellent | 15% Don't Know |
| Incorporating stormwater management in planning decisions | 9% 1 Poor | 17% 2 Fair | 25% 3 Average | 21% 4 Good | 5% 5 Excellent | 23% Don't Know |
| Visual quality and aesthetics of the City | 6% 1 Poor | 15% 2 Fair | 36% 3 Average | 34% 4 Good | 6% 5 Excellent | 2% Don't Know |

10. On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Parks, Recreation, and Culture? (418 respondents)

| | 1 Poor | 2 Fair | 3 Average | 4 Good | 5 Excellent | Don't Know |
|--|------------------|------------------|---------------------|------------------|-----------------------|---------------------|
| Providing for Parks and Open Spaces overall | 2% 1 Poor | 3% 2 Fair | 13% 3 Average | 44% 4 Good | 36% 5 Excellent | 1% Don't Know |
| Providing for indoor recreation opportunities | 12% 1 Poor | 19% 2 Fair | 32% 3 Average | 27% 4 Good | 6% 5 Excellent | 4% Don't Know |
| Providing for outdoor active recreation (play fields, courts, playgrounds, etc.) opportunities | 1% 1 Poor | 3% 2 Fair | 20% 3 Average | 49% 4 Good | 27% 5 Excellent | 1% Don't Know |
| Providing for pedestrian and bicycle paths and connections | 8% 1 Poor | 12% 2 Fair | 26% 3 Average | 36% 4 Good | 16% 5 Excellent | 3% Don't Know |
| Supporting art in public places | - 1 Poor | 5% 2 Fair | 19% 3 Average | 46% 4 Good | 27% 5 Excellent | 3% Don't Know |
| Opportunities to attend art, music, theater, dance, etc. events, exhibitions, or productions | 1% 1 Poor | 6% 2 Fair | 16% 3 Average | 44% 4 Good | 30% 5 Excellent | 2% Don't Know |

12. On a scale of 1 to 5 (1 being poor and 5 being excellent) how would your rate Ames in regard to Transportation? (439 respondents)

| | 1 Poor | 2 Fair | 3 Average | 4 Good | 5 Excellent | Don't Know |
|-------------------------------------|---------------|---------------|------------------|---------------|--------------------|-------------------|
| Ames' overall transportation system | 2% 1 Poor | 7% 2 Fair | 18% 3 Average | 47% 4 Good | 24% 5 Excellent | 2% Don't Know |
| Access to employment centers | 3% 1 Poor | 6% 2 Fair | 22% 3 Average | 33% 4 Good | 12% 5 Excellent | 24% Don't Know |
| Condition of streets | 4% 1 Poor | 12% 2 Fair | 37% 3 Average | 39% 4 Good | 7% 5 Excellent | - Don't Know |
| Access to Highway 30 | 3% 1 Poor | 6% 2 Fair | 21% 3 Average | 50% 4 Good | 19% 5 Excellent | 1% Don't Know |
| North-to-South street connections | 12% 1 Poor | 21% 2 Fair | 28% 3 Average | 31% 4 Good | 6% 5 Excellent | 2% Don't Know |
| East-to-West street connections | 7% 1 Poor | 16% 2 Fair | 29% 3 Average | 38% 4 Good | 8% 5 Excellent | 2% Don't Know |
| Sidewalks and pedestrian paths | 5% 1 Poor | 13% 2 Fair | 32% 3 Average | 39% 4 Good | 10% 5 Excellent | 1% Don't Know |
| Pedestrian friendliness | 7% 1 Poor | 13% 2 Fair | 31% 3 Average | 37% 4 Good | 11% 5 Excellent | 2% Don't Know |
| Bicycle friendliness | 10% 1 Poor | 14% 2 Fair | 28% 3 Average | 33% 4 Good | 10% 5 Excellent | 5% Don't Know |
| Connectivity of trails | 9% 1 Poor | 14% 2 Fair | 27% 3 Average | 29% 4 Good | 8% 5 Excellent | 13% Don't Know |
| Adequacy of railroad crossings | 9% 1 Poor | 14% 2 Fair | 37% 3 Average | 30% 4 Good | 5% 5 Excellent | 4% Don't Know |
| Truck routing | 5% 1 Poor | 7% 2 Fair | 27% 3 Average | 26% 4 Good | 4% 5 Excellent | 30% Don't Know |
| Traffic speeds and safety | 4% 1 Poor | 11% 2 Fair | 29% 3 Average | 42% 4 Good | 13% 5 Excellent | 1% Don't Know |
| Awareness of transit | 2% 1 Poor | 8% 2 Fair | 29% 3 Average | 40% 4 Good | 10% 5 Excellent | 11% Don't Know |
| Signage and directional information | 4% 1 Poor | 7% 2 Fair | 29% 3 Average | 47% 4 Good | 11% 5 Excellent | 2% Don't Know |
| | 4% 1 Poor | 4% 2 Fair | 29% 3 Average | 14% 4 Good | 3% 5 Excellent | 47% Don't Know |

13. On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Ames in regard to Housing? (417 respondents)

| | 1 Poor | 2 Fair | 3 Average | 4 Good | 5 Excellent | Don't Know |
|---|---------------|---------------|------------------|---------------|--------------------|-------------------|
| Housing quality and desirability of single-family homes | 5% 1 Poor | 16% 2 Fair | 28% 3 Average | 40% 4 Good | 7% 5 Excellent | 4% Don't Know |
| Housing quality and desirability of apartment housing | 5% 1 Poor | 10% 2 Fair | 23% 3 Average | 38% 4 Good | 13% 5 Excellent | 10% Don't Know |
| Affordability of housing | 24% 1 Poor | 30% 2 Fair | 31% 3 Average | 11% 4 Good | 2% 5 Excellent | 3% Don't Know |
| Supply of ownership housing | 9% 1 Poor | 26% 2 Fair | 28% 3 Average | 17% 4 Good | 2% 5 Excellent | 18% Don't Know |
| Supply of workforce and market-based rental housing | 10% 1 Poor | 18% 2 Fair | 23% 3 Average | 17% 4 Good | 5% 5 Excellent | 26% Don't Know |
| Supply of student-marketed housing (off-campus) | 2% 1 Poor | 6% 2 Fair | 15% 3 Average | 33% 4 Good | 27% 5 Excellent | 17% Don't Know |
| Supply of affordable (low-income) housing | 28% 1 Poor | 23% 2 Fair | 15% 3 Average | 6% 4 Good | 2% 5 Excellent | 25% Don't Know |
| Supply of senior housing | 7% 1 Poor | 15% 2 Fair | 19% 3 Average | 23% 4 Good | 6% 5 Excellent | 29% Don't Know |

14. What makes you excited about the future of Ames?

Downtown renewal projects; new water system; parks upkeep

Knowing that there is a vested interest in the future of the City and a growing cohesive relationship between the city and the University.

That we can be more inclusive than we are and have housing for all levels of income. That we allow tiny homes next to homes which means changing several regulations to provide affordable housing for single people.

It is still possible to preserve enough of Ames' green spaces that it may remain a place with an above average quality of life. Despite recent development projects being sited in green spaces (track for people with disabilities slated for north Duff Avenue and Wellness Center along Ontario) there yet remain green areas that people can enjoy. If the council were listening to residents, they would know that developing in green spaces is not supported. Projects like Ada Hayden Park and restoring the creek along Airport Road are in line with Ames values, while looking to channelize Squaw Creek and build the aforementioned projects is certainly not.

As long as Iowa State continues to succeed in attracting and growing research funds, the future of Ames remains bright. Growing student numbers beyond the current level does NOT have the same positive effect. Research funds attract innovators and entrepreneurs and with that come start-up companies and established companies locating a research lab in Ames (see recent growth of ISU Research Park). This pattern of growth will continue to grow the local economy and tax base.

That you are making the effort to update the comprehensive plan.

Entertainment and recreational opportunities, opportunities of meeting and becoming friends with new neighbors, community, church, and other volunteers. Possibilities of innovation that can have an impact on whole community such as solar energy farms, new schools, possible new recreational center

We have leaders with progressive ideas. It's hard to get them implemented, however. It would be nice if there was a way to cut down the distance to travel from residential neighborhoods to commercial. Why are all the residential neighborhoods going north and the commercial areas going south? Can we support more townhouses in the central part of Ames where people could walk to shopping without crossing a busy road? Do the student apartments in campustown have to be so tall? Is there cost share to redo a long stretch of sidewalks along an entire street (such as Northwestern)? Thanks for asking for input.

The current mayor and city council are as pro-growth as I've seen in my time in Ames. They seem eager to find solutions for growing this city in many ways while remaining fiscally responsible.

The growth and development of the local schools.

Ames has been a vibrant community with secure employment opportunities with a reasonable expectation of continued growth.

It is a growing community. I love the energy from the college students and all the cultural activities provided through the university. I hope they can continue to develop their biking trails and parks.

Ames has an amazing group of people with diverse careers and interests, and is now the right size to serve the needs of those differing groups. We are well-positioned for long term success!

That we are constantly expanding and growing.

I am really excited about the Crawford project and integrating residents of different ages and economic means in the same neighborhood. I am hoping that this project and its residents will help move the redevelopment of Campus Town forward.

Ames continues to grow offerings in art and music.

Support of the arts and involvement of the community.

The growth of the town. Like the new businesses coming to town particularly restaurants and shopping though I do worry about Duff Ave flooding and congestion. Hope the Grand Ave extension to S. 16th can help (getting to Airport Rd would be awesome too).

New growth and development, opportunities for young entrepreneurs and businesses

I am excited for the potential Healthy Life Center. The ideas I've seen surrounding it would be a great asset to the city.

The positive energy of the people of Ames.

Ames residents like who they are and have pride in their community. I think that can allow for the necessary growth to make Ames great if they are willing to embrace change.

Diversity and culture

I gave up on Ames a long time ago. My only hope is that as Ames grows the effect of the horrible 1950s era "planning" will get so bad something will actually be done to solve the problems instead of just kick them down the road. A real city has a grand vision - here it is how many crappy fast food places you can get on one street and how much land you can gobble in single-zoned residential subdivisions and making sure there is oceans of asphalt at the retail destinations this type development demands. I have studied planning and community for over 35 years and the method of making decisions is conspicuous at best. The city's taxpayers subsidize the developments - no one would come here on vacation to enjoy the city - they go to Europe where the cities are planned for people. A quick analysis if existing data would show what types of development are best for the city (and personal health too for that matter) -that study will never happen and little meaningful change will ever occur here. More greasy burger joints, parking lots and unhealthy people. No need for a healthy lifestyle center in a city that is conducive to good health - like Euro cities planned for people.

I like the expansion that has been **occurring** as well as business development. We are doing a good job of attracting companies. I like the discussion (although it happens every 15 years or so) of closing welch. I believe that things may actually happen this time. I am tired of parking meter discussions every ten years. Make a plan for parking and stop revisiting the same issues. If we think proactively we will move in that direction even a little bit at a time. Vision creates this. I would like the bike paths to be connected to the high trestle trail network system and would like to see a progressive approach to living here. Also consolidate the Ames and Holbert School Districts please and thank you. :)

I love the parks and trails throughout the city. I'm excited to see the existing parks and trails expanded and maintained. The city does a great job on this end.

Addition of more businesses so do not have to go to Des Moines for all shopping

Leadership is planning for the future

There are more retail amenities (restaurants, shopping) coming to Ames. Having a vibrant downtown with events like Pridefest and other more niche cultural events adds vitally to the city.

Support of the arts and culture, investment in education at all levels, forward-thinking leaders who prioritize sustainability, resilience, quality of life, diversity, equity, principled community planning and development, and green energy and jobs.

Focus on sustainability and becoming a leader in sustainability and environmental initiatives. Expanding community initiatives that welcome diverse populations and opinions in community conversations and collaborations.

Though unaware of specifics, the future of Ames seems bright as long as we work on improving it.

The university and many other large employers in the community are on a long-term trend in growth. I believe this points to a healthy economy and diverse employment opportunities.

I think that the city listens to its residents and tries its best to respond to them. I know it often does respond the way some people want, but generally I feel the city tries

Economic growth that will help local businesses and the potential to bring in additional options for restaurants, stores, entertainment, etc.

I'm excited about the unique opportunity Ames has to become a great city to work and live. It's unique because of the University and the sprouting of a tech culture here.

Growth and employment opportunities.

Can't exactly say I'm excited about the future of Ames. It seems like we've been removing much of why Ames was so attractive in the first place. I've lived here all my life and due the move of the city to bring in more "affordable" housing the overall safety and desirability of Ames has suffered. Crime rates are steadily rising and if you know the things that are actually happening in the city you just don't feel as safe as you once did. People used to talk about how they wanted to live here because there was so little low income poverty type issues and that's not so much the case now due to the direction of city planning. We'll just be another Ankeny soon, which has suffered in the "hometown" feel also. It's too bad that it's going this way.

As long as we continue to have so many international students, faculty, and visitors - and the food and cultural diversity that they bring - I will be excited about living in Ames. We MUST be able to offer a food court or other inexpensive multi-establishment locale where small or new vendors can sell us the ethnic foods of the world, such as west Lincolnway and Campustown used to (before the nightmare occurring there in the last few years eliminated many of the wonderful non-chain eating spots, such as "The Scallion" (Korean) and "Chinese Home Cooking").

Not too much. I feel our City Council and Planning Board have lost sight of the appropriate needs of long term community members in favor of Iowa State and Student needs. We feel the City has pretty much thrown our neighborhood away. We have no way to recover and our life investment is going to be lost as we attempt to sell our house and move to a senior living situation. I also feel there should be more accommodations for seniors who aren't comfortable participating with college students, for example in the gym.

That thought is going into planning and the potential to adapt.

As Iowa State grows in size and prestige, people from more diverse backgrounds will be drawn to Ames.

Showing leadership and example in transition to being a community-oriented, culturally vibrant, and environmentally-friendly city

Ames continues to be a strong community with engaged citizens, fantastic job market, and plenty of housing options at a range of prices. The university and everything it brings to the town- that relationship is so important and a big part of what made Ames so attractive to us when we moved here 12 years ago. There have been a lot of investments in sprucing up downtown Ames, for individual businesses as well as the new(ish) library. I think the plans for Lincoln and improving its function and aesthetics is exciting. Same for Campustown- lots of effort by the city and ISU to improve that area and I think it is working well. The City seems to be interested in what the ENTIRE community values and open to input from all its citizens.

Continued growth of city and redevelopment along Lincoln Way

Hard to say, but some discouraging aspects. ie, downtown/Lincolnway corridor

City Council and leadership has provided clear direction to better plan for growth and development over the past several years. Previously, an attitude of status quo and maintenance pervaded. Relationships between City and ISU leadership is also better than its been in years which has already resulted in some amazing community projects such as the Ames Airport Terminal Building. With a willingness to move forward with smart growth principles, and with planned efforts with identified partners, the sky's the limit for Ames.

Improvements to the ISU campus and athletic facilities

Nothing because I didn't move back here to live in a town where it takes me a half hour to get from one side to the other and I don't want to live in a town of 80,000 people with an apartment building on every corner.

Ames seeks the input of the residents. That's fantastic if residents educate themselves about the plans and effects and then express their views.

New housing developments. More parks, trails, and shared outdoor spaces in general. When thinking about purchasing a long-term home in Ames my #1 priority is having walkable access to nature trails to enjoy throughout all 4 seasons.

Well designed and sustainable

This is my home for the foreseeable future. I obviously want to be happy where I live and want my community to grow and prosper.

A transformation of our transportation grid to be eminently, safely, and conveniently walkable and bike-able. Integrating all of our development with nature. More green space, much less concrete.

Campustown redevelopment and Lincoln way apartment and entertainment complex.

Incorporating more sustainable development into the city!

Potential growth and attracting young workers, though I don't think we do a good job on this.

GROWTH!

Ames Mall has really improved and it seems like it is improving. Getting Menards is an asset.

Many opportunities in all stages of life.

City council have a broad representation of stakeholders for Ames quality of life, policy implementation, and land use regulation

The growth of the Research Park

The community has a solid foundation - attractive schools, a variety of activity options, attention to park space and trail network, a transit system, employment opportunities, and community members that are positive about the community and wanting to be engaged.

The innovation and modernization of south Ames makes me excited!

More people living here. Glad we are looking at infrastructure and other updates. Schools are good boundaries.

Continued low crime

We are an amazing community with the amenities of a larger city with the feel of a smaller community. With private sector job growth and available land for housing growth, Ames has a bright future ahead of itself

With crowded coasts and an increased focus on sustainable lifestyles, our central, ag-encircled and university-enriched location is poised to welcome thousands of workers ready to embrace a more harmonious pace of life--where communities build for the long term.

It's amazing to me that the city does not have a more robust working relationship with the university on urban planning and design. Because of Iowa State, Ames could be a state and even national leader in sustainable initiatives, responsive design, renewable energy, etc. It seems like we do a lot of either small-ball stuff, or we give a lot of taxpayer dollars/incentives to developers, who are only looking at growth through their lens.

Healthy Life Center would be awesome. I live very close to the City Hall gym but it is poor quality and not enough court space to provide for this size of town. I would consider moving closer to the HLC once it is built. I grew up in Huxley and went the to the 3c's almost every day from my pre-teen years all the way into high school.

I feel like we've escaped an overabundance of big box stores. Online shopping is reducing the need for them here. Smaller, local retail is thriving. I am encouraged by the continued improvement of non-car transportation systems. I'm also impressed at the resources for aging in place in Ames. The university is providing vitality for incoming industry as well.

I love the access to all sorts of things that Ames offers!

Ames is unique. Ames has made the lists for great small towns or greatest places to live because IT IS. I would like to see future planning focus on what makes Ames different rather than trying to make it "every other urban revitalization project".

Turn railroad track beds - if we can get the RR system out of inner Ames - into trail system

The Research Park and the ability to attract quality employers, the variety and accessibility of parks, the availability of cultural activities, a safe and welcoming environment make me excited about the future of Ames

I operate a local business, and I am proud to do so in Ames. There is so much potential for a small business in a growing town. I am excited for the opportunity to grow along with the city.

The possibility of providing high quality jobs to keep graduates of Iowa State in Ames.

I believe the research park and spin-offs from ISU has made our future job growth better but we need to keep striving for more industry like those

Plans for downtown development. There is so much potential to make a good main street great, but we have to re-develop! We need more bike paths that are truly connected so bikes have to cross major roads less. I am not concerned as much about "bike to work" options, but more about biking in Ames a recreational activity for families. I think need more branding when it comes to directional signs designating areas in the community and use that branding in with street signs and trail signs. For example, recognizable signs for Downtown, Campustown, Somerset, Research Park, etc. On trails, signs stating x number of miles to Downtown. A fully connected bike trail system is an amenity that families of all ages would use and value.

Ames has a lot of potential. It is not a small town that people are moving away from like many other towns in Iowa. It is a destination that I hope people who are leaving rural towns would see as an option for relocation.

The new high school and new pool

An indoor facility (more bb courts especially, indoor running track, etc.) that is funded with much greater contributions from Iowa State University

Combining Gilbert into Ames Community School District;

Connecting the I-35 corridor - establishment of light rail between Minneapolis and Des Moines with Ames as a major stop
Elimination of the railroads within downtown - both N/S and E/W routes move to E or W of town and S or N of town

I like the idea of Ames as a city that may not be quite as big as Des Moines but still has things to do, restaurants to go to, and is easy to get around in, especially without a car. Lots of local businesses, street art, unique buildings, and public "hangout" spaces.

Expanding the diversity of our population and the creation of systems and structures to support high quality housing and jobs for a wide-range of people.

High quality of living : quality public education, good paying jobs, great family life, low crime rate, quality health care, and a vibrant place for all walks of life including people in their retirement years!

Growth. Ames has the capability of adapting to the individuals that live within the community.

The economic opportunities in the private sector is amazing, but is going to require the community to realize that if it does not embrace changes that these opportunities are likely going to evaporate and relocate. The city of Ames is going to have to embrace changes and allow for non traditional use of land and redevelopment zones to occur. The city is also going to have to get out its checkbook and make investments in infrastructure and amenities that it has historically avoided paying for or tried to push to the private sector. Without these amenities in place the private sector opportunities for growth won't occur. "you don't wait to build an airport until the planes are circling overhead."

Having more local, regional and national businesses make Ames their home.

We are a vibrant community with great potential to do big things.

Potential redevelopment in downtown Ames, expansion of industrial opportunities in east Ames, and the expansion of the ISU Research Park.

I hope Ames can be a leader in Iowa and join with other cities across Iowa and the country to prioritize reducing greenhouse gases in the most impactful ways possible. I hope Ames will prepare for and plan to adapt to the challenges of climate change with the best available science.

The symbiotic relationship between ISU and the city, along with excellent medical facilities, excellent services, an active volunteer community working at service oriented entities, noteworthy high quality local business and industrial/white collar (ie Research Park, Swine Research, DanFoss) are positive aspects of the Ames area that need to be reinforced and can continue to position Ames as a destination for a high quality of life.

I'm excited about the work our local workforce development teams are doing. Clearly they have been able to raise the profile of doing business in Story County, and I believe we have leadership that will maintain good working relationships between entities and continue to make Ames an attractive and viable community to do business.

I'm also very excited about the communities continued investment in our schools. The quality of our schools has a direct impact on our communities ability to recruit into the workforce and raise excellent global citizens.

Meeting with individuals who work for the city always energizes me about the future of Ames. It's great to talk to people who are passionate about the work they do. I also know a few students who are excited to keep improving Ames, and I'll enjoy seeing their work in the future.

I hope to see more defined and vibrant campus town, Somerset, and downtown. I also hope for more bike-ability and pedestrian friendly spaces. More cohesiveness overall would be nice

The institutional employer base in Ames gives it an advantage in stability during economic cycles, particularly downturns.

There is potential, if all stakeholders are included effectively

The opportunity for growing a compact city that has neighborhoods with amenities near by (walking distance). That is walking to the park, school, grocery store, coffee shop, etc.

Ongoing improvements to bicycle and pedestrian infrastructure.

A plan that invites people to stay for longer than just school. School are great but more family oriented opportunities would be great!

The main improvement I am hoping for is a N-S route between S. Duff and University Boulevard for those of us who live in SE Ames and would like to go to Main street or N. Ames without getting stuck in the heavy traffic of the Duff commercial area.

The prospect of a new comprehensive plan to guide more sustainable and pedestrian-oriented development, as well as the potential for a more robust vision for Campustown that puts student needs and desires first.

15. What challenges do you see for the future of Ames?

Propensity for floods is only going to increase with more and more rapid runoff, more upstream farmland being tiled, and climate change. Cannot rely on federal government flood maps, as they don't get updated often and are wildly optimistic. Adding fill to floodplain just moves the problem around. Time to dig out all the fill that has been added in the last 50 years and restore the rivers and creeks.

Figuring out how to keep retail dollars within the city. Whether that is through the mall or the growth of small communities within the larger city. Keeping downtown vibrant and using the existing land correctly, we don't need a ton of new apartment buildings.

I'm concerned about the 13th street expansion and the empty stores in west Ames

We have a need affordable housing for lower to middle income earners. The over-build of apartments has a short-term solution but is not quality living habitats for families. Also, it has hurt the rental economy for some of us who own quality rentals.

The city council has paved and is paving the way for too many apartment complex developments, and big box apartment/retail spaces in the heart of our commercial districts. These projects are out of line with Ames values and contribute negatively to traffic patterns as well as aesthetically. Small businesses have been pushed out of Campustown significantly and I worry about Main Street if their Lincoln Way corridor plan is realized. We stand to lose the low-slung, distinctive (and with mature pine trees surrounding) building of The Mandarin restaurant on Lincoln Way and will instead be stuck with characterless glassy buildings rising from the sidewalks and blocking out the sun. We are losing our history and its accompanying continuity (The Mandarin, brick buildings in Campustown) and our sense of place. The portion of the Lincoln Way corridor plan that refers to standardizing the quirky housing near Riverside really bothers me since tiny houses and uniqueness are considered very desirable and special by most of us. It is not the city council's business to change/standardize us or make this into a Soviet bloc wonderland. Ames has been a great place, and that needs to be respected.

Build the roads first and also parking garages for efficient land use.

Ames community planning needs to take place in coordination with Story and Boone counties.

I am concerned that there seem to be an awful lot of people who find housing unaffordable or who have difficulty making a living in Ames. Having grown up in Nevada, I am also a bit nostalgic about the days when one could see the beautiful fields outside of Ames. Today it seems the northern part of Ames (outside of the magnificent Ada Hayden area is being gobbled up in development. If the population keeps increasing and areas of rural enjoyment are taken over with housing or other construction, where will people go in the future to enjoy the beauty of nature? It seems to me it's fair to ask if there is some sort of option to continuously paving over the best land in the county.

Too many cars. Focus on apartments or big houses and nothing in between.

Maintaining a quality environment while still expanding. Ames is large enough as it is and I understand the importance of growth but eventually it will become too big. The amount of murders and crime has been steadily increasing and will only get worse as the city continues to grow. We need to focus on areas that are more important than expansion such as the public schools.

Ames desperately needs more north-south auto routes, and at least one more connection to the interstate system. Why nobody has a vision for future traffic solutions is a real shame. Instead of making everyone go through one overloaded intersection at 13th and Grand, why not explore the possibility of extending and widening existing N-S streets to alleviate traffic congestion. Why not hire a real traffic engineer with workable ideas instead of making 13th and Grand into a "super interchange"? Making one intersection carry all the traffic is both short-sighted and dangerous. Heaven forbid any need of emergency vehicles needing that one intersection when it is clogged with everyday traffic. One simple and inexpensive modification would be to wire the E-W traffic lights to alternate, but that seems just way too simple and cheap for anyone to have ever thought of it. Too bad. Traffic is one thing that needs to be worked on pretty much continually. Get somebody who knows what they're doing.

The housing market is so tight and cost of living (housing prices and property taxes) that we almost bought a house in Ankeny even though we really wanted to live in Ames.

I think Ames needs to be cognizant of the risks associated with fundamental changes in universities and the risk for major enrollment change.

City puts to many roadblocks up for luring new business! Example: Olive Garden. Way too many apartment-developers dictate to city.

My concern is that we'll just keep doing more of the same, which is turning us into an Ordinary city. Limit student housing "franchises", encourage innovative housing developments (they all look the same), rethink all that lower level retail space requirement, and do not encourage more South Duff development! I agree with the statement below about our potential, but it will be hard work to maintain community character.

Having more affordable housing for first time home owners, young families, and residents who are not associated with the university.

Urban sprawl clogging roadways, over-development exacerbating flooding by removing water-absorbing plants.

Managing to temper growth in a way that benefits Residents and Business Owners as much or more than Developers.

Keeping thriving businesses and work in Ames, instead of the Ankeny and Des Moines Metro, things for families to do, lack of opportunity for entertainment that pushes people to the metro

Growing congestion of roads though it isn't too bad yet. Connecting the town better since things are fairly spread out. For example, it is sometimes challenging to get to or from Somerset to other parts of town very efficiently. Same for North Grand Mall; may be a bit easier if 30th St was connected to Dayton Ave or at least Stagecoach Rd. Would also be nice to have ramps at State Ave off of highway 30 and a connection from Bloomington to North Dakota.

Keeping thriving businesses and work in Ames, instead of the Ankeny and Des Moines metro, things for families to do, lack of opportunity for entertainment that pushes people to the metro

Preventing the development of overpriced rental slums caused by the conversion of affordable housing to rentals.

Ames residents tend to fear change. Des Moines is moving north and in 10 years, Ames will be north Des Moines. It is time to be part of that metro and encourage businesses to invest here - Costco, additional shopping, Trader Joe's. These are places that will need a home on the north and east side of Des Moines and can definitely be successful here. If Ames continues to let Ankeny take up that flag, it will be left behind as a sleepy, lost community that will not be able to recruit young people to both start their careers here or stay here. Ames does not have to lose its identity, but it will be trapped in the past if it does not adjust its vision

Too over priced for normal working class to afford. With all the development going up it's skyrocketing the monthly rent prices even in old apt buildings. They are raising rent prices because they can. Not because they're making development changes to these buildings

Lack of objectivity - too much vested-interest policy. Rigid orthodoxy relative to planning and development with little incentive for community building. Ames has all the social density of a golf course.

Flooding events- making sure the storm sewer system can handle large rainfall without it backing up and flooding roads and houses

Everything has a cycle including this planning. We seldom see action steps from community visioning and I find it a waste of time. I also thing every organization asks for funds from the private sector and the city does that as well for fundraising for the animal shelter, pool facilities etc. it makes it seem like the tax base cannot provide amenities that other cities do provide. It makes me want to say if you find it a priority then put tax money towards it. Narrow the focus and don't be everything to every citizen with a concern or opportunity but allow growth of tax base and support the businesses that exist in this community with both the city bid process and the choices made. Focus on impact and not making every idea possible and be honest about this. I get sad that we have long, inefficient council meetings and that individuals do not stay on task. Some people monopolize time and that is not respectful even if what being said is not controversial. We also do a great job of making all decisions controversial. Lets lead in this city and accept that half the population will always have a problem with some initiative. But also avoid pet projects and stay focused on the direction. Don't be afraid of putting in things that make us stand out (allow funky artwork or things not everyone likes. Think if the DOT corner Indian head would be applied to be put in now.). Iconic design is not a bunch of money spent on some light columns. A good entryway is so much more. Lets have some personality in our aesthetics.

Attracting larger businesses to take root in the city in order to grow the community.

Inclusivity and ensuring that there are things of interest for all Ames residents. I hope there is improved support to new businesses (funding, resources).

Homeownership for families and affordable housing for working adults. Lack of collaboration between City of Ames, Iowa State, and School District. Need for more activities for families with young children. Too much focus on Iowa State and not on the working families in Ames

1. Planned changes for Inis Grove Park ignored detrimental environmental effect; i.e., loss of one acre of topsoil from a plot of four acres.
2. Zoning requirement that apartment developments include portions of devoted to retail space seem to be ill-timed, considering national trends of increasing empty retail facilities.
3. Large apartment developments do not appear to be compatible with their surrounding neighborhoods, but, rather, they transform them into higher density housing and parking areas. Is the review process for permits adequate?

1. Attracting and retaining a diverse population. Often, many families of color find Ames to be unwelcoming and unsustainable for a variety of ethnic foods restaurants and shopping, ethnic cosmetics, lack of diversity of faith community and worship spaces.
2. Not enough affordable housing for single-family non-students.
3. The social climate of schools is also challenging for children of color.
4. Need more nightlife and social amenities for adults and non-students.
5. Greater retail options for clothing and apparel to make it more attractive to shop in Ames as opposed to driving to Des Moines, Minneapolis, Kansas City, or ordering online.

Lack of affordable one story townhomes with laundry on the main level.

Inadequate stock of professional office space, e.g. what could be used for small/solo practices, which are located on bus routes and with handicapped accessibility. Lack of affordable housing and wheelchair-accessible housing. Lack of affordable senior citizen housing. Very high property taxes. Traffic congestion. Inadequate shopping; I still have to go to Ankeny for a lot of my shopping. Getting the city to understand that snow removal on city streets really ISN'T very good, relative to other cities and towns--the city cannot seem to grasp this.

Appropriate planning for sustainability and resilience, offering affordable housing and reasonable property taxes, flood and erosion control, protection of parks and green spaces, openness to alternative and progressive educational opportunities, taking care of our children, preventing poverty, promoting walking, biking, and public transit.

Traffic controls and walk ability mainly near South Duff.
Expansion of a north Ames and movement toward Gilbert instead of all around Ames.

How will the City of Ames plan for the risks and hazards of climate change when planning for the next 20 years? How is Ames preparing to address aspects of life in Ames that will be the most vulnerable to the risks and impacts of climate change?

Prioritize equity, diversity and inclusion in Ames in all development sectors.

We do really need to do something about more shelter and more affordable options as well as working to stop climate change.

The city appears to be in conflict about growth. Many of its residents know the city from when it was smaller and appreciate a small town environment. I also appreciate a small town environment but recognize that there is strong momentum for the growth of Ames and the surrounding communities. Ames has to be the central city, due to its existing university and industry. The only question is how will the city grow. My concern is that a general resistance to acknowledging the inevitable growth is leading to piecemeal tactics and frequent revisioning of plans that were supposed to better serve the long-term outlook of the city.

We're losing our retail options. We need retail or it's all going to be Ankeny, Des Moines, and online. We need to attract retail other than big box.

Decline in single family living desirability and safety issues.

That our city cannot rally the needed participation in the SunSmart solar project after more than 2 years really troubles me. While it has not been sold well - such as telling people right up front that they will get some financial benefits back from it and that they can pass those on to others - which are important but not well-known. This indicates to me how non-community-minded and/or transient most of the people of Ames are and it troubles me greatly. We have very serious climate change and resource over-exploitation occurring in the world and there is a need to integrate resource sustainability into all of our planning and thinking at every level of society, but I see very little of that reflected in the plans or actions of my city.

Again, I feel it is a difficult challenge to provide affordable owner-occupied or even rental housing for families. All the affordable houses have been chopped up and filled with students so there are no single family houses that are affordable for families.

Addressing housing and climate issues regarding the next twenty years of projected growth and changes.

There is no child care and the cost of living is high for young families.

Being a thriving community without relying on the "economic growth at any cost" model of development. Switching to renewable energy and recycled natural resources. Minimizing the impact of climate change on people and environment.

- The City of Ames should include a Climate Change Vulnerability Study in its Comprehensive Planning process.
- Promote a vision and goals for Ames to be resilient and prepared to adapt to the challenges and opportunities of climate change.
- Plan and design to minimize future impacts of climate change, such as heat waves and flooding.
- Prioritize equity, diversity and inclusion in Ames in all development sectors.
- Promote emergency preparedness and safety for all people.

There is too much rental housing that is neglected and in bad shape and the price of most apartments, as well as just the sheer number of them, has gotten to be outrageous. Most new residential development is happening at the extreme far north and far west parts of town. With the university owning so many large plots of land all over, it makes a balanced approach to growth difficult. Squaw Creek and Skunk River also present challenges for orderly development. The street network in this town is getting better but is still very bad, made worse by a lack of signal timing and coordination. There is a large population in this town, mainly students but others too, that only stay for a few years and then leave- it's a transient community that brings its own complexities. Adding biking facilities is difficult- I think a lot of people would like to see more but there isn't room on the streets to accommodate it so that is definitely a challenge. There is no assessment of environmental impacts with the comp plan or at an individual development project level which is standard for Iowa but unfortunate. Stormwater planning and water quality get some attention at least so that's good.

Thoughtful growth within budget

The Iowa State student body seems to be growing faster than the City of Ames can support. Housing is, of course, vital to Iowa State's growth, but it's a little discouraging to see apartment buildings/complexes erected in every available location.

Ames has a number of amenities contributing to an overall high quality of life for most residents. Identifying limitations in and adjacent to these amenities to strengthen key areas and provide more opportunities for residents, with consideration of future needs will be a challenge; particularly when coordinating with other major community partners like Iowa State.

Improvements in north south transportation routes on the east side of Ames particularly improve and reduce traffic on Duff.

Overbuilding and having empty apartments, building too many new houses and not being able to sell the older ones, forcing people into annexation, destroying farmland and environment in the name of "progress."

Will there be sufficient economic opportunities for all residents? Transportation challenges for those not affiliated with Iowa State. Ames should plan to be a part of a regional development that includes the surrounding counties. A more comprehensive plan should include reliable public transportation transit that connects the surrounding counties.

climate change, changes to the structure of higher education

Old Town Historic District. There are beautiful homes and it would be nice to live there for the walking proximity to downtown. However, I am extremely hesitant to purchase a home there. With many of the homes nearing 100 years in age, I fear the neighborhood may change dramatically. Many people may not find the homes worth the expense in upkeep and updates which may lead to many of the homes deteriorating without repair or maintenance efforts. I would imagine many people would opt to invest in new developments in the outskirts of town.

should attract more people

Growth. The city was not designed for the growth it has had.

The affordability of housing is only increasing every year, at an exponential amount. Rent shouldn't go up \$200+ dollars a month after one year and no changes were made. Houses are being built in Ames, but nothing first time home buyers (like myself) can afford. If you want to attract young adults to stay, housing has to be affordable. I also see that the development of West Ames is poor. We need a Walmart or a Target or an Aldi to compete with prices of Hy-Vee. There are so many apartments and people living in West Ames, but not much to do, places to shop, or places to eat.

Future commercial growth and traffic planning will be critical to maintain quality of life. South Duff area as a main entry to the city, IMO is a debacle - unattractive, disorganized & traffic/access poorly handled. Ames can & must do better. N/S travel through Ames is far more of a challenge than E/W. Future development in the vicinity of RR tracks, esp. residential, needs to be carefully planned, both for safety and tenant/owner satisfaction. Affordable housing will also be a challenge to allow workers in Ames to live in Ames. Housing to accommodate all - students, workers & families - affordable & in harmony will continue to be a challenge.

Environment is a big issue now and I would like to see Ames implement a climate action plan and use more sustainable environmental ideas in the future

"Growth" as it has been happening so far has been hostile to pedestrians and nature, and I am concerned that much of the "growth" conversation is being driven by the wealthy and business community while the culture, health, and environmental needs of the population are unmet. A city which is un-walkable is unhealthy. I also see poverty and homelessness as severe issues. This challenge should be tackled by empowering communities rather than simply "fixing" the obvious problems.

Ames should have a climate action plan and be working on ways to reduce waste and emissions. I also think the resource recovery center poses a major challenge for sustainability.

Redevelopment of core areas, entertainment and recreation opportunities for active people.

An overall scarcity mindset. This is the most conservative college town I've ever lived in, there are a good number of curmudgeons that control the lions share of election votes, and therefore they take up too much intellectual space in our economic development.

Since living here for 9 + years I see lots of negative attitude towards growth. People complaining all the time about Duff Ave is silly. (let them move to a place that has real traffic). I have a son who is an Asian American and he thinks Ames is prejudice toward Asians and Blacks. I can not speak to this because I am white but, I thought I would mention his concerns.

Not enough meeting space to host events.

Rural vs. urban tensions regarding land use expansion in fringe areas

Increasing population density without losing green spaces or aesthetic

Geography will continue to be a challenge. Urban areas are more attractive to young people. The winter climate is a challenge for older people. Declining enrollment at Iowa State University is inevitable. Our housing stock is skewed toward student housing. We will be challenged to convert suitability of this student-focused housing to suitability for other types of residents. Maintaining older housing stock and thus the attractiveness of long-term neighborhoods. Balance of infill and expansion of city boundaries. If we are going to protect farmland, we need consensus on how to integrate new development into the existing community. Current residents need to feel secure that infill development will receive adequate design and integration scrutiny. Providing adequate income to enable residents to afford housing and needed services. I would like to see our community diversify our housing and commercial options beyond university-age individuals and to expand options to meet the needs and interests of 'senior citizens'.

A challenge would be modernizing the off campus housing and other areas that are not included in south

Boundaries. We were short sighted when north Ames was developing not to make part of the schools. We need to also not just look at high income areas. We desperately need moderate priced and sized homes. Rent is really high. Way too many student apartments and other apartments that were put up quickly and poorly done from having been in some and talking to students. Home rental codes are strong and good. It seems like some apartments don't have to comply.

We need more inside activity places in the downtown/central east side of town.

Availability of affordable single family town homes and homes especially those not wanting own. Ridiculous poor planning of sticking everything on Duff. West and North Ames need retail etc. Especially need a "mall" not everyone can afford to shop downtown. Also a YMCA or affordable (not 40-50\$ a month) fitness center

Some in our community are afraid of change and fear growth which is necessary for a thriving community in today's world

Mixed commercial / residential buildings often have little/no businesses in them

Balancing the influence of large developers and lower-quality, quick-growth buildings with the reality that revitalizing our character-rich downtown and older buildings is what will make people want to invest and stay in Ames. We need to articulate and commit to a sustainability- and art- focused middle ground that will require initial investments to serve character to our community for decades to come.

Getting developers to build small less expensive homes so we can be more inclusive.

We're not putting enough thought toward the sociological aspects of community in our urban planning/ design. For example, the proliferation of these high-rise apartments on previous vacant lots -- they do nothing to enhance the aesthetic of the surrounding neighborhoods. They and other construction along L-way are visual clutter and don't invite people to linger there.

I think the lack of affordable housing for young families is going to choke off the long-term growth of the area. I'm also concerned that we maintain outdated traffic rules like unrestricted intersections in the Roosevelt neighborhood and high speeds of 35-45 mph on residential streets like 24th and 13th. Oxford has instituted a "20 is plenty" speed limit around the university to prevent pedestrian deaths. I think folks are too quick to rule out more "radical" approaches to managing vehicle traffic.

Affordable housing! That seems to be the biggest issue that I see! Some college students cannot afford some of the prices that these apartments demand!

The cold weather

With the recent zoning changes along Lincoln Way and it's focus of attracting more chain style businesses to Ames, I believe the biggest challenge will be finding the work force to fill those types of "minimum wage" jobs.

Slow development in Ames - hard to add new amenities without lots of red tape. Ankeny is quick, Ames is slow

Enough housing to keep up with the job growth and enough retail to keep people in Ames. Don't understand paid parking meters downtown if the city wants to encourage people to come to east Ames, Make it free and people will be more willing to come and spend. Retailers and city will make more revenue in the long term!

Maintaining the quality of life we currently have as the community grows.

Needs more economic and ethnic diversity including food options and entertainment options

Ageing areas of both commercial and residential properties that cause the city to appear rundown or unkept.

Affordable housing for low to moderate income, seniors and veterans; traffic patterns in this city, particularly the south duff area, are horrific; the Lincolnway renovations around the downtown area are unnecessary; our zoning department is slow to act for existing businesses wanting to renovate or add to their current location;

As our population ages, keeping seniors healthy and happy here is a key. The challenges are keeping Ames safe while growing smartly.

I see housing as a challenge. We live in Story City but my husband and I both work in Ames. It has been hard to find an affordable house in Ames. In addition, my husband and I are skeptical about the Ames public school district.

As it grows larger, keeping it friendly
Campustown needs a massive overhaul ... even with new development, still is hair salons and bars ... could use a better vision there. Cross town travel ... need some sort of reliable, environmental-friendly light rail system

Traffic

Any downsizing of ISU and/or Government facilities (National Animal Disease Labs, etc.) would be a hard hit for Ames

We do need to find a way to better incorporate and support locally-owned and operated businesses. We bring a lot of character and opportunity to our community but can be overlooked as both the Chamber and Ames City Council talk about redevelopment. Especially as we operate on Duff Ave and continue to see large businesses take over spots once operated by local owners. Redevelopment doesn't need to be a scary word, but when it consistently seems to be synonymous with higher rents and national chains, it will continue to bring opposition from local businesses.

Keeping people here after they graduate university (or attracting them from another university), this can make or break economic growth as well as foster (or hurt!) a culture that values trying out new ideas.

Ames is a very white, affluent, educated community and touts this. Much of the community conversation supports the concept of racism and white supremacy. When residents talk about Ames expanding many are afraid of becoming a more "urban" place or bringing in high paying jobs which result in a certain level of education - these exclusive thoughts are not helpful to making Ames a more accessible place to live for folks who are not white, affluent, and educated. This will only allow for a specific type of growth.

Running out of space for anyone that is trying to come into Ames.

Biggest challenge I see is the split views in the community between those who want Ames to be a small college town without urban sprawl or modern development and those who see the needs of future residents changing and wanting to drive the change to meet these needs. Community leaders have to figure out how to lead, make the hard decision and stop waiting for consensus before making the decision. The community needs to figure out how to unite and prioritize. Do we really need to get distracted on an issue a minority of residents raise? Do we really need to do another study to make a decision?

Ames needs to embrace growth and make investments towards growth.

Lack of diversity in housing types which leads to young professionals and families living elsewhere even though they work in Ames

City's willingness to significantly invest in quality of life amenities.

I think that extreme weather events with flooding, extreme rain events, and heat waves will be challenges. I think people will move from the coasts to the Midwest. I think that Ames needs to develop 100% renewable energy and energy efficiency plans and goals.

Certainly affordable housing needs to be at the forefront of our community's long-term planning. I also believe the road system, and pedestrian/bicycle access will need to be addressed.

Challenges include building while still acknowledging the flood plains, caring for the homeless population, attempt of further extension of roads such as duff will increase congestion

High housing costs are a limitation to the ability of the community to increase diversity as it grows.

Ability to leverage existing resources and assets like the university, social and physical resources. We have some great parks.

Subsidizing economic development too much (e.g. east industrial area). If we give everything away (infrastructure) to create jobs (we already have lowest unemployment in the nation) and get little tax revenue; we then can not afford to create the good things like indoor pools, library services, etc.

I think its difficult to own a small business here and afford to rent space for that business. New buildings in campus and potentially on Lincolnway near downtown may make that worse. We need to encourage unique restaurants and businesses.

Lack of rental options for working professionals and concentration of new housing on the edges of Ames without good CyRide access.
Perhaps maintaining affordable housing options for low-income citizens within reasonable distance to their site of employment and schools.

A lack of affordable rental units, a lack of locally owned businesses in the face of new chain developments, a lack of vision-based decision-making.

16. Describe what you believe should be the top focus for the City in the Plan?

Need to stop AND REVERSE floodplain development. New Menards and dealerships along Skunk river should not have been built. Promises were made years ago to stop this development, but it continues. Also improve bike trail connectivity

Improved policies: Policy for the City of Ames of \$15 minimum wage for large corporations. Promotion of public not-for-profit dental and vision care, ideally a stronger promotion of NFP healthcare. We must MUST improve our climate control initiatives on the local level, and recycling should be a greater concern. The library should be supported. WiFi infrastructure and transportation supports for the elderly and for low income families beyond traditional busing.

Rental housing for adults that aren't college students and don't want to live in apartments would be a beneficial project. Definitely affordable housing as that is key in all cities right now. Smart growth on Lincoln Way, don't let it lose personality.

Focus on renewal not just building new areas on outskirts of town

Infrastructure improvements. Get Grand connected to South 16th so there are more expedient North/South options

To proceed with the Ames Promise as a compass. If Ames is really for "Those who want the charms and convenience of a small town with the opportunities and amenities that come from a major University.", this means that the city should concentrate on not getting in the way of the charm and convenience, while the University does what it does. This does not mean promoting growth (and the accompanying increases in expenses, requirements, and pressure), urbanization, big city ways - building, programs, parking systems, etc. as the council has been. Ames has been a great place to live and I see changes to this and the heart of Ames not being respected.

To proceed with the Ames Promise as a compass. <https://www.cityofames.org/government/mayor-and-city-council/vision>

If Ames is really for "Those who want the charms and convenience of a small town with the opportunities and amenities that come from a major University.", this means that the city should concentrate on not getting in the way of the charm and convenience, while the University does what it does. This does not mean promoting growth (and the accompanying increases in expenses, requirements, and pressure), urbanization, big city ways - building, programs, parking systems, etc. as the council has been. Ames has been a great place to live and I see changes to this and the heart of Ames not being respected.

To maintain the strengths of Ames and what Ames residents value as in the Ames Promise. <https://www.cityofames.org/government/mayor-and-city-council/vision>

If Ames is really for "Those who want the charms and convenience of a small town with the opportunities and amenities that come from a major University.", then that means that the council needs to focus on not getting in the way of the small town charms and convenience, while the University does what it does. The Ames Promise does not include urbanizing, big city-style development, or perpetual growth. It is not the city's place to choose winners and losers, much less in favor of winners who do not fit with the Ames Promise and Ames values. Any development of city property certainly should be in alignment with the Ames Promise. Let's respect and care for what we have and not promote messing it up. While Ames has been a great place to live, I see unwanted changes and this being jeopardized.

Utilizing existing space and land Ames already has and utilizing it more effectively and efficiently instead of sprawling out of the current boundaries like a number of other college towns have done. We have among the best soils in the world and need to continue to utilize for ag production instead of concreting and asphaltting over it like Ankeny is doing.

Maintain environment and don't developed in these areas

Designing a city that is Climate smart. Natural resource protection. Walk ability and bike ability. More electric charging stations.

Getting traffic off the north south streets and roads by adding roads out of town from the north

Building better schools & funding for emergency responders.

Stay on top of the traffic issues because it will just get worse over time.

Encouraging small business and lowering taxes.

Better traffic flow! Big city with small town mentality on how to effectively move traffic. Ontario and 13th should be 4 lane all across town from I35 to R38.

Affordable housing as well as walkable streets and SIDEWALKS and improved bike trails.

Careful management balancing progressive building with environmental factors, keeping Ames's character unique charm from morphing into a bland city.

Parking and keeping businesses in town. Also need better flow of traffic when leaving town at commute times and more north south roads that people who live in Ankeny, Slater, Huxley can use to get out of town.

Combating sprawl.

Events and development near Main Street. This seems to be a great place for the university and general citizenship to unite in location. Keeping dollars inside the community and focused on unity. Providing entertainment and things to do that keep families and young people staying in the area and spending money.

I think promoting and recruiting expansion type businesses to Ames that will not only provide jobs but also provide additional quality of living to the area - from a work-life balance standpoint. I understand why research and industrial options seem appealing but if you are hoping for net migration to Ames for jobs alone, my experience has been that is a tough sell to potential young professionals.

- Side road relate like Clark ave-high traffic side street

- Not allowing the high school to let these kids fall through the cracks. A lot of kids are getting left behind. One dept doesn't talk to the other dept about their mutual student. We need more diversity in staff so our students can relate and feel inspired.

- Make housing more affordable for the people that live here. Please stop raking up rates to new development housing for all these students

Housing management to prevent inner city decay. Public Transportation and high speed access north and west of Ames.

As suggested above, the next 20 years will see major changes in our physical environment, impacted dramatically by global warming. The Plan needs to be exceptionally forward looking in making adaptations for situations which we never have had to deal with before: i.e. dramatic weather events; flooding (it's almost beyond belief how little attention has been given to the inevitability of "100 year floods" becoming commonplace in the near future); economic decline due to loss of/damage to production facilities; need for adaptable energy sources due to dramatic rise in cost and availability of traditional energy solutions; education of the populace in regard to changing life style expectations related to these and other changes in the physical and social environment.

People first - cars second. The healthy life style renderings shows he entrance surrounded by parking and paving - the parking should go in back and bike wracks in front. Parking is ugly and the placement sends the wrong message - drive to the work out place. The plan is cliché - big windows into a pool area the least appropriate place they could be for example - so Mid West design - I don't want the chill from the glass and I can't see out the windows while I'm swimming anyway. Chlorine and bromine have been linked to all manner of respiratory problems as well. Why can't I swim at Aida Hayden(?) - every reason they tell me it is bad I consider good - under used resources via preconception and group think bureaucratic ineptitude. Mixed use as the norm. Density for the purpose of enhanced experience and lower city infrastructure maintenance costs which is conducive to healthy people and lowered health care costs.

1. Supporting local businesses. Be proactive and not slow the process for new business development. Hire good city staff that is trained so there are not surprises late in the process that cost time and money.
2. Amenities for citizens. Specifically a path system and fire service and coordination on community aesthetics.
3. Finish Grand already
4. Water sewer issues and localized street and neighborhood flooding. Solve this with true engineers and new infrastructure.

Taking time to consider environmental and financial impacts on citizens within the community as well as community involvement.

Ensuring that the city has the what it needs to be attractive in ways that will sustain and help it grow - attractive spaces, plenty of small shops to frequent, intellectual and cultural opportunities, et.

Affordable Housing and Business Support for the mall

1. Transportation and parking in the campus area is a worsening problem.
2. North-south transportation: a. Grand (north of Lincoln Way) Duff (north and south) appear to be at capacity at the busy times. b. extension of Grand going south has been discussed but not completed. c. Going further north, we continue to bus many Ames students to Gilbert ten miles or so per day, which is expensive (in money and time) and unsafe. This archaic arrangement should be publicly reviewed.

-The City of Ames should include a Climate Change Vulnerability Study in its Comprehensive Planning process. Prioritize equity, diversity and inclusion in Ames in all development sectors.

Sustainability, green energy, resilience, and robust, inclusive community that values all its citizens and promotes and ensures their welfare.

Promote a vision and goals for Ames to be resilient and prepared to adapt to the challenges and opportunities of climate change.

Prioritize equity, diversity and inclusion in Ames in all development sectors.

Support schools, libraries, arts, cultural events, diverse learning and educational opportunities.

Encourage Ames to limit further geographic sprawl. Longer distances make cycling harder and less viable. Sprawl causes longer distances that increases cost for services such as school buses, ambulances, city water services, and travel in general.

Work more on transportation so that those who don't drive don't have to walk so far in the winter or pay a bundle for an Uber. Also climate change and more affordable housing. Students are having to work 20 hours (the max at ISU) just to be able to afford apartments.

Improving the feeling of welcome, diversity, and inclusion within the broader community. The perception is that Ames is a great place to live if you are middle class and Caucasian.

Grand Avenue extension to South 16th Street.

Stop building apartments! Stop making it so that neighborhoods must include things like apartments and multi occupant dwellings. Neighborhoods should be just that, neighborhoods. They shouldn't be mixed with a bunch of student housing/apartments where people who don't have a long term vested interest in Ames upset actual long term residential peace, quiet and safety. We also need more police for the size of our city and ambulance shouldn't be serving the county before those in the city itself.

Sustainable development is most important to me. This means thinking seriously about the generations who will live here after we are all dead and acting with that in mind. There are too many aspects to discuss here, but they easily can be found in libraries an online. We need more trees and shrubs and diversity of plants and incentives for planting and maintaining them. In my neighborhood, several owners have taken out most of their shrubs, good, non-ash trees and ornamental plantings to make maintenance "easy." Most people in Ames put herbicide (and probably insecticide) sprays on their yards, without thinking much about it. We are constantly getting the drift and it damages our garden plants. We need help to have less flooding in our basements now that there seem to be more big rain events and more floods in our future.

The design of the Somerset neighborhood seems to be a good model (that I know little about), but it has a mix of commercial space and denser housing, unlike most of Ames and like Asian and European cities and towns that are much more livable than Ames because of this kind of planning.

Sustainability

Better traffic flow on Duff, South Dakota, and University exits and more incentives for daycares and locally owned businesses.

Environmental planning. Iowa State and the City of Ames have a unique opportunity to incorporate environmentally-friendly aspects into their growth and plan for the future of the city. Of particular importance in my opinion is maintaining wildlife corridors throughout the city (green spaces, parks, trails, forests, etc.) to allow safe wildlife dispersal (limit car accidents involving deer or other animals) and residents to enjoy.

Becoming a carbon-neutral city by investing in/encouraging wind/solar power generation and carbon-offset projects . City-wide recycling program.

Scale and accelerate progress to reduce greenhouse gas emissions as much as possible, in all development sectors.

I would probably pick housing for the top focus. The student enrollment at ISU has been leveling off and I think housing needs should reflect that. The city can't keep adding apartment units like they have for the last 10 years. And mixed use with 1st floor reserved for commercial has not worked real well, in my opinion- it seems there is a lot of empty commercial space in the mixed use buildings near Mortensen and South Dakota as well as the one on the south side of Lincoln, between Wilmouth and Franklin Avenue. I believe it is still worth it to the developers to pursue these mixed use buildings because the rent from apartments is so high that the empty commercial space doesn't hurt their investment but it looks bad with so much vacant storefront space. I think there is a good range of single family housing at a wide range of price points but there is a lack of affordable rental units in this town.

more independently owned new restaurants and shopping, less chains

Environmental sustainability

Unfortunately, continued expansion into surrounding areas

Reduce continued development in the flood plan along the Skunk River. Reduce the development/construction of apartment buildings built for student housing.

You think progress is always a good thing and it isn't. Along with more population comes everything that goes along with it including crime and gang activity. I truly do not believe that you can have 15,000 more people in this town in 20 years and keep the same small town feel. It just isn't possible. I was born and raised here and I've lived in two other states and in cities of hundreds of thousands of people. I moved back here for a reason. I love the small town feel and the campus atmosphere. You keep getting bigger and that feeling will start to fade. It isn't just my opinion; it is fact. We all live here for a reason. If we wanted to live in Ankeny, we would live in Ankeny. There are houses in this town in good neighborhoods that are on the market for years and you want to build more houses? There are people going bankrupt with apartment buildings because they can't fill them and you want to build more? This city is a joke to outsiders because it looks like an Army barracks with all of the apartments. There are more signs for rent on lawns in this town in the last two years than I have EVER seen before because landlords are freaking out they can't get them filled. And you want to build more? What happens if ISU starts requiring freshmen and sophomores to stay in the dorms like they do at U of I? What happens if the government starts paying for people to go to school at community colleges which is a possibility because kids don't want to graduate and owe 70,000 in loans when they get paid 30,000 a year. My cousin is a scientist at the USDA and is the only one with her job in the state. She has 70,000 in student loans from ISU and makes less than I did 15 years ago with no Bachelor's degree. I heard tuition is going up and enrollment went down by a thousand this year yet you want to build more? You are going to turn this town into something that it is not and shouldn't be. And in this plan, stay away from areas where people WANT the area to stay as it is. If people want to stay rural, then LEAVE THEM ALONE! Progress isn't a good thing if no one wants to live here anymore. I've never talked to anyone in this town who has ever said, YAY we have another apartment building going up like that monstrosity on N. Dakota and LW! Or YAY the city wants to bring 15,000 more people in and destroy more farmland and environment. No one says that...EVER...except for the city of Ames and developers because money is the only thing that matters. What is so wrong with keeping it the way it is? Why do you have to try to keep turning us into Des Moines?

Managing growth to include the more affordable surrounding areas ((the surrounding counties)

Make more walkable through traffic calming, planting street trees, increasing density. Jeff Speck is a great source of info on this. Make public policy/development decisions with an eye to financial resilience. Joe Minicozzi at Urban 3 is a good source for this. Also the StrongTowns organization.

State of the art education facilities - this seems to be underway already which is fantastic to see. Improving existing neighborhoods and investing in new neighborhoods. A switch to renewable energy - a solar city would be great. More parks & rec green spaces and trail systems - this really is huge for quality of life in my opinion. Connecting trail systems to the Heart of Iowa Nature Trail and High Trestle Trail without having to travel on roads/highways would be incredible.

Should attract more people

Truly affordable housing for the average Ames resident. We can't work full time at a decent hourly job and afford a 1 or 2 bedroom home. Don't expect surrounding towns to be an acceptable alternative to living in Zane's.

Affordability of housing should be a top priority if the City wants to continue to grow. Second would be city development (ie shopping, places to eat)

Thoughtful growth and sustainability that maintains the character of the city.

More bike lanes and a climate action plan and also perhaps better highlights of parks near Main Street to increase foot traffic there

Environmental, sustainable design, walkability, and integrating our community into nature. (More trees, less concrete.)

I think that our overarching goal should be a community in which cars and parking lots are not necessary. This means improving public transport, as well as remaking our streets to be pedestrian-centered, not just pedestrian-friendly.

Urbanization, become a better planned and pedestrian friendly city.

Climate action!

Increase housing, build and connect bike trails already planned. More allowance for entertainment.

GROWING the community in a sustainable way and in the right way. Including more transportation outlets to the interstate, incentivizing those who create the good opportunities versus making it a hard place to do business with and thinking outside of the box in terms of housing for the millennials.

Creating congruency between the idea of growth and what actually needs to occur in order for that to happen: it would seem the community/leadership wants the research park to continue to bring in 100K jobs and then to just let those people live in Des Moines. This is not sustainable, smart, or good for Ames. We need to keep these people here or Ankeny/Waukee/whomever will just steal our model and put a beachhead here.

Affordable housing... and not just more and more apartments.

Create a better convention/meeting space than Scheman or revamp it to attract outside events and visitors (which will increase revenue for hotels, restaurants, attractions and more).

Attracting new residents with affordable, healthy lifestyles

Increasing the satisfaction of current city residents - improved transportation flow and increased transportation options, increased community engagement with decisions regarding new construction - both infill and expansion of city boundaries, increased housing options for range of incomes.

The top focus should be drawing residents and retaining them after college by modernizing the town.

We need to focus on where and how the city can/will grow

Affordable housing and increased recreation opportunities

Rerouting city infrastructure and culture away from prioritizing single-rider cars. Though this directive may seem simple or anti-car, it's not: This focus will improve our city for everyone, even vehicle-based commuters, so our city develops an updated feel with lots of visible outdoor activity and handsome natural areas integrated into our infrastructure. Simply catering *less* to the needs of cars will allow space (and focus and funds) for attractive broader sidewalks; up-to-date bike paths that put us back in the competition for national rankings (we used to be #6 nationally, but plummeted when we failed to adapt like other cities did); ped-malls that transform our downtown and/or campus town into a local-business-supporting, cultural destination; and walking the talk that Ames truly cares about residents' physical vitality. With our amazing transportation system, CyRide, more people should be leaving their cars in the garage, and they won't if we keep adding lanes and parking spots; rather, let's learn from the famous Iowa-set film and "build it" (i.e., pedestrian- and bike- friendly infrastructure) so "they will come."

Creating a sense of true community through walkable streets and neighborhoods, engaging outdoor plazas and spaces, etc.

Focus on downtown and Lincolnway. AS part of that, the requirement for housing doesn't really make sense unless you have things for people to do. I also wouldn't want to live on Lincolnway, too much noise from traffic. I can see some housing in the area especially for seniors. Young people only have bars to do downtown. Let's have another affordable place like perfect games, bowling etc. Downtown stores need to be open longer in the evening. Who can shop from 9-5? Not most people as they are working. Streets, rain/water drainage and systems need updating. Flood waters in homes are too frequent with inadequate size.

Transportation. While I understand that local business people are focused on growth, growth, growth-- transportation can cut off the future of a city like Ames within a generation.

Affordable housing! There are much bigger areas such as Des Moines that have just as nice of apartment living, that people not just students can afford! Not everyone has a parent that will write a check! And it pains me to see, kids not only taking full-time credits at college but working full-time as well! And still not being able to make ends meet! Not everyone has a silver spoon

Be more pet friendly

Growth that will encourage growth with out steamrolling over businesses who have spent generations making Ames the great city it has become. Finding room to grow and planning for affordable individual family housing

(not apartments) as well as additional commercial areas should be the focus. I would like to see the city staff and council find ways to encourage local entrepreneurs and current employers to continue to keep that uniqueness in Ames rather than engaging in marketing that focuses on giving away our tax dollars to out of state developers. In all planning, there should be balance. While Ames does have a wonderful transportation system and has focused recently on the pedestrian and bicycle paths...there needs to be a little more focus put back to accommodating vehicle traffic. The majority of Ames residents still rely on vehicle transportation. Zoning standards that set buildings closer to the street and minimize the site distance of a vehicle put pedestrians and bicyclists at greater risk. It does not encourage their safety. Finding ways to accommodate parking in all commercial areas should also be a focus. Ames should invest in those investing in Ames.

Ames needs another sheet of indoor ice

Making sure that the plan allows for the City to grow as desired by those people that live here... in other words... market driven.

Affordable housing; building Grand through to 16th street to alleviate traffic congestion on S. Duff;

Health and Wellness center is a key, along with facilitating new industry to come to Ames with Ames Economic Development advice on priorities

Keeping stars visible every night. Not joking - this was an attractive feature of Ames 20+ years ago - is disappearing.

Increased access to affordable housing, while keeping outdoor amenities at the forefront of the plan.

How can we continue to provide best services while keeping expenses, staffing, etc. low?

Expand social services, transportation, and green spaces. Also, City owned broadband/fiber internet service.

I think a very important focus should be a variety of housing options for all who want to come here. We should try to have available housing for all who work in Ames and wish to live here. Especially critical is having affordable housing. We need to be creative about options and ways to accomplish this.

economic and ethnic diversity also infill and walkability

Affordable and low-income housing options is one of the city's biggest problems

Provide opportunities for owner occupied residential growth. We have enough rental housing for the present. North-South traffic flow is challenging going around the ISU campus and also getting to and away from the Ames High School facilities (only two lane streets available).

The top priority for the plan should be how we are going to build a more socially just Ames - an Ames that prioritizes human rights, environmental rights, and expands the ability for all people to see themselves here. An expansion in cultural opportunities like a inter-cultural center in the downtown district that brings folks from all backgrounds together.

Keeping the neighborhoods and the individuals living there a part of that plan.

Figure out how to unite the community.

Wise, strategic, sustainable, optimistic growth.

Development of cultural hubs.

Amenities. Expand park space, connect Ames trails to central Iowa and Story County trails, attract more nightlife and entertainment options for people of all ages.

I think dense core downtown redevelopment and denser housing land-use with connectivity for bikes is important. I think it is important to not develop areas that are at risk for flooding. Parks and trails are better suited to areas that will flood. How will the plan consider the increased risks/hazards/vulnerabilities related to climate change to prepare for the future?

Ideas about how to address #15.

I'm not sure it should be the top focus, but I think an important point would be getting recycling for the city. Students want it and it would be a worthy investment for Ames.

Top focus should be on livability so things such as housing costs and public services and bikability walkability. Things that affect lifestyle of those in Ames

Citizen input in plan formation and a successful strategy for post planning implementation.

Develop character, create a sense of place , tasteful, sustainable, compact new development. Ensure match between demand and supply for all new development.

Efficient growth (no leap frogging). We need to acknowledge the fact of climate change. The plan should both adapt to climate change and produce a zero carbon future.

Updating whats already here. The side walks, streets, parks, and our infrastructure needs so serious tlc.

Sustainable and environmentally responsible growth

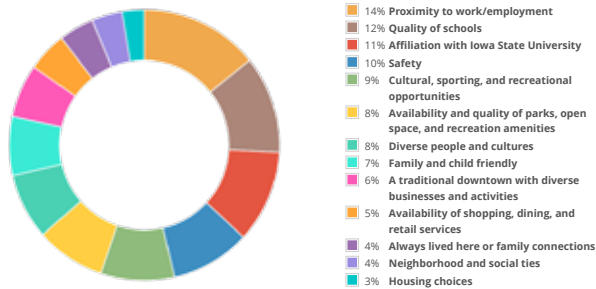
Developing character and a sense of place, preserving and allowing for local businesses, environmentally sustainable development, better bike infrastructure.

I'm not sure it should be the top focus, but I think an important point would be getting recycling for the city. Students want it and it would be a worthy investment for Ames.

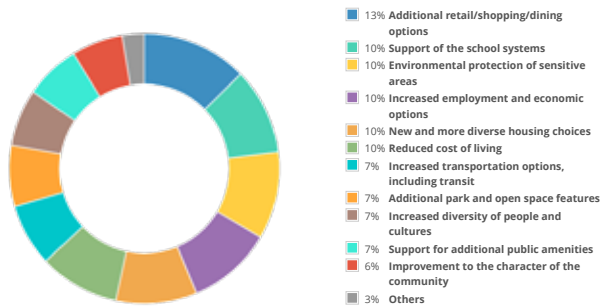
17. Do you agree with the statement that Ames is a thriving community with great potential to expand and grow while maintaining its community character and high quality of life? (393 respondents)



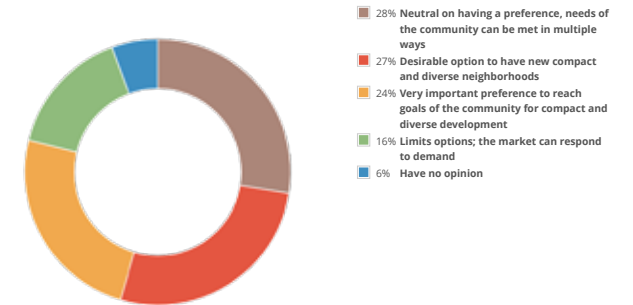
18. Select up to four of the most important aspects of choosing to live in Ames. If you do not live in Ames currently, why would you live in Ames? (329 respondents)



19. As the City grows and changes over the next 20 years, please indicate which changes you view as advantages to improve the quality of life? (Select up to three) (347 respondents)



20. The current Plan describes preferences for integrated, compact, walkable neighborhood developments with a mix of housing types and small commercial opportunities labeled as villages. With what you know about villages and neighborhoods, what is your impression on the importance of this type of preference for new development for future planning? (374 respondents)



21. Please identify whether you agree that the City needs more of any of these specific types of housing. (379 respondents)

| | Strongly agree | Agree | Neutral | Disagree | Strongly disagree |
|---|-----------------------|--------------|----------------|-----------------|--------------------------|
| Single-family traditional lots | 29% Strongly agree | 37% Agree | 24% Neutral | 7% Disagree | 3% Strongly disagree |
| Single-family small lots or attached townhomes | 23% Strongly agree | 38% Agree | 26% Neutral | 10% Disagree | 3% Strongly disagree |
| Urban condominiums dwellings (ownership) | 15% Strongly agree | 33% Agree | 33% Neutral | 16% Disagree | 4% Strongly disagree |
| Student rental housing (multiple suites, rent by bedroom) (off-campus) | 4% Strongly agree | 5% Agree | 26% Neutral | 36% Disagree | 28% Strongly disagree |
| General rental apartment housing (1 -3 bedroom dwellings) | 6% Strongly agree | 21% Agree | 35% Neutral | 22% Disagree | 16% Strongly disagree |
| Small rental housing buildings (duplex, four-plex, etc.) | 10% Strongly agree | 30% Agree | 38% Neutral | 14% Disagree | 8% Strongly disagree |
| Manufactured home parks | 4% Strongly agree | 11% Agree | 37% Neutral | 30% Disagree | 19% Strongly disagree |
| Low income rental housing (households earning less than 60% of median income) | 23% Strongly agree | 39% Agree | 22% Neutral | 9% Disagree | 7% Strongly disagree |
| Senior housing or age restricted communities | 11% Strongly agree | 42% Agree | 37% Neutral | 8% Disagree | 2% Strongly disagree |

379 respondents

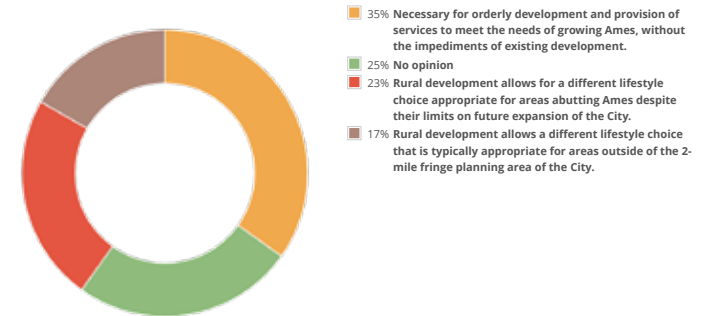
22. Do you have an area of the City that you believe would be desirable for new development in the next 20 years? (372 respondents)

| | Strongly agree | Agree | Neutral | Disagree | Strongly disagree |
|--|--------------------|-----------|-------------|--------------|-----------------------|
| West Ames (HWY 30, Lincoln Way to Union Pacific railroad), including into Boone County | 14% Strongly agree | 31% Agree | 39% Neutral | 10% Disagree | 7% Strongly disagree |
| Southwest Ames (south of HWY 30, South Dakota Avenue) | 14% Strongly agree | 32% Agree | 34% Neutral | 9% Disagree | 11% Strongly disagree |
| Northwest Ames (Union Pacific railroad north to Cameron School Road) | 9% Strongly agree | 32% Agree | 36% Neutral | 16% Disagree | 7% Strongly disagree |
| North Ames (GW Carver Avenue and 190th Street) | 9% Strongly agree | 30% Agree | 35% Neutral | 18% Disagree | 7% Strongly disagree |
| East of I-35, along 13th Street | 13% Strongly agree | 31% Agree | 32% Neutral | 17% Disagree | 7% Strongly disagree |
| East of I-35, south of Highway 30 | 9% Strongly agree | 26% Agree | 37% Neutral | 19% Disagree | 10% Strongly disagree |
| South Ames, along HWY 69 and south of the airport | 10% Strongly agree | 34% Agree | 34% Neutral | 16% Disagree | 6% Strongly disagree |
| Focus on infill/redevelopment options | 42% Strongly agree | 28% Agree | 23% Neutral | 4% Disagree | 2% Strongly disagree |

23. Are there existing developed areas of the City that you envision positively changing or redeveloping in the next 20 years? (361 respondents)

| | Agree | Neutral | Disagree | Strongly disagree |
|---|-----------|-------------|-------------|----------------------|
| West Lincoln Way, west of Campus | 40% Agree | 35% Neutral | 6% Disagree | 2% Strongly disagree |
| East Lincoln Way, east of South Duff | 41% Agree | 33% Neutral | 7% Disagree | 1% Strongly disagree |
| Central Ames | 32% Agree | 38% Neutral | 8% Disagree | 2% Strongly disagree |
| North Grand Mall | 42% Agree | 22% Neutral | 4% Disagree | 1% Strongly disagree |
| Campustown | 37% Agree | 31% Neutral | 9% Disagree | 1% Strongly disagree |
| Downtown, north of Union Pacific Railroad | 34% Agree | 33% Neutral | 9% Disagree | 2% Strongly disagree |
| Downtown Gateway Area, south of Union Pacific Railroad | 40% Agree | 29% Neutral | 5% Disagree | 2% Strongly disagree |
| Commercial areas along South Duff and Southeast 16th Street | 37% Agree | 37% Neutral | 9% Disagree | 3% Strongly disagree |
| Industrial areas along Dayton Avenue | 35% Agree | 44% Neutral | 8% Disagree | 1% Strongly disagree |

24. How do you view planning for growth of the City within its 2-miles fringe? (359 respondents)



25. What do you believe would enhance the quality of life and the community of Ames over the next 20 years? (361 respondents)

| | Very important | Important | No opinion | Somewhat important | Not important |
|--|-----------------------|------------------|-------------------|---------------------------|----------------------|
| Additional/New active outdoor recreation and park facilities | 23% Very important | 48% Important | 12% No opinion | 13% Somewhat important | 4% Not important |
| Additional/New indoor recreational facilities | 33% Very important | 36% Important | 12% No opinion | 13% Somewhat important | 5% Not important |
| Additional natural and passive open spaces | 27% Very important | 43% Important | 17% No opinion | 10% Somewhat important | 3% Not important |
| Additional walking and biking trails and paths | 41% Very important | 36% Important | 10% No opinion | 10% Somewhat important | 2% Not important |
| New senior center facility | 19% Very important | 30% Important | 34% No opinion | 9% Somewhat important | 7% Not important |
| Additional housing options | 31% Very important | 33% Important | 18% No opinion | 10% Somewhat important | 9% Not important |
| Expansion of transportation facilities for bicyclists and pedestrians | 36% Very important | 30% Important | 17% No opinion | 12% Somewhat important | 5% Not important |
| Expansion of transit services to new development areas | 28% Very important | 41% Important | 18% No opinion | 10% Somewhat important | 3% Not important |
| Expansion of roadways | 28% Very important | 32% Important | 20% No opinion | 11% Somewhat important | 8% Not important |
| Improvements to the visual identity of the City (such as signage, gateways, streetscape, public art, etc.) | 20% Very important | 35% Important | 20% No opinion | 17% Somewhat important | 8% Not important |
| Maintenance and upkeep of existing properties | 44% Very important | 45% Important | 7% No opinion | 4% Somewhat important | - Not important |
| New shopping and dining opportunities in major retail areas | 27% Very important | 35% Important | 15% No opinion | 16% Somewhat important | 6% Not important |
| More business opportunities or mix of opportunities within existing neighborhoods | 20% Very important | 40% Important | 23% No opinion | 12% Somewhat important | 5% Not important |
| New destination regional attraction | 18% Very important | 21% Important | 30% No opinion | 11% Somewhat important | 21% Not important |
| More local and independent retail and dining opportunities | 37% Very important | 40% Important | 12% No opinion | 9% Somewhat important | 2% Not important |
| Vibrant local commercial districts, including Downtown, Campustown, Somerset | 47% Very important | 36% Important | 9% No opinion | 6% Somewhat important | 2% Not important |

25. What do you believe would enhance the quality of life and the community of Ames over the next 20 years? (361 respondents)

| | Very important | Important | No opinion | Somewhat important | Not important |
|--|-----------------------|------------------|-------------------|---------------------------|----------------------|
| Additional/New active outdoor recreation and park facilities | 23% Very important | 48% Important | 12% No opinion | 13% Somewhat important | 4% Not important |
| Additional/New indoor recreational facilities | 33% Very important | 36% Important | 12% No opinion | 13% Somewhat important | 5% Not important |
| Additional natural and passive open spaces | 27% Very important | 43% Important | 17% No opinion | 10% Somewhat important | 3% Not important |
| Additional walking and biking trails and paths | 41% Very important | 36% Important | 10% No opinion | 10% Somewhat important | 2% Not important |
| New senior center facility | 19% Very important | 30% Important | 34% No opinion | 9% Somewhat important | 7% Not important |
| Additional housing options | 31% Very important | 33% Important | 18% No opinion | 10% Somewhat important | 9% Not important |
| Expansion of transportation facilities for bicyclists and pedestrians | 36% Very important | 30% Important | 17% No opinion | 12% Somewhat important | 5% Not important |
| Expansion of transit services to new development areas | 28% Very important | 41% Important | 18% No opinion | 10% Somewhat important | 3% Not important |
| Expansion of roadways | 28% Very important | 32% Important | 20% No opinion | 11% Somewhat important | 8% Not important |
| Improvements to the visual identity of the City (such as signage, gateways, streetscape, public art, etc.) | 20% Very important | 35% Important | 20% No opinion | 17% Somewhat important | 8% Not important |
| Maintenance and upkeep of existing properties | 44% Very important | 45% Important | 7% No opinion | 4% Somewhat important | - Not important |
| New shopping and dining opportunities in major retail areas | 27% Very important | 35% Important | 15% No opinion | 16% Somewhat important | 6% Not important |
| More business opportunities or mix of opportunities within existing neighborhoods | 20% Very important | 40% Important | 23% No opinion | 12% Somewhat important | 5% Not important |
| New destination regional attraction | 18% Very important | 21% Important | 30% No opinion | 11% Somewhat important | 21% Not important |
| More local and independent retail and dining opportunities | 37% Very important | 40% Important | 12% No opinion | 9% Somewhat important | 2% Not important |
| Vibrant local commercial districts, including Downtown, Campustown, Somerset | 47% Very important | 36% Important | 9% No opinion | 6% Somewhat important | 2% Not important |

| | Very important | Important | No opinion | Somewhat important | Not important |
|---|-----------------------|------------------|-------------------|---------------------------|---------------------|
| Additional professional office development opportunities | 13% Very important | 31% Important | 38% No opinion | 12% Somewhat important | 5% Not important |
| Additional general industrial/manufacturing opportunities | 12% Very important | 32% Important | 38% No opinion | 13% Somewhat important | 5% Not important |
| Continued expansion of the ISU Research Park | 27% Very important | 36% Important | 24% No opinion | 8% Somewhat important | 5% Not important |
| Other | 16% Very important | 8% Important | 69% No opinion | 3% Somewhat important | 5% Not important |

26. The City needs more of the following types of commercial establishments. (agree or disagree) (357 respondents)

| | Strongly agree | Agree | Neutral | Disagree | Strongly disagree |
|---|-----------------------|--------------|----------------|-----------------|--------------------------|
| Furniture | 16% Strongly agree | 41% Agree | 30% Neutral | 11% Disagree | 2% Strongly disagree |
| Home goods/furnishings | 18% Strongly agree | 39% Agree | 31% Neutral | 11% Disagree | 1% Strongly disagree |
| Convenience stores and gas stations | 2% Strongly agree | 11% Agree | 37% Neutral | 43% Disagree | 8% Strongly disagree |
| Sit down national and regional restaurants | 11% Strongly agree | 31% Agree | 26% Neutral | 25% Disagree | 7% Strongly disagree |
| Quick service national and regional restaurants/cafes | 5% Strongly agree | 16% Agree | 30% Neutral | 39% Disagree | 10% Strongly disagree |
| Local restaurants/cafes | 44% Strongly agree | 45% Agree | 10% Neutral | 1% Disagree | - Strongly disagree |
| Entertainment and sporting facilities | 17% Strongly agree | 36% Agree | 32% Neutral | 12% Disagree | 2% Strongly disagree |
| Bars/brewery/distillery/winery | 14% Strongly agree | 29% Agree | 34% Neutral | 18% Disagree | 4% Strongly disagree |
| Apparel/shoes | 15% Strongly agree | 31% Agree | 37% Neutral | 15% Disagree | 2% Strongly disagree |
| Sporting goods | 17% Strongly agree | 31% Agree | 36% Neutral | 12% Disagree | 3% Strongly disagree |
| Local/boutique/specialty retail | 15% Strongly agree | 39% Agree | 37% Neutral | 7% Disagree | 1% Strongly disagree |
| General Merchandise/warehouse/big box | 6% Strongly agree | 16% Agree | 35% Neutral | 34% Disagree | 9% Strongly disagree |
| Automotive service and repair | 1% Strongly agree | 14% Agree | 53% Neutral | 26% Disagree | 6% Strongly disagree |
| Pharmacy and convenience commercial | 1% Strongly agree | 11% Agree | 55% Neutral | 28% Disagree | 5% Strongly disagree |
| Grocery | 5% Strongly agree | 17% Agree | 43% Neutral | 32% Disagree | 4% Strongly disagree |
| Coffee shops | 10% Strongly agree | 27% Agree | 43% Neutral | 18% Disagree | 2% Strongly disagree |
| Party supplies | 3% Strongly agree | 9% Agree | 52% Neutral | 29% Disagree | 7% Strongly disagree |
| Electronics/technology | 6% Strongly agree | 28% Agree | 43% Neutral | 20% Disagree | 3% Strongly disagree |

357 respondents

27. Do you support planning for initiatives that support a healthy lifestyle and enhanced personal well-being? (361 respondents)

| | Very important | Important | No opinion | Somewhat important | Not important |
|---|-----------------------|------------------|-------------------|---------------------------|---------------------|
| Walkable neighborhoods with sidewalks and connections to trails | 59% Very important | 32% Important | 4% No opinion | 3% Somewhat important | 2% Not important |
| Access to parks or open space within a 10-minute walk. | 51% Very important | 34% Important | 9% No opinion | 4% Somewhat important | 2% Not important |
| Support of transportation options in addition to personal automobiles | 48% Very important | 31% Important | 10% No opinion | 7% Somewhat important | 4% Not important |
| Knowing your neighbors and having a sense of belonging | 43% Very important | 41% Important | 10% No opinion | 4% Somewhat important | 1% Not important |
| Providing indoor recreation facilities | 36% Very important | 37% Important | 13% No opinion | 10% Somewhat important | 5% Not important |
| Access to food and groceries within one mile of home | 26% Very important | 36% Important | 16% No opinion | 13% Somewhat important | 8% Not important |
| Access to social services during times of need | 43% Very important | 38% Important | 12% No opinion | 4% Somewhat important | 3% Not important |
| Quality and safety of housing | 58% Very important | 34% Important | 7% No opinion | 1% Somewhat important | - Not important |
| Access to high quality medical care | 70% Very important | 26% Important | 3% No opinion | 1% Somewhat important | - Not important |
| Events supporting getting outside and being active | 41% Very important | 41% Important | 13% No opinion | 4% Somewhat important | 1% Not important |

28. What do you identify as environmental priorities for the City of Ames? (360 respondents)

| | Very important | Important | No opinion | Somewhat important | Not important |
|---|-----------------------|------------------|-------------------|--------------------------|----------------------|
| Watershed management | 53% Very important | 31% Important | 10% No opinion | 5% Somewhat important | 1% Not important |
| Managing the flood plain | 65% Very important | 26% Important | 5% No opinion | 4% Somewhat important | 1% Not important |
| Managing stormwater runoff/water quality from development | 57% Very important | 30% Important | 7% No opinion | 6% Somewhat important | 1% Not important |
| Protection of the Ames water/drinking supply | 73% Very important | 23% Important | 3% No opinion | 1% Somewhat important | - Not important |
| Preservation of natural habitat | 53% Very important | 32% Important | 9% No opinion | 4% Somewhat important | 2% Not important |
| Reducing solid waste/trash and diverting from landfills | 55% Very important | 30% Important | 7% No opinion | 5% Somewhat important | 3% Not important |
| Minimizing vehicle miles travel | 35% Very important | 29% Important | 19% No opinion | 6% Somewhat important | 12% Not important |
| Supporting renewable energy initiatives | 53% Very important | 26% Important | 9% No opinion | 8% Somewhat important | 4% Not important |
| Resiliency related to natural events | 51% Very important | 35% Important | 11% No opinion | 2% Somewhat important | 1% Not important |

The city has allowed new development on our floodplains (Stadium View apartments), Wal-Mart on South Duff Avenue, Thiesen's, Deery, and Menard's to name a few. Unconscionably, the city then applied for FEMA grant funding to channelize Squaw Creek to prevent flooding. Far better to prevent flooding by not building on the flood plains. I was pleased to see ball diamonds and other amenities located on the plains instead of development that needs protection. If it is desired to build on the floodplains, the buildings should be on stilts or there should be some other provision made by the property developer (permeable pavement?) to stay true to Ames values and not negatively impact the watershed or imperil their new development. Wouldn't it be attractive and unique to patronize a restaurant built on stilts overlooking the green space behind the former Happy Joe's Pizza and Century Theaters? Nature should be worked with instead of against and Ames is being part of the problem rather than a leader in solutions.

2 months ago

The encouragement of bigger buildings and big box stores is reducing the ability of the land to "bounce back" from heavy rains/snow and flooding. Take in point Wal-Mart's parking lot, they built it and then it immediately flooded because it's so close to a flood plain. Now the surrounding developments are building on ground they've raised up, which just makes the water flow faster into flood zones.

2 months ago

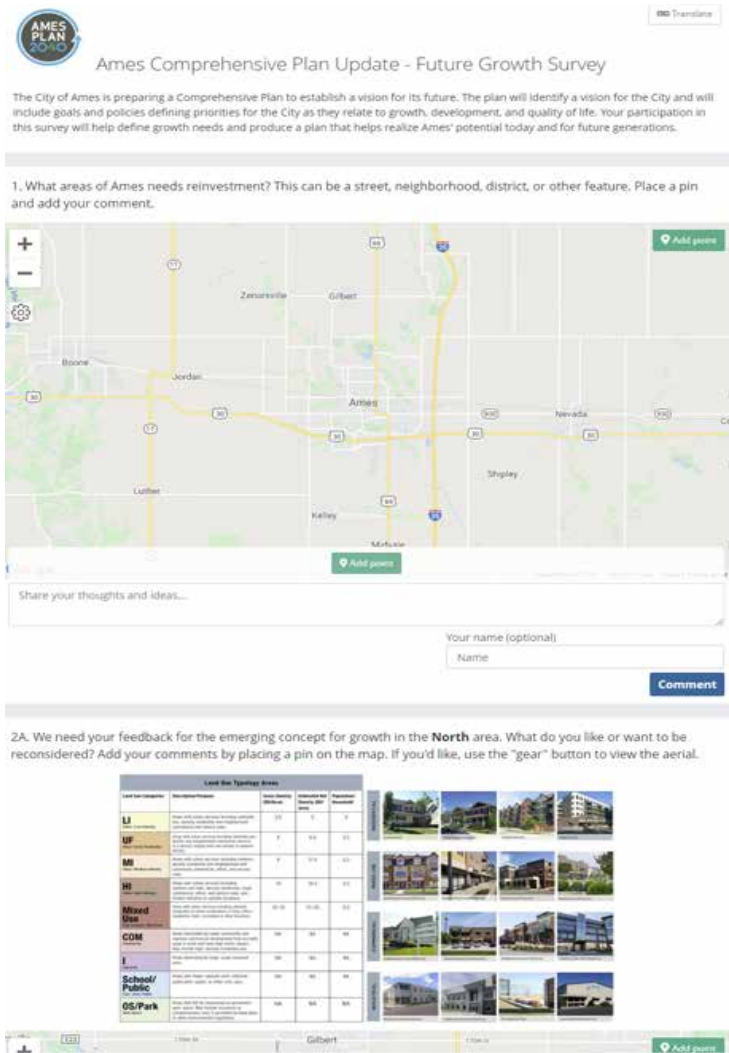
E-scooters that are taking over southern/western cities. Need to have a plan for those. Amazed at how many were just lying around San Antonio.

2 months ago

The health of our whole environment--land, air, water, and citizens--should be our most important priority and should guide all decisions.

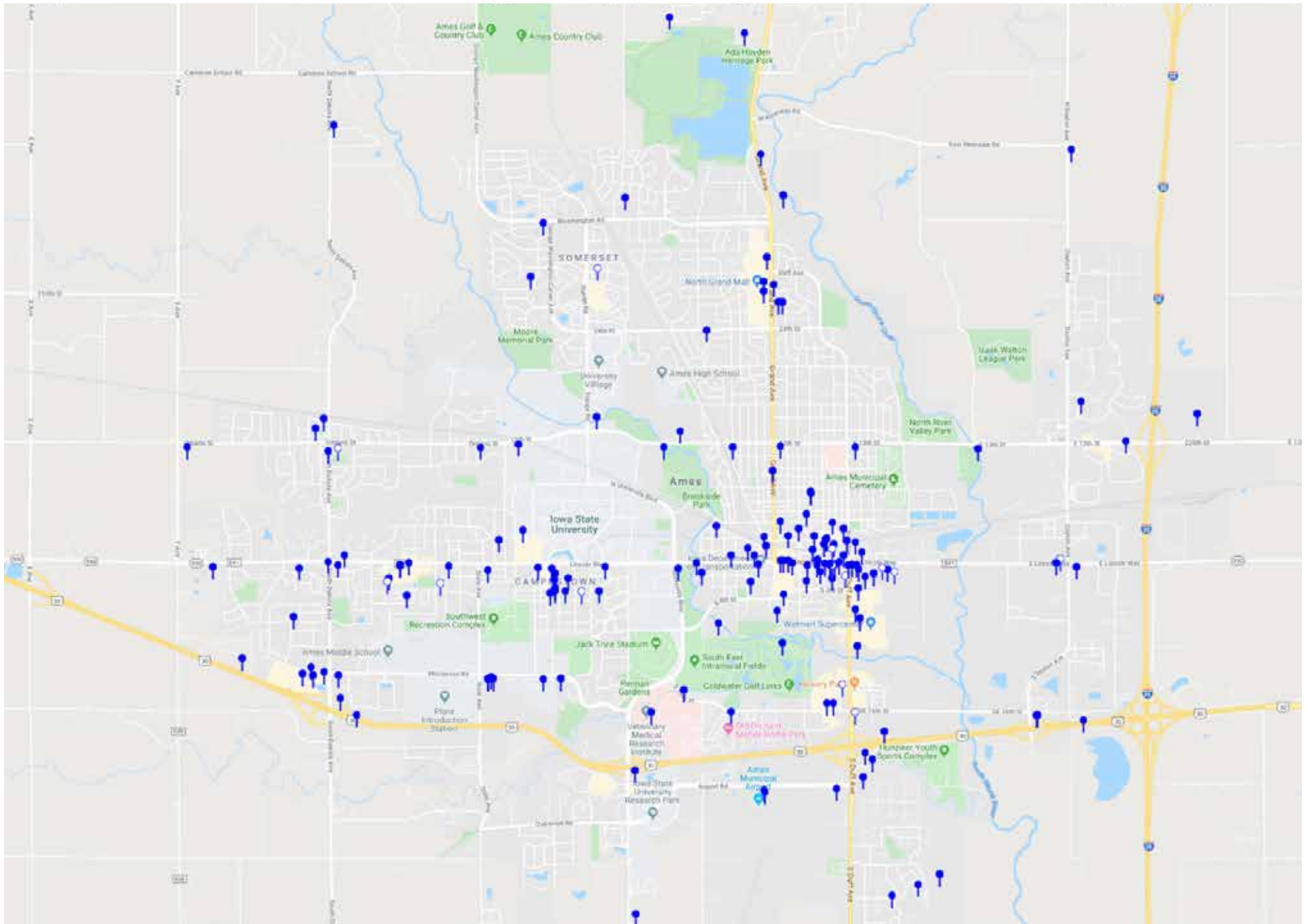
PART 2: INTERACTIVE MAPPING

The future land use scenarios were shared at a public open house meeting and posted online in an interactive mapping tool, PublicInput.com. The open house engaged ~50 participants, while the online tool engaged [] participants, for a total of [] participants. Most responses to the online mapping tool originated from people within the City of Ames. Comments from the open house were incorporated into the online tool and included in this section.



Specific questions that were asked include:

1. What areas of Ames needs reinvestment? This can be a street, neighborhood, district, or other feature.
- 2A. We need your feedback for the emerging concept for growth in the East area. What do you like or want to be reconsidered?
- 2B. We need your feedback for the emerging concept for growth in the West area. What do you like or want to be reconsidered?
- 2C. We need your feedback for the emerging concept for growth in the North area. What do you like or want to be reconsidered?
- 2D. We need your feedback for the emerging concept for growth in the South area. What do you like or want to be reconsidered?



QUESTION 1. WHAT AREA OF AMES NEEDS REINVESTMENT?

- This is a highway that goes through the city and it looks terrible with all the random fast food places and assorted car stuff. It needs a huge face lift.
- Downtown
- Poorly planned, cul-de-sacs and non-linear streets are bad for pedestrians and cyclists. Most of N of Ames is impossible to navigate w/o a car.
- As a complete entity Ames needs to consider ways to reduce its carbon footprint: community-wide reduce/reuse/recycle efforts including composting, more rapid steps to reduce use of fossil fuels for energy, including re-thinking our current system of waste disposal; more investment in fossil-free fuels; changing zoning regulations so that more individual building owners can invest directly in solar panels; invest in more city-sponsored charging stations for electric vehicles; etc.
- This has been an underdeveloped section of Ames for far too long. There keep being houses and apartments added, but nothing in the way of support for them. Making an effort for adding grocery stores, drug stores, restaurants, and better public transportation would improve the quality of life in South Ames.
- Flood mitigation. Dedicated, non developed areas that can better absorb rain and runoff.
- Streets are deteriorating and S.Duff should be a 4-lane road
- Howay 30 & Dakota as well as Mortenson & State are a mess...long waits.
- Lots of good space here that could be redeveloped to office commercial.; Area from LW to Storm and Ash to Sheldon should be re-focused to house the core of students in the community. Closer to ISU enhances the student experience and might provide better workforce housing in other currently developed med-hi res areas. A campus core makes sense for our community and for our students. Holding out hope for this to return back to non-student residential is a lost cause.; I wonder how this residential space might benefit from strategic reinvestment - an overlay granting funds for rehab of older homes?
- University thru traffic backs up because turn lanes fill up.
- Area north of Lincoln way and west of grand ; Lincoln way
- North Grand Mall should be prioritized. Maintain it, keep it beautiful, keep businesses here and attract more. Ada Hayden will be an increasingly important area to preserve and maintain as well, as Ames grows. Keep and respect the historic nature of the Lincolnway Highway. Stop building in the flood plane area. We will need even more places to hold water as environmental conditions deteriorate due to climate change.
- It may be time to think about helping people who own these older homes keep them in great condition. Tax incentives perhaps or some other low interest loan program.
- The city needs to invest more in developing the south corridor of Ames. We need better lighting, sidewalks, and I would like to see them reduce the speed of those coming into Ames from south 69. There needs to be more school signage.
- Build the Ames PD a dedicated police department and expand the city cardio and weight facilities into that space.; Turn Old Main into community/educational kitchens that were meant to be part of the Healthy Life Center with a publicly rentable city banquet hall. Lease the brewing space to Alluvial.; Build lap pools and heated indoor pools that were supposed to be part of the Healthy Life Center here, adjacent to Furman Aquatic Center duh. ; Build an open air amphitheatre like red rocks.
- Secure canoe and kayak storage areas that can be paid for monthly or annually
- The area to the south as part of the Research Park continued development should be a priority both housing and services that employees desire
- Neighborhood north of Ontario need some work. Streets / sidewalks are in poor shape. After a storm occurs, it is one of the last neighborhoods to get attention.
- feels like a throwaway area, very hardscrabble. it doesn't have to be an ugly passthrough. could be another "entrance" to Ames, celebrate Lincoln hgwY history, perhaps, be more welcoming for multi-users. ; this part of Ames, south of 30, seems cutoff from the rest

of the community.

- This dangerous intersection needs a flashing LED Pedestrian Crossing Signal for better protection of the many students who are walking to and from the CyRide Bus Stop there. Maybe Mortensen Road could be changed to a three-lane street with a center turning lane and bike lanes near the curbs between State Avenue and Welch Road/ Gateway Hills Park Drive. ; This dangerous intersection needs a left turn arrow for westbound traffic on Lincoln Way. Maybe Lincoln Way should be three lanes (with a center turning lane) between Wilmoth Avenue and Hayward Avenue. ; This busy intersection needs a roundabout.
- Ames has three main access points to highways (I-35 and 13th, I-30 and Duff, I-30 and S. Dakota). South Duff is cramped and poorly designed. South Duff is really a series of patches to make the best of what is there. The other highway interfaces should be future growth for business like the ones on South Duff but better planned.; The lack of a sidewalk here is a tragedy waiting to happen. Because the development on the south side of Lincoln Way faces away from Lincoln Way, no sidewalk was installed. Technically, 'development' has not occurred and will likely not occur soon on the north side. People living west of this location regularly walk and bike along this stretch, which is a dangerous mix with traffic that tends to go over the 45 mph speed limit. The city map of bike paths even shows the path to the west and east and this noticeable gap. The city's policy for sidewalk installation by developers makes sense, but there has to be exceptions. Or somebody let this slip through

the cracks when the south side Lincoln Way was developed.; Too much development pressure has been on South Duff. Businesses need some motivation to build in other, easily navigable areas. West Ames seems to be a case where land is repeatedly set aside for business development, then after waiting five years for businesses to come the developer tires of sitting on unused land and then requests the city to rezone to residential. Clearly the environment in west Ames is not enticing to businesses, so either incentives need to be put in place to make the area enticing or we should skip this cycle of wishing businesses will come in the original planning and then having to fall back to a hastily assembled plan B.; Area prime for redevelopment. Seems like it just needs a nudge.

- Lots of great work has been done in Ames, and its very nice to see it grow. The student-dominated areas of Campustown obviously have higher pedestrian/multi modal traffic; with growing enrollment, this will only continue. There are very few green spaces/ open spaces for students to gather in during the day and at night, which increases the amount of students walking through streets not in crosswalks or loitering. This can be curbed by lengthening sidewalks. Also, the Firestation on Welch is in a great location to serve the University, but the thriving Welch Ave corridor has changed the community fabric of the area. To increase response time for fire emergency services as well as increase safety of pedestrians on/around Welch, the firestation should be moved. Thank you for updating your comp plan, I look forward to seeing what Ames will do to better serve ALL of its residents!; blvd in poor condition;

could be turned into a gathering space with tables, benches etc.; Updated sidewalks and multimodal transportation options needed

- Downtown and central Ames. Internet and cellular in downtown availability and level of service don't help attract business. Also, the neighborhoods between downtown and Mary Greeley need street and sidewalk improvements those areas could be improved and upgraded to rebuild from the inside out - instead of continued sprawl.
- Investment of planting of native vegetation for storm-water management/flood prevention.; Investment of planting of native vegetation for storm water management/ flood prevention.; Need of Investment for installation of wetland for storm-water management/flood prevention.; Need of Investment for planting wetland for stormwater management. ; Investment in these properties and this block to ensure density aka use of available land space.; Sale of lease for DC's Taphouse & Corner Pocket property to ensure density/ use of available property.; Sale of lease for the Old Main property.
- Just south of Lincoln Highway, on Welch ave., there are many bars, restaurants and local businesses. This area is highly congested with students and pedestrians at most hours of the day. Closing off the beginning half of this road will allow for safer travel for the patrons of the businesses and allow for a central communal area for the community. Many protest that this will hurt businesses because it prevents the cliental access by car. I think that if you redesign the streets surrounding the area, you can allow for

public parking lot in places where building should be condemned. Look to example of the pedestrian mall in Iowa City. This was a complete success and increased the community vitality in their own campustown.

- This route has evolved into a major connector due to short sited planning. On street parking should be eliminated; Traffic always backs up at this intersection; improvements would be greatly appreciated by many; This area has significant traffic and should be upgraded to 4 lanes as it is East of this location
- This is a busy street with A LOT of foot traffic because of the library. It would be nice to make it more pedestrian friendly and add more handicap spots,,,maybe free parking? We want people to have access to the library!
- Along Lincoln between Grand and Dayton has become rundown strip commercial - ugly, largely decrepit and underutilized
- Ames has the potential that West Des Moines did in the 1970s, and that Ankeny had in the early 2000s. Pushing TIF funding and other government assistance programs can bring the city into the 21st Century and give our children and grandchildren a bright future here.; This area has huge potential as a commercial and residential corridor, and it should be another priority.; Grand Avenue MUST be made a priority to continue it as an arterial road through the city. The city already owns the golf course, so it should not be as difficult as some other potential routes.
- If Healthy Life Center goes through, how is this street ever going to handle the traffic generated??? Think traffic and street management; All of Lincoln Way. Add trees!!!;

Traffic management, especially pedestrian crossings to and from bus stop to HyVee. ; Traffic management. Peak hour stacking extends on highway 30. Accident prone; BIG need for traffic management. Peak hour stacking extends half-1 mile; Duff Ave needs to be more than the street long strip center that it is. Slow down traffic, make it more inviting, bring store fronts closer to the street, or make a service road. Traffic there sucks; North Grand mall area. Needs to be thought through politically with a master plan, and not as a strip center. It has the potential to become a hub of active (indoor & outdoor) spaces, restaurants, some stores and maybe even form a community gathering space especially when seen in conjunction with Ada Hayden. Think of it as a corridor/sub area. So much potential that is currently not being taken into account; Lincoln Way east of Duff Ave

- More retail
- Main street should start near wheatsfield and end on kellogg... investment in buildings infill; Main st investment in mixeduse retail
- The former bar The District and the surrounding buildings are currently torn down and make this stretch of Lincoln Way unappealing. I know there was a plan shut down for this vacant lot. But I am interested to see what this 2040 Comp Plan will provide for this lot.
- Can we do something to integrate the area east of here with the rest of the city? Feels very separate at the moment; Neighborhood of rundown houses

- Create growth boundaries for west Ames, stop creating sprawl development (even if it is medium density sprawl); North Grand Mall needs work as a transit hub and residential area for North Ames; Maintain naturally affordable housing and expand the mixed use nature of the neighborhood; Increased pedestrian access and transit priority on Duff; Increased density and commercial directly West of campus; Downtown needs additional housing, expanded density
- Throughout Ames, safe bike and pedestrian routes that are usable in all seasons.
- Throughout Ames, safe bicycle and pedestrian ways that are usable in all seasons.
- The nearly ubiquitous belief among our elected officials is that addressing the climate crisis must come second to economic growth. This is wrongheaded--both because it underestimates the severity of the climate crisis, and because it presupposes that the old economic "normal" of robust growth can be revived. It can't. We should be planning for resilience in the coming catastrophe.
- Needs connected sidewalk on this side.
- What happened to the proposal for mixed use buildings downtown, south of the railroad tracks? I would like to see infrastructure here that encourages a village like setting, drawing people downtown to local businesses, not just to dine but to live--and no chains allowed (unlike in west Ames, where chains like which wich, erbert and herbert's, etc. makes it feel like you could be in any city).
- The area around the old Edwards Elementary school site.

- Lincoln Way corridor is a bit of an eyesore
- Downtown needs constant attention and upgrades to keep it alive and vibrant. It is very easy for a growing community to forget about downtown and it becomes neglected quickly.
- The South Campus neighborhood, particularly west of Ash Ave., is the most walkable and sustainable neighborhood in Ames given its proximity to the area's largest employer and economic driver. Yet the benefits of South Campus aren't highlighted. The city should do what it can to work with the university to encourage more faculty and staff to live there. The Crawford School project is a step in the right direction. ADUs for homeowner-occupied properties should also be seriously investigated.;
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- I'm filling this out as representative of our downtown church.;
- Ames UCC
- Need drivethru coffee shop or fast food establishment
- Trails along Riverside and Dayton to connect Ada Hayden with McFarland Park and 13th Street would greatly enhance options for

recreation and improve safety for those who already try to use those routes. Would require collaboration with Story County.;

Dayton Ave to the north of 13th St needs to have a bike path. Bikers and runners are often seen risking their lives on this road with minimal shoulder and no bike path. A beautiful option (that would require some collaboration with Story County) would be to add a bike path all along Dayton Ave up to McFarland Park and along Riverside Ave, connecting Ada Hayden to Dayton Ave and McFarland Park.

- If you live in west Ames it is FASTER to go to BOONE than it is to get to Duff and deal with its traffic. Thousands live in west Ames and there is next to nothing for goods and services.;
- With few exceptions Lincoln way from Squaw Creek to Duff is lined with decrepit old buildings that should have been torn down and redeveloped decades ago. ; A stop light should have been installed here circa 2010. The entire exit ramp can be packed with cars and it is amazing that there hasn't been a 50-car accident with multiple fatalities..yet. ; During peak commute times there are typically over a hundred cars backed up at this four-way stop sign. It is inexcusable that this intersection was not upgraded many years ago.
- Lincoln Way between Grand and Duff looks terrible.
- Old town district has need of sidewalk and street renovations.
- The biggest concern for the North area is better access to I-35. That would open up more possibilities.
- West Lincoln Way has a nice variety of

food establishments, but more retail options would be nice in this area. ; I am continually surprised that there seems to be no enforcement for removal of weeds/maintenance of landscaping. Most businesses appear to have rather extensive landscaping with an interesting variety of plantings. I assume this is a result of development standards, however when beds become overgrown with weeds, businesses simply look unkempt.;

- It would be nice to see more business development in west Ames, along Lincolnway, not small spaces underneath apartments, but actual buildings devoted to a business. Also I would like to see the mall area developed. Both of these would be preferable to continuing to build in the flood plain surrounding Duff.
- The Lincoln Way Corridor between Grand and Duff needs some serious help.
- RDG's presentation indicated the south/east area near Jewel drive as the most cost effective and most likely to offer the most potential growth for the city. The approximate 1000 acres could be developed in several different styles from single family to townhouses. It can be tied directly with the north east area which can provide a commercial corridor along I 35. The infrastructure needed can benefit both areas. The south east would be entirely in the Ames School district . The SE would be most attractive to developers and offer an alternative route north besides Duff Ave.;
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- A number of areas in town could use reinvestment. We're a growing community. That's what I would expect, and continue to expect. Added pressure from development taxes existing infrastructure. Available funding has us stretching dollars beyond what they should. Available routes have increased pressure on the same roads: Ontario/13th, Lincoln Way, Mortensen/S 16th, Grand, Dakota, Dayton and Duff. All other roads feed into that system but don't go all the way through the community.; Another intersection where the extra lane stops after the light - cars speed to get around and in front. ; The north lane of the west traffic between Highland and Stange might as well not exist. Since the extra lane ceases at the intersection, everyone speeds to try and leap ahead of traffic and goes out of their way to cause accidents at the light. ; Traffic signal timing always 'traps' vehicles in this section. It happens so often I assume its intentional.; This intersection has been an issue for years; back when I was attending ISU in late 90s. High traffic, no space. Congestion during peak commutes; especially when someone who doesn't realize there is no turn arrow ques behind a vehicle in the wrong lane.; Intersection needs work. Potholes have been

patched over the years but are breaking down. The excessive hump added along Lincoln Way for stormwater has become too abrupt to cross traffic where I've seen them veer over to avoid the actual intersection when crossing.; This intersection; extending to the ramps to Highway 30 and the drives to Kum & Go and Theisens can quickly become congested.; Surface condition on a portion of this roadway is showing signs of wear and could use an overlay. This will be even more needed once Grand extends to S 16th.; This road backs up after a game/practice at the Hunziker Youth Sports Complex; especially since its the only outlet.; This section of Lincoln Way through campus sees a lot of pedestrian traffic; both at and not at actual crossings. Medians are unsightly and not very welcoming to Ames or the ISU campus.; Can't see potential cyclists/pedestrians on the new trail because of the retaining wall blocking line of sight from vehicles trying to enter Airport Road from the driveway; without being on the trail.; Shrubs in median obscure east bound traffic from the turn. With no dedicated turn lane and the speeds of the road it could be an issue; High volume of traffic, speed and multiple offset ingress/ egress makes this section extremely volatile. I time trips to Lowes to try and miss peak times - and even then I feel like I'm taking my life in my hands to navigate in and out.; Rough intersection, especially with more pressure from recent and adjacent subdivisions.; This intersection has needed improvement since this became my commuting route 8 years ago. Potholes and reflexive cracking are chronic issues; made worse during winter months. Numerous patches have been placed, but have not addressed the issue.;

Realize that this is a shared City/ISU portion of roadway but the surface condition is in need of a facelift. This section has been overlaid numerous times so the curbs are relatively shallow respective to adjacent trail and there are always multiple deep potholes during the winter and spring months.

- This comment applies to both reinvestment and to growth in any of the areas: I have felt for some time that people can adjust to various levels of intensity of development...the critical aspect is the design and functionality of the buildings and associated infrastructure. I believe that cheaply designed and constructed apartment buildings, poor parking lot designs, inadequate landscaping, and failing to provide roads and traffic control to manage increased traffic all cause public distaste and distrust when higher density land use is proposed. Any reinvestment incentives or growth plans need to provide insurance for quality design and adequate infrastructure support. ; Opportunities for modernization and infill of commercial properties; South Duff corridor may be beyond repair. Improving appearance would be nice, but not certain it will make much difference when drivers need to focus on heavy traffic. But...it would be nice to see some reduction in intensity of use. ; Opportunity to make Duff/Lincoln Way intersection more attractive.; Is there any potential to assist development of a small commercial area in this neighborhood for convenience and to provide a neighborhood locus?; This area needs assistance to develop a 'soul'. It has become a major residential area, with no clear identity.; Is there any way to recover this area from the mis-guided application of the ground floor commercial/

upper residential buildings in a sea of parking lots?; Infill opportunities and updates to old commercial corridor from Marshall Avenue to the west along Lincoln Way.; Update old-style highway oriented commercial look and feel.

- It looks old. Unused buildings look trashy.
- Run down apartments and homes in this neighborhood
- West ames between Franklin & Indian delights seems to have many families with children needing additional support and services. Improve park, do the donuts with police events out there, so many vacant or closing businesses in area, the city seems to forget the families on this side of town ever since old Edward's closed; Old kmart could be city owned location or service; ; Area needs attention
- This area seems to be an eye-sore. Wish it displayed more of a college town/family oriented feel. This area really needs some updating to become more modern.
- Newer development here could use more retail options nearby; This intersection is always overflowing and difficult to navigate for nearby residents. ; ; These broken buildings need revamped
- Roundabout needed; Roundabout
- I think the mall area could be improved and could definitely have more restaurants nearby.
- We need a quick way to reach the west with a high way
- Lincoln Way Corridor in Downtown Area has

much potential: No floodplain and walking distance to downtown

- West Ames needs some help attracting quality of life in this area. Right now it is only a section of town that offers living. To build a small neighborhood community here so people can walk to the store or a nearby bar would help sell this area of town as a place to live, work, and play. ; There is very little draw or reason to come to this side of town. I would love to see some great attraction help pull the community here. ; I would love to see the Campustown area develop into a town attraction. Right now very little draws us to that area of town, it's only bars for students, and we have mediocre parking. To see it develop into a pedestrian mall or something cool, would help sell the amenities we boast about being able to offer for being a college town.
- This area is a planning and zoning mess. Boone county doesn't seem to know how to fix it. They have Ames addresses and phone numbers - but volunteer fire service. Commercial, Industrial and Residential areas next to each other with little thought. Please intervene and fix this!
- Entrance to Ames
- New private and public developments need to incorporate wide paths or lanes for cycling when they are being built to accommodate the growing population. It cost too much to do it after the fact.
- More bars
- This is such a waste of potential land. Kum&go needs to sell this plot or utilize it

- Some emphasis on increasing density in areas already existing would help with some of the urban sprawl Also a priority should be improving north/south and east/west traffic flow. ; This area needs redevelopment along the line of Campus town. More density for residential and commercial spaces. If taller buildings with apartments and housing for lower income familys and not just students would be constructed it would draw more people into the center of Ames and allow for some of the growth of the city of Ames in the future to me more vertical instead of always outwards. The taller the buildings built in the area the better. Its Ames best area for a more dense vertical growth for it population.
- Playground/park; More restaurants/businesses.
- Ames needs a CAP on expanding
- Lincoln Way corridor east of Duff and west of Hayward needs to be cleaned up and revitalized.
- Additional items not pinpointed:

trail signage on bike trails with mileage to downtown, campustown, Jack Trice Stadium, Hunziker Sports Complex,

Repair the dangerous bike trails: trail behind Ames High, airport road, S. 16th

Pedestrian bridge somewhere in campustown crossing Lincoln Way

Connect trail all the way to the HTT. Most Ames families do not want to ride on the current roadside trail.; Assist in relocating Conley Trucking to spur redevelopment of this entryway into Ames as a small strip mall. With

QUESTION 2. WE NEED YOUR FEEDBACK FOR THE EMERGING CONCEPT FOR GROWTH IN THE [_____] AREA. WHAT DO YOU LIKE OR WANT TO BE RECONSIDERED?

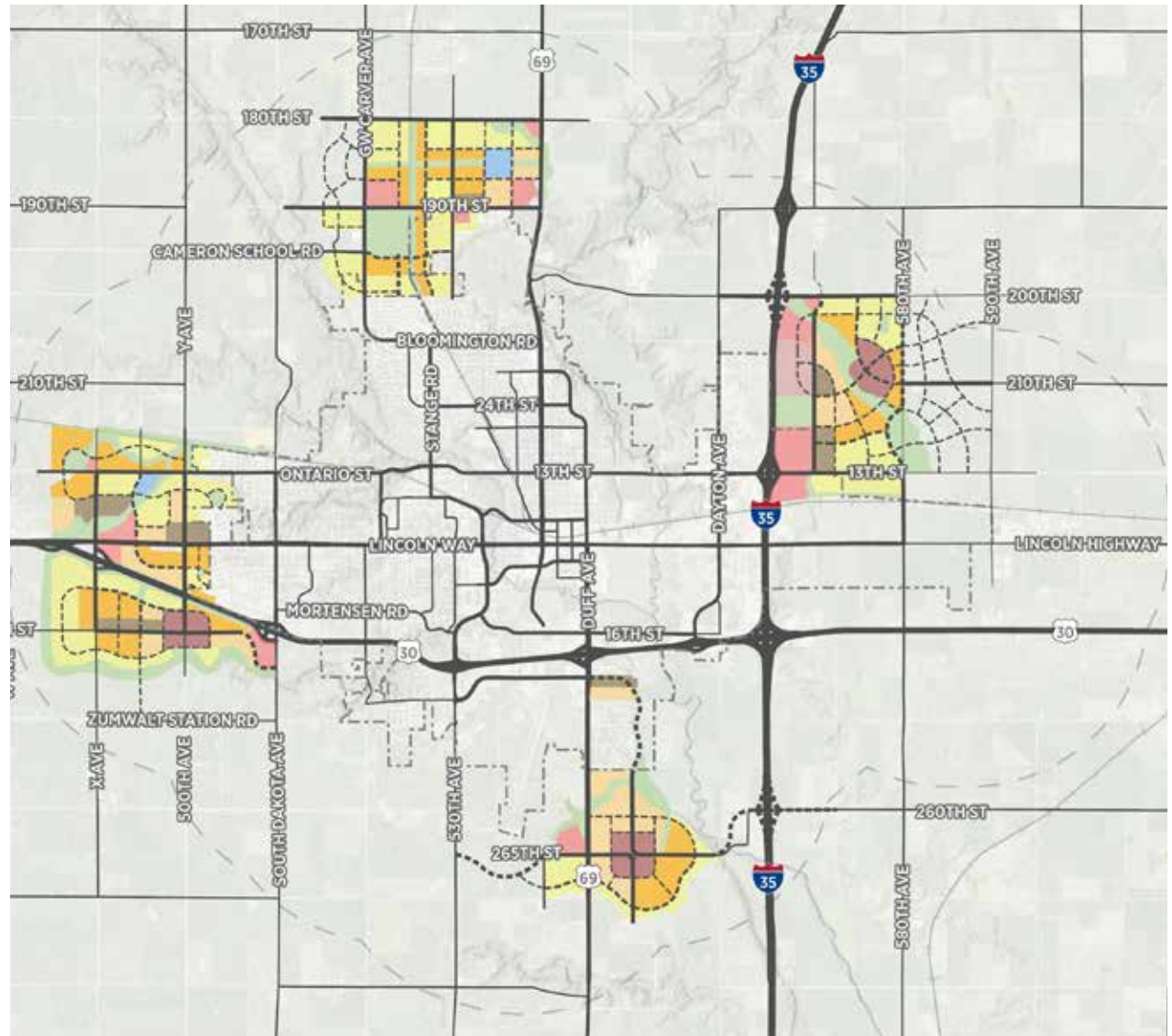
East Growth Area

. What do you like or want to be reconsidered?

2B. We need your feedback for the emerging concept for growth in the West area. What do you like or want to be reconsidered?

2C. We need your feedback for the emerging concept for growth in the North area. What do you like or want to be reconsidered?

2D. We need your feedback for the emerging concept for growth in the South area. What do you like or want to be reconsidered?



EAST GROWTH AREA COMMENTS

1. This new interchange and road is great. It would better server any growth to the east any new growth to the north of Ames.

2. Due to the extent of distance and the nature of the industrial neighborhood, this feels like it is far away, even though it isn't.

3. Multiple Comments:

- The area between the east edge of town, or in fact, even from east side of duff to the proposed development needs to be developed, atleast as a solid corridor, for the east development to work. Otherwise it is going to feel too far removed with no connection. Needs better connectivity.
- That area is part of a large greenbelt including several parks and preserves, and a great deal of it is low-lying floodplain not suitable for development.

4. Kettleson Marsh? Is this enough buffer? If the zones around it have similar zoning to areas around Ada Hayden, the marsh should have good buffers to protect it.

5. Multiple comments:

- Like the lay out of this new proposed development. Nice mix of the different zoning. The commercial and Office are situated nicely to capitalize on the area being by the interstate. Also the natural areas in the area are being protected and preserved.
- Very sorry to have to disagree, but an existing thirty-five-acre wetland-prairie natural area, a sizable resource that provides important wildlife habitat and serves to

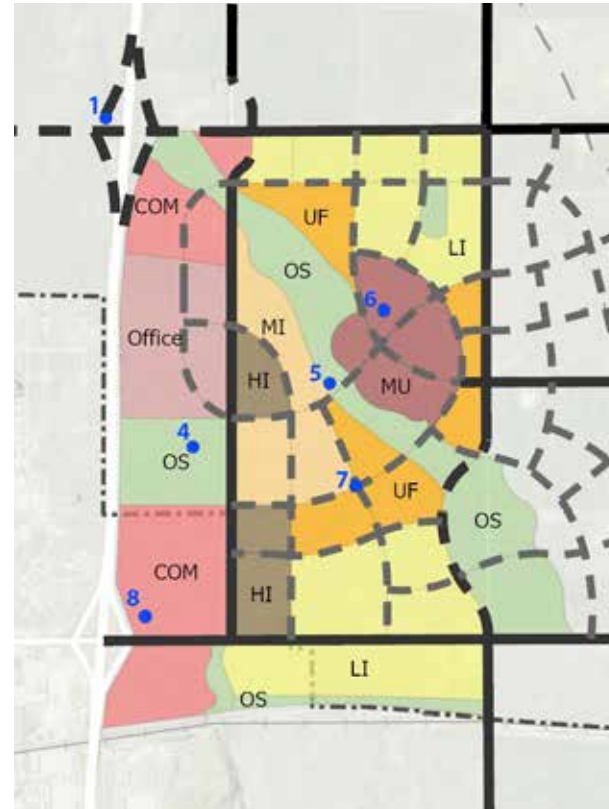
cleanse water, is NOT being protected or preserved. The map shows that natural area being destroyed and turned into "Mixed Use" and "Urban Family Residential," which is a terrible idea.

6. The mixed use seems a bit remote from HI and MI, as well as commercial and office perspectives; at least in being able to serve as a service center for these different uses. I generally applaud the effort to retain natural corridors surrounding what I presume to be

existing waterways or natural systems. These would make welcome additions to residential; especially by providing green space and respite adjacent to MI and HI development.

7. Far away from planned and existing schools while lacking one of its own, and poor transit options to the rest of Ames w/o investment into better cycling/walking infrastructure.

8. Growing towards the East makes sense because of access to 30/35. Need access to Lincoln Way.



Additional Comments for East Concept:

- ◁ Too far away. Feels like your living in a separate town. Requires too much driving for residents. Not desirable for most people who wish to live in Ames.
- ◁ This growth plan feels car-centric and suburban in the network of roads. What can be done to secure easements and rework street networks to ultimately allow for more walkable and bikeable neighborhoods? How can this be included in the substantial greenspaces just on the other side of 35? Is a greenbelt possible for this neighborhood?
- ◁ Far and away the most costly option in terms of overall infrastructure, raises significant natural resource impacts and is clearly separated from Ames by 35.
- ◁ Choosing this area for growth would bring some advantages, as noted in other comments. But there would also be challenges. According to the information at the Ames 2040 open house, the East option would require a new 36-inch-diameter sewage line that would need to be built through several miles of mostly-private rural land in order to reach the Ames sewage treatment plant. That would require a lot of money, and even though landowners would presumably be paid, some might be unwilling. A new water tower would also be needed to ensure adequate water pressure, and that would also be costly. The current map also shows housing being built right on top of a beautiful thirty-five-acre prairie/wetland complex that has a lot of native plant diversity and varied wildlife. The destruction of that complex would not fit with Ames sustainability goals. Also, the nature and size

of the Ketelsen Greenwing Marsh buffers would be a concern. Housing close to public conservation areas can bring a variety of problems, including stormwater runoff, blowing litter, and roaming pets

- ◁ This area can be challenging for non-drivers to access
- ◁ I would like to see Ames focus on Urban High Intensity as a way to move forward to sustainability.
- ◁ If growth is going east, there will need to be better east-west roads and more choices for retail, particularly restaurants
- ◁ This area would a good option area because of the transportation benefits. The village concept would work well here.
- ◁ Lots of potential for current and future growth. This offer a lot of benefits.
- ◁ I think an east expansion in this area (village concept) could be a great kickstart for this area. I think that what others view as challenges regarding being cut off- could actually be a benefit and some may want to live in a more village type setting while still being a part of the City of Ames.
- ◁ Needs to be developed for the survival of the city. Nevada, by 2040, may have grown large enough to decide to annex parts of this area.
- ◁ If it is possible, I'd love to see a road to between e 13th and east riverside connecting to Dayton.
- ◁ No
- ◁ I think growing to the east is a good option.

The proposed access to I-35 would be good for households who have folks working in Ankeny/Des Moines; however, the interstate may also function as a barrier making this area feel separate, or removed, from the rest of the community.

- ◁ I like this option and the access to the interstate.
- ◁ Overpass? Trains stop here a lot it seems.
- ◁ Growth to the East is great area to encourage. It will capitalize on the commercial and industrial areas already there. Providing more residential areas out there only encourages more of the commercial areas already zoned as such to develop. Its also Ames best options for more commercial areas in regards to ease of access and visibility.

WEST GROWTH AREA COMMENTS

1. I understand the community's reluctance to address an upgraded railroad crossing at North Dakota - but with the land north of this already for sale to be redeveloped - what is the city's plan for this area long term?
2. This area is a mess - fix this!
3. This interchange and all major routes will continue to see increased commuting pressure should development proceed similar to this model. To keep pace with this, please ensure that the Comp Plan includes appropriate response with infrastructure investment as as to service these new areas without a detriment to the existing community.
4. County line? So this goes 1 1/2 miles into Boone County. United Community schools and rural fire service, or need new fire station?
5. A lot of water sits in this area after raining.
6. Much of the Open Space in this is reasonably connected to stream corridors, but the sections along 30 and rail are not going to be public OS and should not be indicated as if they are all the same.
7. Not enough access across the highway.
8. Would an additional on/off ramp in this locaion better serve the mixed use/commercial/high-res spaces?
9. This is the second best option after south ames proposed development. Easy access to 30 and 35 makes it very attractive. Considerable traffic and infrastructure issues must be addressed



Additional Comments for West Concept:

- ◀ This area is in heavy use by ISU and will continue to be used by ISU for traditional and experimental agricultural research both plant and animal. ISU already has expressed interest in several farms which may come on the market soon. There is limited land with in Story county available for development in this area. The area south of 30 would be best left as a buffer between ISU ag uses and

- residential areas. Providing city utilities to the area south of 30 would serve a very limited number of develop-able acres for the dollars invested. Most of the develop-able acres are in United Community school district. Best to leave this area to ISU future use.
- ◀ I would like to see Ames focus more on Urban High Intensity Mixed-Use Growth as a way forward toward sustainability.

- I don't like the idea of crossing into Boone county or the pedestrian bridges over Highway 30. There are also a lot of ISU farms and land south of 30 and it should remain a rural area.
- Would like to see on/off ramps at 30th and State to support population density and growth closer to the city center if possible.
- I would second the comments about ISU research farms and operations in this area.
- Most logical choice. Already have lots of services out that way. Easy connections to 30.
- This comment applies to all the growth options. Cost estimates for all the growth areas need to realistically consider the costs for maintenance of the new proposed open space areas so those areas will retain their value for outdoor recreation, water quality, wildlife, etc. There is a common assumption that most kinds of infrastructure (streets, water lines, etc.) will require ongoing funding for maintenance, but that green space will somehow take care of itself. Not true.
- It doesn't seem realistic for Ames to try to grow into Boone County. It is doubtful they would be receptive to this idea. All of the Boone County land is in the United Community School District. It is time to recognize that the area south of Ames is filled with ISU research farms and will continue to be that way because of the close proximity to campus. There is not enough development land in the West that is in Story County and would not be a good area for city residential dwellings. The idea of walkways across Highway 30 is not a practical use of taxpayer funds. The area south of Highway 30 would be better suited for acreages and rural development as a gateway to the existing working farms.
- The least costly for infrastructure, reasonable balance of development types and proximity to ISU as well as recognizing natural resource protection as an issue.
- The development in this area south of Hwy 30 is limited by the ISU research Farms and land owned by ISU. Also the new ISU feed mill to the south of Hwy 30 will increase semi traffic and there fan noise. I don't think any additional development can be justified with limitation and cost to run sewer/utilities under 30.
- Transportation across town is really the major issue. Most of these proposed developments benefit from connecting to one of the major highways. However, the increased population from the is going to put increased pressure on arterial streets. Nobody wants the street they live on to become an arterial street but they have to be somewhere. Good pre-planning is the only way around frustration from homeowners. Going between west Ames and north Ames is too inefficient and has too much interface with areas that people are expecting to be residential.
- The western development is certainly important to the university, but the city should only support more growth to the West morally, not financially.
- Similar to North Ames, it seems like this area is already growing well as it is. With that said, there seems to be a need for additional retail development.
- The far majority if this option is in Boone County and the United School District.
- Our family has been wanting the land south of 30 in West Ames to be developed into Urban Low Intensity lots for years. We'd be the first to move out there if this happens!
- The east side of Y Ave. from Cameron School Rd. to L. Way might be a great location for a good strip of business and retail to service the west side of Ames along with Boone. That road is already a main artery and gets a lot of traffic and has an opportunity for expansion that could set it up to be some prime retail space going forward. We need to take advantage of some of these heavily traveled existing roads that could be widened to handle large retail and business as Duff is completely overloaded and a growing Ames will need to have business and retail in the north and west areas too.
- I like this growth scenario. Expanding to the south of 30 in this area seems like a great area for new residential area. I've read that this area would have pedestrian bridges across 30, I think that would be a great and unique feature for this area of development. Also makes a great connection to the rest of Ames, that doesn't necessarily relied on driving.

NORTH GROWTH AREA COMMENTS

1. North Ames needs more commercial anything, really.

2. There is currently no Mixed Use and this is the best type of development for creating walkable, sustainable neighborhoods. Suburbia has been shown time and again to have negative social, economic, and environmental effects.

3. Nice to see the grid coming back, but the lack of less-expensive housing concerns me. Also this area far from existing bus routes will need transit connections.

4. This so-called open space follows the rail and while it would be nice to think that would lend itself to public OS, that is not the case.

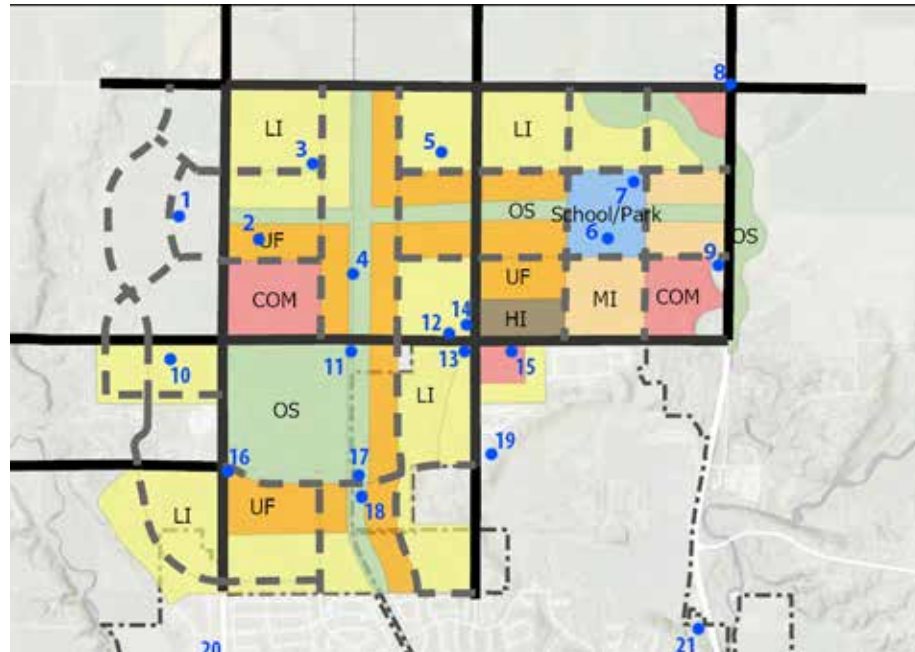
5. I am concern with the redevelopment plan being so far away from the main highways. This will cause more traffic congestion on roads that are already experience and not equip to handle such traffic congestion. How will you attract new businesses to this area with such a low population that actually serves a purpose in this area?

6. Like the inclusion of parks and places for future schools in the plan.

7. If this is north of Bloomington, would this school be in the Gilbert School District?

8. New on-ramps and road improvements would need to be made with I-35 to accommodate the traffic in this area.

9. Substantial improvements needed to allow pedestrian/bicycle access North/South along Grand



10. The area north and NW of the PLEX have serious drainage issues and development would likely exacerbate these issues into the surrounding landscape; these areas would be ideal for re-establishment of prairie and wetland.

11. I appreciate the inclusion of a parkway system in North Ames - why not include connections to Ada Hayden and subsequently Grand?

12. Nice plan for the North growth area. Down side to this area is that it further disconnected from any arterial streets. Ideally would be better if the proposed new interchange on I 35 at Riverside Rd materializes as it would allow

the northern side of Ames better access to the interstate which would allow more options for commercial businesses to flourish in the north as well.

13. This is a fairly busy roadway. Not sure how LI will work unless there are fairly large setbacks. Otherwise, a higher density or a mixed use may be more appropriate here - especially with it being fairly close to Gilbert and somewhat remote for amenities readily available from Ames.

14. No Comment Added

15. Potential negative impacts on the Ada Hayden watershed and wetland.

16/17. No Comment Added

18. Will there be any space left to do anything here, or is this just acknowledging the existing railroad?

19. How will negative impacts to the wetland be mitigated?

20. As you round this curve, this is a beautiful use of the retention pond, with the homes backing up to the water.

21. NO do not develop this space! Ada Hayden is some of our precious little green space remaining. Its peace and tranquility should be respected. Retail/restaurant would not be welcome or wanted here in any way. We don't want the activity, the fluorescent lights, or more importantly, any changes to this area. Reject.

Additional Comments for North Concept:

- The original Northridge development (area of Bayberry Rd and Ridgeway Rd) resulted in the loss and degradation of rare original prairie areas and seeps, almost destroyed a rare Indian burial mound (resulting in a court case), caused significant erosion issues, and created challenging expensive drainage problems that continued for years. Giving permission for that development on that site was a mistake on the part of the City. Some fragile natural areas should not be developed, no matter how hard some people lobby for development. I hope the City of Ames has learned that lesson and will demonstrate that as this plan moves forward.

I would agree with this. We have a

responsibility to future generations to guard our natural areas.

- This is sprawl in new urbanist clothing. Focus on infill.
- Much of this north expansion area isn't in the existing Ames School District. It would be nice to plan for growth in areas that could also serve as a tax base for our school system rather than a neighboring community's.
Agreed. Ames residents, Ames children, and Ames property taxes should go back to the city of Ames. Not Gilbert.
- North Ames seems to be growing fine and the area isn't low-income. I would like to see more attention given to areas in town where families in need are the focus & the population that would benefit most.
- I don't think the North area needs to be developed further. We already have way too much sprawl in Ames as it is. The demand for housing is not all in MacMansions to the North.
- This plan makes Hyde Ave a major throughway for North Ames (In par with Grand Ave). It is a residential street and not designed for this level of traffic!
- A local restaurant, focusing on high quality foods with local and sustainable ingredients (suggestion: model after the New Scenic Cafe north of Duluth, Minnesota) would benefit our community and be a nice place for active people to share a meal before or after a stroll around Ada Hayden. It would also draw more people north and thus showcase our lovely heritage park.

- In the last two years we have lived here in Ames, I have noticed what appears to me to be a steady increase in vehicle traffic on that street. I have seen one accident on Bloomington already. If there is a lot of additional development on the North side of town how safe will Bloomington be for the people who live on either side of the street, for motorists, for bikers, etc.?
- When will people realize that the loss of so much quality farmland every year will be a major problem for future generations. So much of the new housing in Ames changes farmland into lawns that require considerable water, herbicides and mowing. The large single family houses need a huge amount of energy to keep the residents comfortable.
100% agree. Our farmland is precious. We should not treat it as if it were "empty". The same goes for our precious natural areas.
- I would like to see Ames focus on Urban-High Intensity growth as a way forward for sustainability.
- Our beautiful city should focus on infill, rather than the interests of the developers and real estate corporations. For the sake of sustainability, we should insist that all new development be completely carbon-neutral.
- North Ames is becoming over developed, and could stand to be curbed for a bit. Plus, yes, as another comment points out, the cost to the environment is not worth it. How many retirement homes and mega churches can we deal with?
- The open spaces are what distinguishes Ames from other large towns. I'm glad Sqaw Creek has forced Ames to include

lots of natural areas. When I heard about the destruction of a burial mound for development, I was disgusted. Iowa's native heritage should be showcased, not bulldozed over for development.

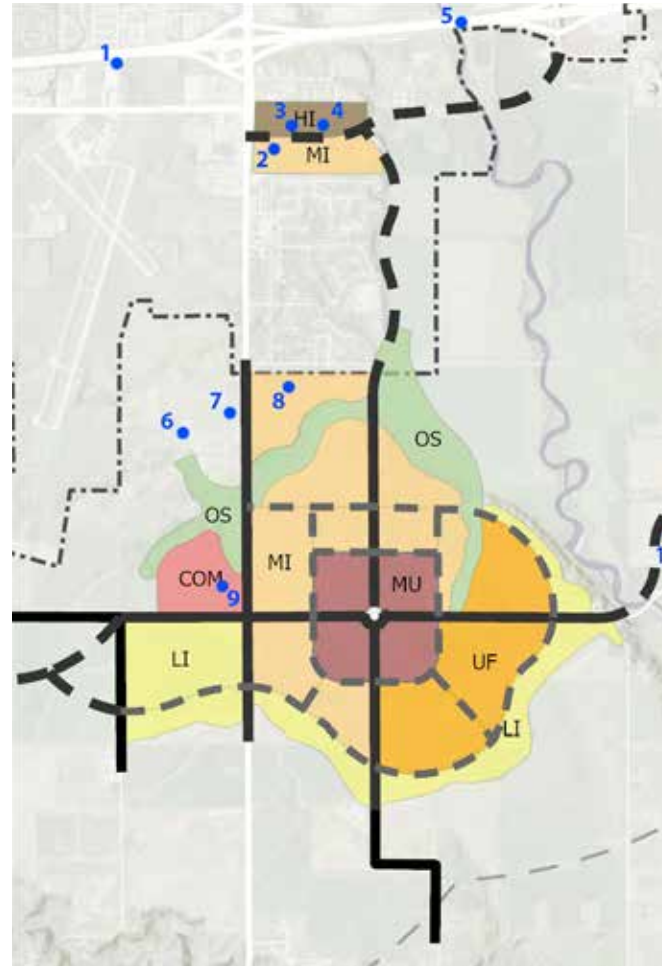
- The City of Ames has an excellent engineer who is an experienced water expert, and I hope her views will carry huge weight when assessing various development scenarios and their potential impacts on erosion, water quality, and flooding. As the City of Ankeny has been learning the (expensive) hard way, it's a lot smarter to plan ahead to avoid those problems, even if that means some restrictions on development, than try to figure out what to do about major soil and water problems after bad development decisions have already been made and implemented.
- Residents living in the North part of Ames should be in an Ames school district, not Gilbert. Children and taxes in those areas should be going to Ames schools, not Gilbert.
- North option is one of the more costly in terms of required infrastructure and would have potential for considerable impacts on local streets (incl. Hyde/Grant) as well as flooding/water quality in Ada Hayden and So. Skunk.
- This is all within the Gilbert School district. How does Gilbert Community Schools view expansion that will impact their district?
- Too far north. Will require too much infrastructure improvement.
- Several intersections in this area are being strained by development that has already

taken place, and the recent traffic study contains recommendations for improvement. If further development to the north is to be considered, there will be a need to re-visit this study and possibly ramp up the proposed solutions.

- If growth is going north, there will need to be better north - south roads and more choices for retail
- As is easily apparent, growth West of Grand Avenue is progressing well, but East of Grand should be considered for new development similar to the West side.
- The north seems to be growing adequately as it is albeit with a lack of variety in housing stock. I think encouraging growth in other areas would be more appropriate.
- What's the plan for that gray area west of GW Carver and north of 190th? The map shows new roads but not what kind(s) of development the roads would service.
- I think that 190th would be an ideal location for expanding business for the north end of Ames, especially the north side of 190th. Gilbert is already almost a part of Ames and the road structure there right now has the opportunity to be a major artery that could allow for retail expansion to service the growing need for retail services in the northern Ames area.
- Not a bad design for potential growth to the north. I think ideally growth of the community in other areas than north should be encouraged over directly to the north.

South Growth Area Comments:

1. Any way to get Grand under 30?
2. Leave the tree nursery alone. It adds a lot to the city just by being what it is
3. No Comment Added.
4. I don't like the idea of the state nursery being redeveloped.
5. Extending the shared use path south to the new road by the new interchange?
6. Shouldn't be afraid to go closer to Ken Maril Road.
7. This actually makes more sense in terms of location and access to both Highway 30 and 35. It needs to create a better sense of place and connectivity to the rest of the town. This side feels too disconnected already. Duff Avenue development sucks. If the corridor is strengthened and made more welcoming and attractive, this proposed area could actually make more sense
8. Why nothing planned for this area directly south of Ken Maril Rd. Is this where the ISU research plots are?
9. 24 hr. gas station
10. Really? Going to put an interchange near junction of So Skunk and what must be a not insignificant creek coming from the west as well as about a mile and a half north of the water treatment plant?



Additional Comments for South Concept:

- ◊ As pointed out by others, there would be pluses to this option. However, the current map shows a big new road being built right through a Story County public park. That would lower the value of the park for outdoor recreation as well as wildlife. And Story County does not have a lot of public parkland. The State Forest Nursery, in addition, provides outdoor space and good bird habitat. Turning it into housing would be another conservation loss.

Green space needs to be prioritized now more than ever. Do not sacrifice green space and important wildlife habitat for human housing.

- ◊ This seems like the best option to serve households with workers split between Ames and Ankeny/Des Moines. The access to I-35 would be convenient as well. It would also benefit the Research Park, particular if a range of housing options are executed. Much of the proposed development also appears to be in the existing Ames School District.
- ◊ Traffic is a concern in this area. What would happen to the nursery?
- ◊ Has anyone considered the K-Mart building for the Healthy Life Center? Excellent parking there!
- ◊ For the most part I really like this plan for growth to the south of Ames. The new roads on the map connecting the area to other roads in Ames make a lot of sense. This would help ease some of the traffic on S. Duff Ave and allow some of the people in South Ames fairly quick access to the interstate. Although I don't understand why is a gap on this map

between new proposed areas and Ken Maril Rd. The state nursery being redeveloped in this plan seems a shame. Hopefully that wouldn't be encouraged unless it the Nursery permanently closes.

- ◊ I would like to see Ames focused on Urban High Intensity Mixed-Use as a way forward toward sustainability.
- ◊ I would like to see Ames focused on Urban High Intensity Mixed-Use as a way forward toward sustainability.
- ◊ There are several positives for the South area, including the possibility of future easy access to I-35 and better access for commuters to Ankeny and DesMoines. The South Duff fire station is already in place to service this area. Another plus is the fact that most of the land is in the Ames School District and there appear to be many acres of cropland in the area and not so many working farms. It seems there would be more potential for growth over time.
- ◊ I feel that south is the best option because so many people commute from Des Moines/Ankeny for work. However, I would be concerned with more traffic needs being placed on S. Duff.
- ◊ The commercial development happening around I35 and Hwy 30 needs residential and community retail to support it, and to keep it expanding. This is a needed area of development to provide a beautiful new entrance to our city from the South.
- ◊ This looks like a great option that could give another access point to I35 and solve some traffic congestion on Duff.

- ◊ Something needs to be done with the old Kmart building! I could see a roller rink going in if it's not going to be a store.
- ◊ A housing development under Ames Airport traffic seems ill advised.
- ◊ Too small an area and high density for most people.
- ◊ This could work well with the growth of Huxley and Ankeny.



DIRECT CORRESPONDENCE

ATTN: Cory Scott

FROM: The Ames Climate Action Team

RE: The City of Ames 2040 Comprehensive Planning Process and Public Input

DATE SUBMITTED: March 16, 2019

Ames 2040 Comment Focus: Issues that have climate and carbon impacts.

General:

- The City of Ames should plan for the risks and hazards of climate change when planning for the next 20 years. Ames needs to prepare to address aspects of life in Ames that will be the most vulnerable to the risks and impacts of climate change.
- The City of Ames should include a Climate Change Vulnerability Study in its Comprehensive Planning process.
- Promote a vision and goals for Ames to be resilient and prepared to adapt to the challenges and opportunities of climate change.
- Include temperature and precipitation trends from climate change models in all aspects of city planning.
- Plan and design to minimize future impacts of climate change, such as heat waves and flooding.
- Prioritize equity, diversity and inclusion in Ames in all development sectors.
- Promote emergency preparedness and safety for all people.
- Have a climate-focused planning process that looks for ways to reduce the community of Ames' carbon emissions.
- Scale and accelerate progress to reduce greenhouse gas emissions as much as possible, in all development sectors.
- Support schools, libraries, arts, cultural events, diverse learning and educational opportunities.

Housing and Commercial Development:

- Increase and encourage housing and commercial density as much as possible, whenever possible.
- Most areas of Ames are only zoned to allow, at most, duplexes. Allow the construction and conversion of 3 or 4 plex housing in areas that allow duplexes. (Google around about the Minneapolis 2040 plan, which allows for 3 or 4-plexes anywhere in Minneapolis. This was controversial but is forward thinking.) Zoning the city to increase density promotes cycling and makes neighborhoods and commercial areas more viable.
- Allow for "accessory dwelling units" to increase density in existing neighborhoods. "ADUs" are also known as "mother-in-law apartments." ADUs increase existing neighborhood density without impacting neighborhood character.
- Encourage downtown residential and commercial revitalization and redevelopment.

- Encourage downtown development and redevelopment to grow up, more than sprawl out.
- Incentivize creative developments that incorporate village type design and working agricultural spaces (for example, Diligent Development's "Agrihood")
- Plan a community composting system to reduce organic wastes. The compost can then be used to generate soil health throughout the city.

Transportation, Flooding, and Environment:

- Prioritize multi-modal transportation.
- Require, incentivize, and reward accommodation of multi-modal transportation options such as bikes, pedestrians, buses, electric vehicles, and car sharing.
- Connect and expand bike and pedestrian trail networks.
- Encourage Ames to limit further geographic sprawl. Longer distances make cycling harder and less viable. Sprawl causes longer distances that increases cost for services such as school buses, ambulances, city water services, and travel in general.
- Increase tree planting, urban forests, green spaces, parks, and trails (e.g. biological corridors through the city) to provide wildlife space, micro-climate control, personal health and outdoor recreation opportunities, flood mitigation, and greenhouse gas sequestration.
- Incorporate soil health as a metric in city planning. Healthy soil has an enormous capacity to remove and hold atmospheric carbon, to retain water, to reduce flash flooding and to increase the resilience of urban trees, park plantings, lawns, and private gardens to climate and pest stress.

Electricity (if this is added to the Comprehensive Plan):

- Have the 20-year plans for all sectors, such as the transportation, housing, and commercial sectors, consider impacts on the future demand of electricity in Ames. Prioritize renewable energy and reduction of greenhouse gases.
- Ames should be a leader in incentivizing and investing in renewable energy as much as possible, as soon as possible for greatest impact.
- Explore opportunities for Ames to become a green energy/tech/STEM hub.
- From the Ames Climate Action Team Petition:

"The scientific community around the world agrees that **climate change is occurring and is human-induced**. Scientists also warn us that, **if it is not addressed now, climate change will accelerate beyond our control and will threaten our survival.**

We call on the city of Ames and Iowa State University to **reduce greenhouse gases and phase out carbon pollution to zero**. To achieve this, we request that plans with verifiable phases be urgently forged to rapidly shift to **100% carbon neutral energy by 2030 at the latest**.

We request the city and university to appoint a joint task force to **urgently address this emergency** which challenges the survival of our future generations."



**STORY COUNTY
BOARD OF SUPERVISORS
LAURIS OLSON
LINDA MURKEN
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Story County Administration
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March 26, 2019

Mayor John Haila and Members of Ames City Council
RDG Planning and Design
Kelly Diekmann, Planning and Housing Director
515 Clark Ave
Ames, IA 50010

RE: Ames Urban Fringe Plan (AUFPP)

Dear Mayor Haila, Council Members, RDG Representatives, and Director Diekmann,

The Story County Board of Supervisors would like to thank Kelly and RDG representatives for the invitation extended to county staff to meet Tuesday, February 26, 2019, and provide input and feedback on the Ames Urban Fringe Plan (AUFPP) as it's reviewed in conjunction with the city's comprehensive plan update. The Board of Supervisors believes the AUFPP plays a significant role in land use and development and is an important partnership addressing planned growth.

The Board of Supervisors was presented with a memo outlining the areas that county staff discussed with RDG representatives, including previous items communicated by county staff to the Board of Supervisors prior to the meeting, and we would like to highlight the key areas of primary importance to Story County:

- Transportation and Metropolitan Planning Organization (MPO) planning
- Housing, including the work of the Story County Housing Trust, and urban growth areas in the Cornerstone to Capstone (C2C) Plan
- Reviewing whether Urban Residential Areas match-up with growth projections
- Reviewing Growth Priority Areas
- Adding policies to address rural water and provisions of full city services to Urban Services Areas

- Reviewing land use designations along HWY 30 corridor with regard to IDOT improvements

We appreciate this opportunity to provide feedback on a tool that has guided public and private development and land use decisions, and is an effective mechanism for planning future growth areas as well as protecting natural/sensitive areas. We look forward to working with Ames and Gilbert on reviewing the policies and land use map designations of the AUFPP prior to its expiration in 2021, with a focus on the above identified key areas.

Please contact me or any members of the Story County Board of Supervisors if you have questions.

Sincerely,

Lauris Olson
Chairperson, Story County Board of Supervisors

Cc: Story County Board of Supervisors
Mayor John Popp and Members of Gilbert City Council
Story County Planning and Development Department
Story County Planning and Zoning Commission

