

**AGENDA
SPECIAL MEETING OF THE AMES CITY COUNCIL
CITY COUNCIL CHAMBERS - CITY HALL
515 CLARK AVENUE
DECEMBER 21, 2021**

CALL TO ORDER: 6:00 p.m.

CONSENT:

1. Resolution approving Restrictive Covenants and Regulations for Single-Family Homes in Baker Subdivision (321 State)

ORDINANCES:

2. Ordinance adopting map establishing new wards and precincts:
 - a. First passage of Ordinance (second and third readings and adoption requested)
 - b. Resolution approving Memorandum of Agreement between the City and Story County regarding federal census block information

WORKSHOP ON CLIMATE ACTION PLAN:

DISPOSITION OF COMMUNICATIONS TO COUNCIL:

COUNCIL COMMENTS:

ADJOURNMENT:

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

COUNCIL ACTION FORM

**SUBJECT: MODIFIED RESTRICTIVE COVENANTS AND REGULATIONS FOR
BAKER SUBDIVISION SINGLE FAMILY HOMES (321 STATE AVENUE)**

BACKGROUND:

The City owns a 10.86-acre site located at 321 State Avenue known as the Baker Subdivision. This property is being developed to support the affordable housing goals of the City as a mixed income development with a minimum of 51% of the homes affordable to low- and moderate-income households.

The final plat for the subdivision (Attachment A) includes the development of 27 lots and was adopted at the May 26, 2020, City Council meeting. Of the 27 lots, 26 are for the construction of single-family homes. At the August 25, 2020, City Council meeting, the City Council awarded a contract for the installation of the public improvements to Construct of Ames. Project improvements began in late September 2020 and to date approximately 90% percent of the project has completed (including the geothermal wells).

The next step before lots and construction of homes should begin is the adoption of Restrictive Covenants and Regulations for the 26 single-family lots (Attachment B). In working with the Legal staff, the proposed covenants address both the initial construction of homes on the affordable and market rate single-family lots and ongoing requirements. Many of the terms are based upon common language seen within market rate subdivision covenants across Ames.

Approval of the covenants will allow for staff to proceed with construction of housing and the sale of lots. Some highlights of the covenants are:

1. The following lots are designated as Affordable Housing: Lots 1 through 8, 10-13, 15, 24, and 25.
2. The following lots are designated as Market Rate Housing: Lots 9,14, 16 through 23 and 26.
3. All lots are residential, and shall not be improved, used, or occupied for other than single-family residential purposes, this includes a prohibition against rental of homes.
4. Timeframe of 18 months to start and complete the construction of homes upon deed conveyance.

5. Affordable housing developer minimum experience of constructing 3 homes within the past 7 years.
6. Market rate housing developer minimum experience of constructing 3 homes within 3 years of the past 5 years.
7. Minimum size for affordable housing homes for a one-story is 1,100 sq. ft. and 1-1/2 story, two story and split/bi-level is 1,150 sq. ft.
8. Minimum size for market rate housing homes for a one-story is 1,200 sq. ft. and 1-1/2 story, two story and split/bi-level is 1,250 sq. ft.
9. All homes are required to have at least one garage parking space and a basement.

Lot 27, which is planned for future Low Income Housing Tax Credit (LIHTC) multi-family buildings, is not subject to these covenants.

At the December 14, 2021, City Council meeting staff reviewed revised language with the City Council and also directed staff to modify the Baker Subdivision Covenants to include the following additional language:

- Under item 7p., “chickens” were added as acceptable as pets and “an underground, invisible fence” was deleted in order to clarify that any type of fencing was okay to meet the standards.

In response to the request to investigate the creation of a Homeowners Association (HOA) for the Baker Subdivision, the City Attorney as prepare a response (see Attachment C).

In addition to the above added language, staff is restating the revisions that were presented at the December 14th meeting:

- ✓ Under item 4d., For the Affordable lots, “all residences shall include basements with at least one egress window” was added.
- ✓ Under item 6., “side yard” was added.
- ✓ Under item 7i, “which shall not be granted if the tonnage exceeds 3.25 tons”, was deleted, thereby a builder is referred to Ames Electric for required calculations.
- ✓ Under item 7l, “or street” was deleted.
- ✓ Under item 7o, “annoyance” was deleted.
- ✓ Under item 7q. shall be sodded within “six months” was added
- ✓ Under item 7r. shall be constructed within twelve (12) months was replaced with “eighteen (18) months”.
- ✓ Under item 7u, Christmas was replaced with “Holiday”

ALTERNATIVES:

1. Approve the attached modified restrictive covenants and regulations for single-family homes in the Baker Subdivision (321 State Avenue).
2. Approve the restrictive covenants and regulations for single-family homes in the Baker Subdivision (321 State Avenue) with additional modifications.
3. Do not approve the proposed restrictive covenants and regulations and refer back to staff for additional information.

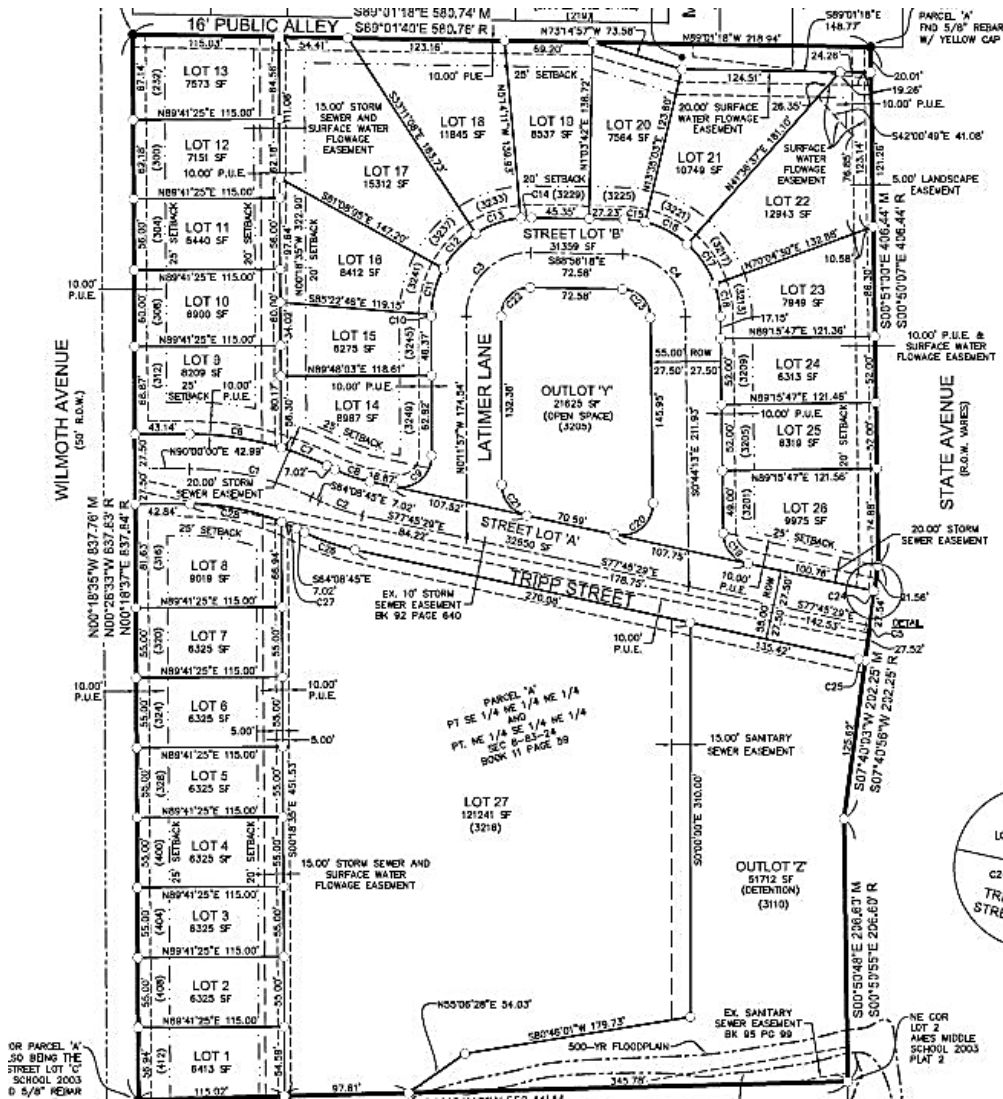
CITY MANAGER'S RECOMMENDED ACTION:

Adoption of Restrictive Covenants and Regulations for the Baker Subdivision (321 State Avenue) is the final step before the sale of lots and construction of homes should begin. Once covenants are adopted, staff can continue to proceed with soliciting and qualifying potential first time homebuyer applicants, finalize the required housing counseling services, finalize a partner lender(s), and solicit partnership with a modular housing company(ies) to be in position to construct housing structures by spring/summer 2022.

Market Rate lot sales can also begin next year and must be coordinated with the timing of affordable housing construction to maintain consistency with CDBG requirements for housing production.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, as described above.

Attachment A-Baker Subdivision Final Plat



OWNER / DEVELOPER

CITY OF AMES
 CONTACT: JUSTIN MOORE
 515 CLARK AVENUE
 AMES, IA 50010
 PHONE: (515) 236-5280

ENGINEER / SURVEYOR

CIVIL DESIGN ADVANTAGE
 3403 SE CROSSROADS DRIVE, SUITE G
 GRIMES, IOWA 50111

PLAT DESCRIPTION

PARCEL 'A' IN THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 83 NORTH RANGE 24 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN THE CITY OF AMES, STORY COUNTY, IOWA AS SHOWN ON THE RETRACEMENT PLAT OF SURVEY RECORDED IN INSTRUMENT NUMBER 2013-00001277 AND CONTAINING 10.86 ACRES (473,100 SQUARE FEET).

DATE OF SURVEY

MAY 6, 2020

ZONING

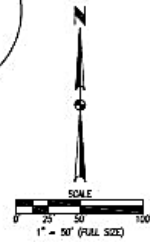
RL - RESIDENTIAL LOW DENSITY ZONE

BULK REGULATIONS

FRONT YARD: 25'
 REAR YARD: 20'
 SIDE YARD: 6'

NOTES

1. ANY SET MONUMENTATION SHOWN ON THIS PLAT WILL BE COMPLETED WITHIN ONE YEAR FROM THE DATE THIS PLAT WAS RECORDED.
2. LOTS MAY BE SUBJECT TO MINIMUM PROTECTION ELEVATIONS AND OTHER ELEVATION RESTRICTIONS NOT SHOWN ON THIS PLAT. REFER TO THE APPROVED PROJECT ENGINEERING DOCUMENTS FOR ANY ELEVATION RESTRICTIONS.
3. SOIL BORINGS ARE REQUIRED IN AREAS WITHIN THIS PLAT WHICH HAVE BEEN IDENTIFIED BY THE CITY OF AMES AS HAVING SOILS THAT MAKE CONSTRUCTION OF BUILDINGS DIFFICULT.
4. STREET LOT 'A', CONTAINING 62,650 SF, IS TO BE DEDICATED TO THE CITY OF AMES FOR STREET PURPOSES.
5. STREET LOT 'B', CONTAINING 31,359 SF, IS TO BE DEDICATED TO THE CITY OF AMES FOR STREET PURPOSES.



Attachment 'B'

[RECORDER'S COVER PAGE TO BE INSERTED HERE]

RESTRICTIVE COVENANTS AND REGULATIONS FOR SINGLE FAMILY HOMES IN BAKER SUBDIVISION, AMES, STORY COUNTY, IOWA

WHEREAS, the undersigned, the City of Ames, an Iowa municipal corporation (the herein after the "City"), is the owner of Lots One (1) through Twenty-seven (27), contained in **Baker Subdivision** (the "Subdivision"); and

WHEREAS, Lots One (1) through Twenty-six (26) (hereinafter "Lots") will be developed as Single Family Homes and governed by these restrictive covenants and regulations; and

WHEREAS, Lots One (1) through Eight, Ten (10) through Thirteen (13), Fifteen (15), Twenty-four (24) and Twenty-five (25) shall be designated Affordable Housing Lots (hereinafter "AR Lots"), and Lots Nine (9), Fourteen (14), Sixteen (16) through (23) and Twenty-six (26) shall be designated Market Rate Lots (hereinafter "MR Lots").

WHEREAS, for their own protection and for the benefit of subsequent owners of said Lots within said Subdivision, the said owner desires to restrict the use thereof in certain particulars.

NOW, THEREFORE, the parties hereto, in consideration of the covenants and agreements contained herein, by these presents, covenant, bargain and agree for themselves for their successors and assigns, as follows:

1. The covenants contained herein shall not apply to Lot 27, unless otherwise stated.
2. All Lots shall be known and described as residential lots and shall not be improved, used, or occupied for other than private single-family residential purposes. All Lots shall be occupied and used as the primary residence of the then-current title holders. No Lots shall be used and occupied as property for which rental income is received.
3. The residences to be constructed or to be permitted to remain on the MR Lots shall meet the following requirements:
 - a. One (1) story residences shall have a ground floor finished area of not less than one thousand two hundred (1,200) square feet.
 - b. One and one-half (1½) story residences, two (2) story residences, and split-level residences shall have a total finished area on the ground floor and second floor or split-level of not less than one thousand two hundred fifty (1,250) square feet.
 - c. The computation of the total finished area shall not include porches, breezeways, or garages.
 - d. All residences shall include basements with at least one (1) egress window.
4. The residences to be constructed or to be permitted to remain on the AR Lots shall meet the following requirements:

- a. One (1) story residences shall have a minimum ground floor finished area of not less than one thousand one hundred (1,100) square feet.
 - b. One and one-half (1½) story residences, two (2) story residences, and split/bi-level residences shall have a minimum total finished area on the ground floor and second floor or split-level of not less than one thousand one hundred fifty (1,150) square feet.
 - c. The computation of the total finished area shall not include porches, breezeways, or garages.
 - d. All residences shall include basements with at least one (1) egress window.
5. No Lot shall be subdivided for the purpose of constructing more than one (1) residence per Lot.
 6. All Lots may have fences in the rear and side yard only. Chain link fences shall be permitted, except no chain link fences with galvanized finish shall be allowed on any Lot.
 7. The following restrictions shall also constitute covenants:
 - a. There shall be no mobile homes placed or erected on any Lot.
 - b. No pre-erected dwelling shall be moved to any Lot, except modular housing approved by the City of Ames Planning & Housing Department.
 - c. All dwellings must have, at a minimum, a single car attached garage, a double car attached garage, or a double car detached garage.
 - d. No more than twelve (12”) inches of concrete block, poured concrete, or wood foundation shall be exposed on any building unless the exposed material is covered with brick, stone veneer, or siding. Exposed foundations must be painted to blend with exterior wall finishes.
 - e. All building structures or improvements of any kind must be completed within twelve (12) months of the commencement date of the construction. Commencement of construction upon any Lot shall occur no later than six (6) months of the date on the deed from the City. **IF CONSTRUCTION HAS NOT BEGUN ON AN MR LOT WITHIN SIX (6) MONTHS OF THE DATE ON THE DEED FROM THE CITY, THEN THE OWNER OF RECORD, AT THE CITY’S REQUEST, AGREES TO CONVEY THE PROPERTY BACK TO THE CITY IN FEE SIMPLE FOR ONE HUNDRED PERCENT (100%) OF THE ORIGINAL PURCHASE PRICE WITH NO ADJUSTMENT FOR TAXES, CLOSING COSTS OR INTEREST AT THE TIME THE DEED IS CONVEYED TO THE CITY. THE CITY WILL PAY ONLY FOR DEED PREPARATION, RECORDING FEES, AND TRANSFER TAXES. ON ISSUANCE OF AN**

OCCUPANCY PERMIT FOR A RESIDENCE, THIS RIGHT TO REPURCHASE SHALL TERMINATE AS TO THAT LOT.

- f. All homes must be built by an experienced homebuilder. An experienced homebuilder shall be defined as a person, or entity who has built and completed at least three (3) new homes per year within three (3) of the past seven (7) years. Notwithstanding the forgoing, a nonprofit entity organized under Iowa law or possessing a valid certificate of authority to transact business in Iowa under Iowa Code 490.105 shall constitute an experienced homebuilder if they have started and completed three (3) homes in the past seven (7) years.
- g. All finished Lots and house grades shall conform to the City's grading plan which shall be obtained from the City prior to the commencement of construction. All excess dirt from the excavation shall be used as a part of the final landscape plan. Any excess dirt, concrete, or other debris may not be placed on other land within the Subdivision. **Topsoil shall not be removed from any of the Lots or the Site generally and shall be reused to respread around the house and lot once the home is completed.**
- h. All homes must utilize and connect to the geothermal system installed within the reserved public utility easements located in the rear yards of each Lot.
- i. Prior to construction upon any Lot, the builder must submit to the Electric Department an HVAC sizing calculation for review and approval.
- j. All mailboxes shall be placed in accordance with United States Postal Service regulations. Individual mailboxes will not be permitted. Cluster mailboxes will be provided by the United States Postal Service.
- k. No building, structure of a temporary character, trailer, tent, garage, or outbuilding shall be used at any time as a residential dwelling on any Lot.
- l. No tent, trailer, recreational vehicle, camper, boat, truck rated larger than three quarters (3/4) of a ton, or other movable or temporary structure, shall be maintained or parked on a Lot within public view for a period exceeding forty-eight (48) consecutive hours or for more than thirty (30) total days in any calendar year.
- m. No rubbish containers shall be visible from the street except on pickup day and one (1) day before and one (1) day after pickup day. Construction waste containers shall be exempt from this provision; however, the builder or Lot owner shall be responsible for keeping the construction debris contained on the Lot and in the construction waste containers.
- n. No extension towers or antennas of any kind shall be constructed, modified, or permitted on any Lot, except television or radio antennas of less than ten (10') feet in height. Satellite dishes or parabolic devices more than thirty-six (36")

inches in diameter used to receive television or other signals from satellites shall not be permitted. The satellite dishes or parabolic devices shall be mounted on the rear elevation or the rear half of the side elevation only. In no event shall a satellite dish or parabolic device be mounted on the front elevation or the front half of a side elevation.

- o. No noxious or offensive activities or odors shall be permitted on or to escape from any Lot, nor shall anything be done on any Lot which is or may become a nuisance, either temporarily or permanently.
- p. No animals, livestock, or poultry of any kind shall be raised, bred, or kept on any Lot, except that dogs, cats, chickens, and other common household pets may be kept so long as they are not kept, bred, or maintained for commercial purposes. Dogs, cats and chickens must be tied, controlled, or contained within the Lot or on a leash at all times.
- q. Following construction of the residential dwelling on any Lot, the front, side, and rear yards shall be sodded within six months. The requirement for sod shall be waived where a permanent underground irrigation system is installed on the Lot. In addition to sodding, the builder or Lot owner shall install a minimum of ten (10): (i) 3-gallon shrubs, (ii) 1-gallon perennials, or (iii) a combination of 3-gallon shrubs and 1-gallon perennials, with either mulch or rock ground cover. The shrubs and/or perennials shall be in the front yard of a Lot. Foundational plantings shall be required to screen the base of the primary and secondary facade of any new building. In addition, ground-mounted mechanical units shall be screened from public view with plantings.
- r. Where the City of Ames, Iowa, requires the construction of public sidewalks, the sidewalks shall be constructed within eighteen (18) months following the sale of any Lot from the City or at the time of occupancy of any dwelling on a Lot, whichever occurs first. The City shall withhold the issuance of an Occupancy Permit for a dwelling until such time as a public sidewalk has been constructed.
- s. All retaining walls shall be constructed of stone or masonry product. No wood landscaping timbers shall be used to construct retaining walls, except that window well retaining walls that are not visible above grade may be constructed using wood landscaping timbers.
- t. Roof materials should be slate, tile, cedar shakes, or composite shingles. Composite shingles shall be architectural grade, minimum thirty (30) year warranty. Shingle colors shall be compatible with and complimentary to the exterior materials and colors. White or white blend roof materials are not acceptable.

- u. All outdoor light fixtures shall be designed, installed, and maintained to prevent light trespass beyond the boundaries of the Lot. "Full cutoff" outdoor light fixtures which emit no light at or above the horizontal plane of the fixture shall be utilized for all dusk to dawn light fixtures exceeding three hundred (300) lumens and for all manually switched or occupancy sensor switched fixtures exceeding one thousand (1,000) lumens. Holiday lighting or other temporary outdoor lighting shall be exempt from this provision but shall remain in place no longer than six (6) weeks annually.
 - v. Each Lot owner shall keep the Lot free of weeds and debris and shall take all necessary steps to control erosion from the lot. All Lot owners shall implement appropriate erosion control measures before, during, and after construction. These measures may include silt fences, ground cover, and seeding over exposed areas.
 - w. Any construction or earth moving on any Lot shall follow all laws relating to storm water discharge permitting. The owner of any Lot shall be the solely responsible permittee for the lot with respect to compliance with all terms, provisions, and requirements of any NPDES Storm Water Discharge Permit No. 2 and any storm water pollution prevention plan which includes the Lot. During the ownership of the Lot, the Lot owner shall protect, defend, indemnify, and hold the City and the other Lot owners harmless from any and all damages, claims, liabilities, fines, penalties, cleanup costs, and/or attorneys and consultant fees caused by, or in any manner related to: (1) any discharges of soil, silt, sediment, petroleum product, hazardous substances, or solid waste from the Lot; and/or (2) any alleged violation of any NPDES or storm water discharge rule or regulation.
 - x. No driveway shall be permitted to terminate onto State Avenue, Tripp Street or the North Alley. Driveway access shall be permitted only on Wilmoth Avenue or Latimer Lane.
8. All these restrictions shall be deemed to be covenants running with the land and shall endure and be binding upon all parties hereto, their successors and assigns, for a period of twenty-one (21) years from the date of the recording of these covenants, unless claims to continue any interest in the covenants are filed as provided by law.
9. In case of violation of any of the covenants, any person then owning a Lot in said Subdivision is authorized to resort to an action of law or equity for relief, either by injunction or in damages, against the person so violating said covenants.
10. Invalidation of any of these covenants by judgment or court order shall in no way affect the validity of any of the other provisions, but they shall remain in full force and effect.

11. None of the provisions herein shall be construed to waive any requirement of the Ames Municipal Code or otherwise exempt a Lot or Lot Owner from provisions of the Ames Municipal Code.
12. This instrument may be amended upon the recording of a written instrument executed and approved by the City of Ames until such time as the City no longer owns a Lot within this subdivision. After the City no longer owns a Lot within this subdivision, this instrument may be amended upon the recording of a written instrument executed by the owners of at least two-thirds (i.e., no fewer than 18 consenting owners) of the Lots. Any amendment to this instrument must be filed for record in the office of the Recorder of Story County, Iowa.
13. The provisions of this instrument and any amendments hereto may be extended for an additional period by filing a verified claim in the office of the Recorder of Story County, Iowa, within the initial twenty-one (21) year period. The City shall have the right to file a verified claim to extend these covenants.

[R E S E R V E D F O R S I G N A T U R E B L A N K S]

Attachment C



MEMO

Legal Department

To: Mayor and City Council

From: Victoria A. Feilmeyer, Assistant City Attorney

Date: December 16, 2021

Subject: Possibility of a Homeowner's Association for Baker Subdivision

The Council has asked our office to provide an advisory memo regarding a proposal to create a homeowners' association for Baker Subdivision. A homeowners' or property owners' association ("HOA") is ordinarily organized under state law as a nonprofit corporation under chapter 504 of the Code of Iowa. The organizer of a nonprofit corporation must file articles of incorporation with the secretary of state, create bylaws, obtain a taxpayer identification number from the Internal Revenue Service, open a bank account, file reports with the secretary of state, and file income tax returns with federal and state authorities. A nonprofit corporation for an HOA ordinarily has a membership. The membership is typically the owners and often includes the developer, sometimes even after all the properties have been sold. The developer may have extraordinary powers for a defined period of time, and often supports the HOA financially. The members elect a board of directors, usually from among the owner-members and the developer-member for the overall management of the corporation. The HOA board of directors will elect officers for the day-to-day operations, usually including a president, vice-president, treasurer, and secretary.

An HOA usually is formed to own, manage, and maintain common property or facilities that benefit the member-owners. In the subdivision context, an HOA often will maintain private parks and trails, supporting these with mowing and snow removal. Some HOAs may maintain a pond or other infrastructure such as private wastewater or water supply systems or private roads. Depending on the documents creating the HOA, the HOA may

have approval authority for design elements or the power to enforce covenants and bylaws.

An HOA almost always will have the authority to assess and collect dues from the members so that it can carry out the powers assigned by its covenants. An HOA must have sufficient funds to give meeting notices, to maintain, repair, and place HOA-owned facilities, to pay insurance premiums, to undertake collection activities for delinquent members, to undertake enforcement actions, to hire accountants and attorneys as needed, and to fulfill corporate reporting requirements.

The proposed Baker Subdivision will consist of 26 single-family residential lots and one multi-family lot. The subdivision will include public streets and a city-owned public park. There will be no commonly owned private amenities, lands, or other facilities in Baker Subdivision. There would be nothing for an HOA to maintain, repair, or replace. The City has determined the general criteria for the design of the buildings and accessory structures, so there would be no role for an HOA in approving design elements.

As the owner of the property under development, the City will impose restrictive covenants providing for minimum design requirements and the appropriate maintenance of the properties in the subdivision. Most "negative" restrictions on property will expire after 21 years unless some property owner records a "verified claim" causing them to be extended for an additional 21 years.

Once the initial construction takes place, typically there is little need for enforcement of basic design elements, such as minimum building size. The proposed covenants have no special requirements for fences or other accessory structures that are not already regulated by City Code or the City's project requirements; therefore, there is no role for an HOA in approving design elements.

To the extent that the proposed restrictive covenants place duties on the individual property owners for maintaining their properties in a defined manner, these covenants are enforceable by the City while it maintains an ownership interest and by each of the other owners in the subdivision. While it is conceivable that an HOA could be created specifically for the purpose of enforcing these basic requirements of maintaining one's property in good order, it should be recognized that: (a) the officers and directors of an HOA are also the neighbors suing a neighbor for compliance and, therefore, may make it no more or less likely that the burdens of an enforcement action will be removed; and (b) the HOA must have the cash resources to hire legal counsel, hire experts, and pay the court costs of an enforcement action; and (c) the costs of maintaining the HOA

corporation year-round and assessing dues for the sole purpose of bringing enforcement actions against neighbors and the costs to the low-income residents must contribute to the corporation for that sole purpose may be more burdensome than beneficial.

Anecdotally, the legal department is aware that it is difficult to recruit unpaid volunteers to serve on the boards of HOAs, and sometimes it is even difficult for HOAs to obtain a quorum to conduct the business of their required annual meetings.

For all these reasons, the legal department does not recommend creating a homeowner's association for Baker Subdivision.



MEMO

Legal Department

To: Mayor Haila, Ames City Council

From: Mark O. Lambert, City Attorney

Date: December 17, 2021

Subject: Ordinance for new wards and precincts

On December 14, 2021, the Ames City Council decided to proceed with the ward and precinct maps that had been prepared by the Story County Auditor's office.

Those maps have now been turned into an ordinance for your consideration.

The ordinance writing process was intense in the short time frame available and involved myself and Assistant City Attorney Jane Chang working long hours to complete it. We were aided significantly by the City's GIS Coordinator Ben McConville, and City planners Julie Gould and Justin Moore.

We are doing a final review of the ordinance before sending it out to you and sending it to the County Auditor's office for review. There are hundreds of little details that need to be double checked. Therefore, we will provide the ordinance to you on Monday morning, December 20, which will give us the weekend to do a final review.

The ordinance is being submitted sometime this evening to the Story County Auditor's office for their review, as required by Iowa law. It is within the realm of possibility that the Auditor's office might suggest changes. If they do, our plan is to incorporate their suggested changes into the ordinance and get a new version of the ordinance to you before the City Council meeting on Tuesday, December 21, 2021.

Along with the ordinance, there will be a Memorandum of Agreement with Story County regarding a few items. State law requires that precincts follow Census blocks. The Census designated incorrectly some census blocks as unincorporated, when they are actually within the City limits. Therefore, we will have an agreement on the agenda assigning those census blocks to precincts. Also, several unincorporated Census blocks are not contiguous with and/or are in a separate legislative district from their

rural townships, and these unincorporated Census blocks will be added to an Ames precinct. Note that this does not mean that they will be eligible to vote in City elections, it only means that they will be assigned to an Ames precinct for voting purposes. The Auditor's office will have separate "township ballots" for the few individuals who reside in these areas. This is a common practice in the redistricting/precincting process and such an agreement has been in place since the last redistricting in 2011. The City and County independently came up with differing numbering systems for the precincts, so you may get a new version of this agreement prior to the Council meeting with different precinct numbers noted, but the census blocks will remain the same.

In summary, 1) the ordinance will be sent to you on the morning of Monday, Dec. 20, 2021. The County Auditor will be reviewing it, and so please keep in mind that we might have a revised ordinance before the Council meeting, after the County Auditor comments upon it; and 2) attached is the draft agreement with the County (bearing in mind that we might have a new version with different precinct numbers for the meeting, but that will be the only change to it).

Staff is requesting a suspension of the rules to do all three readings on December 21st, because of the tight time frame. Iowa law requires such ordinances to be adopted by January 3, 2022 at the latest.

#

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, FOR THE PURPOSE OF ESTABLISHING AND DESCRIBING WARDS AND PRECINCTS FOLLOWING THE 2020 DECENNIAL CENSUS AND AFTER REDISTRICTING OF CONGRESSIONAL AND LEGISLATIVE DISTRICTS, BY REPEALING SECTIONS 6.4 THROUGH 6.11 AND 6.14 AND ENACTING NEW SECTIONS 6.4 THROUGH 6.11 THEREOF, REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.

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

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by repealing Sections 6.4 through 6.11 and 6.14. Enacting New Sections 6.4 through 6.11 as follows:

Sec. 6.4 FIRST WARD DESCRIBED.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of Lincoln Way and Ash Avenue;

Thence east along the centerline of Lincoln Way to the centerline of N. University Boulevard;

Thence north along the centerline of N. University Boulevard to the centerline of 6th Street;

Thence east along the centerline of 6th Street to the centerline of Brookridge Avenue;

Thence north along the centerline of Brookridge Avenue to the centerline of 9th Street;

Thence east along the centerline of 9th Street to the centerline of Northwestern Avenue;

Thence north along the centerline of Northwestern Avenue to the centerline of 10th Street;

Thence east along the centerline of 10th Street to the centerline of Grand Avenue;

Thence north along the centerline of Grand Avenue to the centerline of 16th Street;

Thence east along the centerline of 16th Street to the centerline of Burnett Avenue;

Thence south along the centerline of Burnett Avenue to the centerline of 13th Street;

Thence east along the centerline of 13th Street to its intersection with the city corporate limits at the west lot line of Lot 1 of Walter Family Campus Subdivision;

Thence along the city corporate limits to their intersection with 570th Avenue;

Thence south along the centerline of 570th Avenue to the centerline of E.13th Street/220th Street;

Thence along the city corporate limits to their intersection with Potter Avenue;

Thence south along the centerline of Potter Avenue to the centerline of East Lincoln Way;

Thence west along the centerline of East Lincoln Way to the city corporate limits;

Thence along the city corporate limits in a southerly and westerly direction to their intersection with S. Riverside Drive;

Thence continuing along city corporate limits in a northerly and westerly direction to the north right-of-way with US Highway 30 in Section 16, Washington Township;

Thence east along the north right-of-way of US Highway 30 to the centerline of University Boulevard;

Thence north along the centerline of University Boulevard to the centerline of Mortensen Parkway;

Thence west along the centerline of Mortensen Parkway to the centerline of Beach Ave;

Thence north along the center line of Beach Ave to the centerline of Ashmore Drive;

Thence west and north along the centerline of Ashmore Drive to the centerline of Ash Avenue;

Thence north along the centerline of Ash Avenue to the centerline of Lincoln Way and the point of beginning.

Sec. 6.5 SECOND WARD DESCRIBED.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of Kellogg Avenue and 13th Street;

Thence west along the centerline of Kellogg Avenue to the centerline of Burnett Avenue;

Thence north along the centerline of Burnett Avenue to the centerline of 16th Street;

Thence west along the centerline of 16th Street to the centerline of Grand Avenue;

Thence south along the centerline of Grand Avenue to the centerline of 13th Street;

The west along the centerline of 13th Street to its intersection with Ioway Creek;

Thence northwest along the channel of Ioway Creek to its intersection with the west line of Section 34, Franklin Township;

Thence north along said section line to the centerline of 24th Street;

Thence west along the centerline of 24th Street to the centerline of Stange Road;

Thence south along the centerline of Stange Road to the southern boundary of the north half of Section 33, Franklin Township;

Thence west along said southern boundary to its intersection with Ioway Creek;

Thence following the channel of Ioway Creek west and north to the city corporate limits;

Thence along the city corporate limits northerly, easterly, and southerly to their intersection with the centerline of East 13th Street;

Thence west along the centerline of East 13th Street and 13th Street to Kellogg Avenue and the point of beginning.

Sec. 6.6 THIRD WARD DESCRIBED.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of Lincoln Way and State Avenue;

Thence east along the centerline of Lincoln Way to the centerline of Lynn Avenue;

Thence south along the centerline of Lynn Avenue to the centerline of Knapp Street;

Thence east along the centerline of Knapp Street to the centerline of Ash Avenue;

Thence south along the centerline of Ash Avenue to the centerline of Ashmore Drive;

Thence easterly along Ashmore Avenue to the centerline of Beach Avenue;

Thence south along the centerline of Beach Avenue to the centerline of Mortensen Parkway;

Thence east along the centerline of Mortensen Parkway to the centerline of University Boulevard;

Thence south on University Boulevard to the north right-of-way of US Highway 30;

Thence west along the north right-of-way of US Highway 30 to the city corporate limits;

Thence along the city corporate limits to the west boundary of Story County;

Thence continuing along the city corporate limits to the west line of Lot 10 of Barr & Kelley Subdivision;

Thence south along said west line of Lot 10 to the centerline of Lincoln Way;

Thence east along the centerline of Lincoln Way to the centerline of Hickory Drive;

Thence north along the centerline of Hickory Drive to the centerline of Woodland Street;

Thence east along the centerline of Woodland Street to the centerline of Franklin Avenue;

Thence south along the centerline of Franklin to the centerline of Lincoln Way;

Thence east along the centerline of Lincoln Way to the centerline of State Avenue and the point of beginning.

Sec. 6.7 FOURTH WARD DESCRIBED.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of Lincoln Way and N. University Boulevard/University Boulevard;

Thence west along the centerline of Lincoln Way to the centerline of Ash Avenue;

Thence south along the centerline of Ash Avenue to the centerline of Knapp Street;

Thence west along the centerline of Knapp Street to the centerline of Lynn Avenue;

Thence north along the centerline of Lynn Avenue to the centerline of Lincoln Way;

Thence west along the centerline of Lincoln Way to the centerline of Franklin Avenue;

Thence north along the centerline of Franklin Avenue to the centerline of Woodland Street;

Thence west along the centerline of Woodland Street to the centerline of Hickory Drive;

Thence southwest along the centerline of Hickory Drive to the centerline of Lincoln Way;

Thence west along the centerline of Lincoln Way to the west line of Lot 10 of Barr & Kelley Subdivision;

Thence north along said west edge of said Lot 10 to the city corporate limits;

Thence along the city corporate limits to their intersection with Ioway Creek;

Thence following the channel of Ioway Creek south to its intersection with the southern boundary of the north half of Section 33, Franklin Township;

Thence following said southern boundary line to its intersection with the centerline of Stange Road;

Thence north along the centerline of Stange Road to the centerline of 24th Street;

Thence east along the centerline of 24th Street to its intersection with the west line of Section 34, Franklin Township;

Thence south along the section line to its intersection with Ioway Creek;

Thence southeast along the channel of Ioway Creek to its intersection with 13th Street;
Thence east along the centerline of 13th Street to the centerline of Grand Avenue;
Thence south along the centerline of Grand Avenue to the centerline of 10th Street;
Thence west along the centerline of 10th Street to the centerline of Northwestern Avenue;
Thence south along the centerline of Northwestern Avenue to the centerline of 9th Street;
Thence west along the centerline of 9th Street to the centerline of Brookridge Avenue;
Thence south along the centerline of Brookridge Avenue to the centerline of 6th Street;
Thence west along the centerline of 6th Street to the centerline of N. University Boulevard;
Thence south along the centerline of N. University Boulevard to the centerline of Lincoln Way and the point of beginning.

Sec. 6.8 FIRST WARD VOTING PRECINCTS

The First Ward is divided into the voting precincts as follows:

(1) The First Ward, Precinct 1 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of Lincoln Way and Ash Avenue;
Thence east along the centerline of Lincoln Way to the centerline of University Boulevard;
Thence south along the centerline of University Boulevard to the centerline of Mortenson Parkway;
Thence west along the centerline of Mortenson to the centerline of Beach Avenue;
Thence north along the centerline of Beach Avenue to the centerline of Ashmore Drive;
Thence west and north along the centerline of Ashmore Drive to the centerline of Ash Avenue;
Thence north along the centerline of Ash Avenue to the centerline of Lincoln Way and the point of beginning.

(2) The First Ward, Precinct 2 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of Lincoln Way and N. University Boulevard/University Boulevard;
Thence north along the centerline of N. University Boulevard to the centerline of 6th Street;
Thence east along the centerline of 6th Street to the centerline of Brookridge Avenue;
Thence north along the centerline of Brookridge Avenue to the centerline of 9th Street;
Thence east along the centerline of 9th Street to the centerline of Northwestern Avenue;
Thence north along the centerline of Northwestern Avenue to the centerline of 10th Street;
Thence east along the centerline of 10th Street to the centerline of Grand Avenue;
Thence north along the centerline of Grand Avenue to the centerline of 16th Street;
Thence east along the centerline of 16th Street to the centerline of Burnett Avenue;
Thence south along the centerline of Burnett Avenue to the centerline of 13th Street.

Thence east along the centerline of 13th Street to the centerline of Kellogg Avenue.
Thence south along the centerline of Kellogg Avenue to the centerline of S. 3rd Street;
Thence west along the centerline of S. 3rd Street to its intersection with the centerline of S. 4th Street;
Thence west along the centerline of S. 4th Street to the centerline of University Boulevard;
Thence north along the centerline of University Boulevard to the centerline of Lincoln Way and the point of beginning.

(3) Ward One, Precinct Three described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of Kellogg Avenue and 13th Street;
Thence east along the centerline of 13th Street/E. 13th Street to its intersection with the city corporate limits at the west lot line of Lot 1 of Walter Family Campus Subdivision;
Thence along the city corporate limits to their intersection with 570th Avenue;
Thence south along the centerline of 570th Avenue to the centerline of E.13th Street/220th Street;
Thence along the city corporate limits to their intersection with Potter Avenue;
Thence south along the centerline of Potter Avenue to the centerline of East Lincoln Way;
Thence west along the centerline of East Lincoln Way to the city corporate limits;
Thence along the city corporate limits in a southerly and westerly direction to their intersection with S. Dayton Place and the north right-of-way of US Highway 30;
Thence west along the north right-of-way of US Highway 30 to the centerline of S. Duff Avenue;
Thence north along the centerline of S. Duff Avenue to the northern boundary of the S. 5th Street right-of-way;
Thence west along the northern boundary of the S. 5th Street right-of-way to the centerline of S. Walnut Avenue;
Thence north along the centerline of S. Walnut Avenue to the centerline of S. 3rd Street;
Thence east along the centerline of S. 3rd Street to the centerline of Kellogg Avenue;
Thence north along the centerline of Kellogg Avenue to the centerline of 13th Street and the point of beginning.

(4) Ward One, Precinct Four described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of University Boulevard and S. 16th Street;
Thence south and east along the centerline of S. 16th Street to the centerline of Creekside Drive;
Thence south on Creekside Drive extended to the north right-of-way of US Highway 30;
Thence east along the north right-of-way of US Highway 30 to the city corporate limits;
Thence along the city corporate limits in a southerly and westerly direction to their intersection with the centerline of University Boulevard/S. 530th Avenue;

Thence north along the centerline of University Boulevard to the centerline of S. 16th Street and the point of beginning.

(5) Ward One, Precinct Five described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerline of University Boulevard/S. 530th Avenue and the city corporate limits;

Thence continuing along the city corporate limits in a westerly and northerly direction to the north right-of-way with US Highway 30 in Section 16, Washington Township;

Thence east along the north right-of-way of US Highway 30 to the centerline of University Boulevard;

Thence south on the centerline of University Boulevard to the city corporate limits and the point of beginning.

(6) Ward One, Precinct Six described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection the centerlines of University Boulevard and S. 4th Street;

Thence east along the centerline of S. 4th Street to the centerline of S. 3rd Street;

Thence east along the centerline of S. 3rd Street to the centerline of S. Walnut Avenue;

Thence south along the centerline of S. Walnut Avenue to the northern border of the S. 5th Street right-of-way;

Thence east along the northern border of the S. 5th Street right-of-way to the centerline of S. Duff Avenue;

Thence south along the centerline of S. Duff Avenue to the north right-of-way of US Highway 30;

Thence west along the north right-of-way of US Highway 30 to the centerline of Creekside Drive extended;

Thence north along the centerline of Creekside Drive to the centerline of S. 16th Street;

Thence west along the centerline of S. 16th Street to the centerline of University Boulevard;

Thence north along the centerline of University Boulevard to the centerline of S. 4th Street and the beginning point.

6.9 SECOND WARD VOTING PRECINCTS

(1) Ward Two, Precinct Seven Described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of Grand Avenue and Top O'Hollow Road;

Thence west along the centerline of Top O'Hollow Road to the centerline of Bloomington Road;

Thence west along the centerline of Bloomington Road to the eastern boundary of the Union Pacific Railroad right-of-way;

Thence along the eastern boundary of the Union Pacific Railroad right-of-way in a northwesterly direction to the city corporate limits;

Thence along the city corporate limits in a northerly and easterly direction to the centerline of Grand Avenue/US Highway 69;

Thence south on the centerline of Grand Avenue to the centerline of Top O'Hollow Road and the point of beginning.

(2) Ward Two, Precinct Eight Described.

The area bounded by the following points, proceeding generally in a clockwise manner:

From the intersection of the centerlines of 13th Street and Burnett Avenue;

Thence north along the centerline of Burnett Avenue to the centerline of 16th Street;

Thence west along the centerline of 16th Street to the centerline of Grand Avenue;

Thence north along the centerline of Grand Avenue to the centerline of 24th Street;

Thence east along the centerline of 24th Street to the centerline of Jensen Avenue;

Thence north along the centerline of Jensen Avenue to the centerline of Luther Drive;

Thence west and north along the centerline of Luther Drive to the centerline of 28th Street;

Thence west along the centerline of 28th Street to the centerline of Grand Avenue;

Thence north along the centerline of Grand Avenue to the city corporate limits;

Thence along the city corporate limits in an easterly and southerly direction to the centerline of E. 13th Street;

Thence west along the centerline of E. 13th Street/13th Street to Burnett Avenue and the point of beginning.

(3) Ward Two, Precinct Nine Described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of Jensen Avenue and 24th Street;

Thence west along the centerline of 24th Street to the eastern boundary of the Union Pacific Railroad right-of-way;

Thence along the eastern boundary of the Union Pacific Railroad right-of-way in a northwesterly direction to the centerline of Bloomington Road;

Thence east along the centerline of Bloomington Road to the centerline of Top O'Hollow Road;

Thence east along the centerline of Top O'Hollow Road to the centerline of Grand Avenue;

Thence south along the centerline of Grand Avenue to the centerline of 28th Street;

Thence east along the centerline of 28th Street to the centerline of Luther Drive;

Thence south and east along the centerline of Luther Drive to the centerline of Jensen Avenue;

Thence south along the centerline of Jensen Avenue to the centerline of 24th Street and the point of beginning.

(4) Ward Two, Precinct Ten Described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of 24th Street and Grand Avenue;

Thence south along the centerline of Grand Avenue to the centerline of 13th Street;

Thence west along the centerline of 13th Street to its intersection with Ioway Creek;

Thence northwest along the channel of Ioway Creek to its intersection with the west line of Section 34, Franklin Township;

Thence north along said section line to the centerline of 24th Street;

Thence east along 24th Street to the centerline of Grand Avenue and the point of beginning.

(5) Ward Two, Precinct Eleven Described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the eastern boundary of the Union Pacific Railroad right-of-way and the centerline of 24th Street;

Thence west along the centerline of 24th Street to the centerline of Stange Road;

Thence south along the centerline of Stange Road to the southern boundary of the north half of Section 33, Franklin Township;

Thence west along said southern boundary to its intersection with Ioway Creek;

Thence following the channel of Ioway Creek northwest to the city corporate limits;

Thence along the city corporate limits to their intersection with the centerline of George Washington Carver Avenue;

Thence east along the centerline of George Washington Carver Avenue to the centerline of Valley View Road;

Thence south along the centerline of Valley View Road to the centerline of Ridgetop Road;

Thence west along the centerline of Ridgetop Road to Bayberry Road;

Thence east along the centerline of Bayberry Road to the centerline of George Washington Carver Avenue;

Thence south along the centerline of George Washington Carver Avenue to the centerline of Aspen Road;

Thence east along the centerline of Aspen Road to the centerline of Clayton Drive;

Thence north and east along the centerline of Clayton Drive to the centerline of Sheffield Avenue;

Thence north along the centerline of Sheffield Avenue to the centerline of Kingston Drive;

Thence east along the centerline of Kingston Drive to the centerline of Stange Road;

Thence north along the centerline of Stange Road to the centerline of Bloomington Road;

Thence east along the centerline of Bloomington Road to the western boundary of the Union Pacific Railroad right-of-way;

Thence along the Union Pacific Railroad right-of-way in a southeasterly direction to the centerline of 24th Street and the point of beginning.

(6) Ward Two, Precinct Twelve Described.

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of the centerlines of Bloomington Road and Stange Road;
Thence south along the centerline of Stange Road to the centerline of Kingston Drive;
Thence west along the centerline of Kingston Drive to the centerline of Sheffield Avenue;
Thence south along the centerline of Sheffield Avenue to the centerline of Clayton Drive;
Thence west and south along the centerline of Clayton Road to the centerline of Aspen Road;
Thence west along the centerline of Aspen Road to the centerline of George Washington Carver Avenue;
Thence north along the centerline of George Washington Carver Avenue to the centerline of Bayberry Road;
Thence west along the centerline of Bayberry Road to the centerline of Ridgetop Road;
Thence east along the centerline of Ridgetop Road to the centerline of Valleyview Road;
Thence north along the centerline of Valleyview Road to the centerline of George Washington Carver Avenue;
Thence west along the centerline of George Washing Carver Avenue to the city corporate limits;
Thence along the city corporate limits in a northerly and easterly direction to the western boundary of the Union Pacific Railroad right-of-way;
Thence along the western boundary of the Union Pacific Railroad right-of-way and the city corporate limits in a southeasterly direction to the point where said corporate limits go east to the east boundary of said railroad right-of-way;
Thence east along said corporate limits to the east of the railroad right-of-way;
Thence southeast along said railroad right-of-way to the centerline of Bloomington Road;
Thence west along the centerline of Bloomington Road to the centerline of Stange Road and the point of beginning.

Sec. 6.10 THIRD WARD VOTING PRECINCTS.

The Third Ward is divided into voting precincts as follows:

(1) Third Ward, Precinct No. 13 Described

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of the centerlines of Lincoln Way and Hayward Avenue;
Thence east along the centerline of Lincoln Way to the centerline of Lynn Avenue;
Thence south along the centerline of Lynn Avenue to the centerline of Knapp Street;
Thence east along the centerline of Knapp Street to the centerline of Ash Avenue;
Thence south along the centerline of Ash Avenue to the southern boundary of the north half of Section 9, Washington Township;
Thence following said southern boundary line to its intersection with the centerline of Welch Avenue;
Thence north along the centerline of Welch Avenue to the centerline of Storm Street;
Thence west along the centerline of Storm Street to the centerline of Welch Avenue;
Thence north along the centerline of Welch Avenue to the centerline of Hunt Street;
Thence west along the centerline of Hunt Street to the centerline of Hayward Avenue;

Thence north along the centerline of Hayward Avenue to the centerline of Lincoln Way and the point of beginning.

(2) Third Ward, Precinct No. 14 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of the centerlines of Lincoln Way and State Avenue;
Thence east along the centerline of Lincoln Way to the centerline of Hayward Avenue;
Thence south along the centerline of Hayward Avenue to the centerline of Hunt Street;
Thence east along the centerline of Hunt Street to the centerline of Welch Avenue;
Thence south along the centerline of Welch Avenue to the centerline of Storm Street;
Thence east along the centerline of Storm Street to the centerline of Welch Avenue;
Thence south along the centerline of Welch Avenue to the southern boundary of the north half of Section 9, Washington Township
Thence following said southern boundary line east to the centerline of Ash Avenue;
Thence south along the centerline of Ash Avenue to the centerline of Ashmore Drive;
Thence easterly along Ashmore Drive to the centerline of Beach Avenue;
Thence south along the centerline of Beach Avenue to the centerline of Mortensen Parkway;
Thence east along the centerline of Mortensen Parkway to the centerline of University Boulevard;
Thence south on University Boulevard to the north right-of-way of US Highway 30;
Thence west along the north right-of-way of US Highway 30 to the city corporate limits;
Thence southerly and easterly along the city corporate limits to the centerline of South Dakota Avenue;
Thence north along the centerline of South Dakota Avenue to the centerline of Mortensen Road;
Thence east along the centerline of Mortensen Road to the centerline of Coconino Road;
Thence south along the centerline of Coconino Road to the centerline of Maricopa Drive;
Thence east along the centerline of Maricopa Drive to the centerline of Walton Drive;
Thence north and west along the centerline of Walton Drive to the centerline of Seagrave Boulevard;
Thence north along the centerline of Seagrave Boulevard to the centerline of Mortensen Road;
Thence east along the centerline of Mortensen Road to the centerline of State Avenue;
Thence north along the centerline of State Avenue to the centerline of Lincoln Way and the point of beginning.

(3) Third Ward, Precinct No. 15 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of the centerlines of Steinbeck Street and South Dakota Avenue;
Thence south along the centerline of South Dakota Avenue to the city corporate limits;
Thence along the city corporate limits to their intersection with Thackery Drive;
Thence east along the centerline of Thackery Drive to the centerline of Cervantes Drive;
Thence south and east along the centerline of Cervantes Drive to the centerline of Wilder Boulevard;
Thence southeast along the centerline of Wilder Boulevard to the centerline of Clemens Boulevard;
Thence east along the centerline of Clemens Boulevard to the centerline of Poe Avenue;
Thence south along the centerline of Poe Avenue to the centerline of Steinbeck Street;
Thence east along the centerline of Steinbeck Street to the centerline of South Dakota Avenue and the point of beginning.

(4) Third Ward, Precinct No. 16 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of the centerlines of Steinbeck Street and South Dakota Avenue;
Thence west along the centerline of Steinbeck Street to the centerline of Poe Avenue;
Thence north along the centerline of Poe Avenue to the centerline of Clemens Boulevard;
Thence west along the centerline of Clemens Boulevard to the centerline of Wilder Boulevard;
Thence northwest along the centerline of Wilder Boulevard to the centerline of Cervantes Drive;
Thence west and north along the centerline of Cervantes Drive to the centerline of Thackery Drive;
Thence west along the centerline of Thackery Drive to the city corporate limits;
Thence along the city corporate limits to the west line of Lot 10 of Barr & Kelley Subdivision;
Thence south along said west edge of said Lot 10 to the centerlines of Lincoln Way and Thackery Avenue;
Thence south and west along the centerline of Thackery Avenue to its intersection with College Creek;
Thence following the channel of College Creek to its intersection with South Dakota Avenue;
Thence south along the centerline of South Dakota Avenue to the centerline of Steinbeck Street and the point of beginning.

(5) Third Ward, Precinct No. 17 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of the centerlines of Woodland Street and Franklin Avenue;
Thence south along the centerline of Franklin Avenue and S. Franklin Avenue to the centerline of Tripp Street;
Thence west along the centerline of Tripp Street to the centerline of Dotson Drive;
Thence west from said intersection along the centerline of Aplin Road to the centerline of Beedle Drive;
Thence south along the centerline of Beedle Drive to the centerline of Cochrane Parkway;
Thence west along the centerline of Cochrane Parkway to the centerline of South Dakota Avenue;
Thence south along the centerline of South Dakota Avenue to its intersection with College Creek;
Thence following the channel of College Creek to its intersection with Thackery Avenue;
Thence north along the centerline of Thackery Avenue to the centerline of Lincoln Way;
Thence east along the centerline of Lincoln Way to the centerline of Hickory Drive;
Thence northeast along the centerline of Hickory Drive to the centerline of Woodland Street;
Thence east along the centerline of Woodland Street to the centerline of Franklin Avenue and the point of beginning.

(6) Third Ward, Precinct No. 18 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of the centerlines of Lincoln Way and State Avenue;
Thence south along the centerline of State Avenue to the centerline of Mortensen Road;
Thence west along the centerline of Mortensen Road to the centerline of Seagrave Boulevard;
Thence south along the centerline of Seagrave Boulevard to the centerline of Walton Drive;
Thence east and south along the centerline of Walton Drive to the centerline of Maricopa Drive;
Thence west along the centerline of Maricopa Drive to the centerline of Coconino Road;

Thence north along the centerline of Coconino Road to the centerline of Mortensen Road;
Thence west along the centerline of Mortensen Road to the centerline of South Dakota Avenue;
Thence north along the centerline of South Dakota Avenue to the centerline of Cochrane Parkway;
Thence east along the centerline of Cochrane Parkway to the centerline of Beedle Drive;
Thence north along the centerline of Beedle Drive to the centerline of Aplin Road;
Thence east along the centerline of Aplin Road to the centerline of Dotson Drive;
Thence east from said intersection along the centerline of Tripp Street to the centerline of S. Franklin Avenue;
Thence north along the centerline of S. Franklin Avenue to the centerline of Lincoln Way;
Thence east along the centerline of Lincoln Way to the centerline of State Avenue and the point of beginning.

Sec. 6.11. FOURTH WARD VOTING PRECINCTS.

The Fourth Ward is divided into voting precincts as follows:

(1) Fourth Ward, Precinct No. 19 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerlines of Lincoln Way and N. University Boulevard/University Boulevard;
Thence west along the centerline of Lincoln Way to the centerline of Union Drive.
Thence north along the centerline of Union Drive to the channel of College Creek;
Thence west along the channel of College Creek to the centerline of N. University Boulevard;
Thence south along the centerline of N. University Boulevard to the centerline of Lincoln Way and the point of beginning.

(2) Fourth Ward, Precinct No. 20 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:

Beginning at the intersection of the centerline of N. University Boulevard and the channel of College Creek;
Thence west along the channel of College Creek to the centerline of Union Drive;
Thence south along the centerline of Union Drive to the centerline of Lincoln Way;
Thence west along the centerline of Lincoln Way to the centerline of Ash Avenue;
Thence south along the centerline of Ash Avenue to the centerline of Knapp Street;
Thence west along the centerline Knapp Street to the centerline of Lynn Avenue;
Thence north along the centerline of Lynn Avenue to the centerline of Lincoln Way;
Thence west along the centerline of Lincoln Way to the centerline of Sheldon Avenue;
Thence north along the centerline Sheldon Avenue to the centerline of Union Drive;
Thence east along the centerline of Union Drive to the centerline of Bissell Road;
Thence north along the centerline of Bissell Road to the centerline of Pammel Drive;
Thence east along the centerline of Pammel Drive to the centerline of Stange Road;
Thence north along the centerline of Stange Road to the southern boundary of the Union Pacific Railroad right-of-way;
Thence along the southern boundary of the Union Pacific Railroad right-of-way in a southeasterly direction to the centerline of 6th Street;
Thence west along the centerline of 6th Street to the centerline of N. University Boulevard;
Thence south along N. University Boulevard to its intersection with College Creek and the point of beginning.

(3) Fourth Ward, Precinct No. 21 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of centerlines of Stange Road and 13th Street;
Thence east along the centerline of 13th Street to the centerline of Grand Avenue;
Thence south along the centerline of Grand Avenue to the centerline of 10th Street;
Thence west along the centerline of 10th Street to the centerline of Northwestern Avenue;
Thence south along the centerline of Northwestern Avenue to the centerline of 9th Street;
Thence west along the centerline of 9th Street to the centerline of Brookridge Avenue;
Thence south along the centerline of Brookridge Avenue to the centerline of 6th Street;
Thence west along the centerline of 6th Street to the southern boundary of the Union Pacific Railroad right-of-way;
Thence along the southern boundary of the Union Pacific Railroad right-of-way in a northwesterly direction to the centerline of Stange Road;
Thence north along the centerline of Stange Road to the centerline of 13th Street and the point of beginning.

(4) Fourth Ward, Precinct No. 22 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of 13th Street and its intersection with Ioway Creek;
Thence west long the centerline of 13th Street to the centerline of Hyland Avenue;
Thence south along the centerline of Hyland Avenue to the centerline of Ross Road;
Thence west along Ross Road to the centerline of Garfield Avenue;
Thence south along the centerline of Garfield Avenue to the centerline of Phoenix Street;
Thence west along the centerline of Phoenix Street to the centerline of North Dakota Avenue;
Thence north along the centerline of North Dakota Avenue to its intersection with the city corporate limits;
Thence following the city corporate limits east and north to their intersection with Ioway Creek;
Thence following the channel of Ioway Creek southeast to its intersection with the southern boundary of the north half of Section 33, Franklin Township;
Thence following said southern boundary east to its intersection with the centerline of Stange Road;
Thence north along the centerline of Stange Road to the centerline of 24th Street;
Thence east along the centerline of 24th Street to its intersection with the west line of Section 34, Franklin Township;
Thence south along said section line to its intersection with Ioway Creek;
Thence southeast along the channel of Ioway Creek to its intersection with 13th Street and the point of beginning;

(5) Fourth Ward, Precinct No. 23 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of the centerlines of Lincoln Way and North Dakota Avenue;
Thence west along the centerline of Lincoln Way to the west line of Lot 10 of Barr & Kelley Subdivision;
Thence north along said west edge of said Lot 10 to the city corporate limits;
Thence along the city corporate limits to their intersection with North Dakota Avenue;
Thence south along the centerline of North Dakota Avenue to the centerline of Lincoln Way and the point of beginning.

(6) Fourth Ward, Precinct No. 24 Described.

The area bounded by the following points, proceeding generally in a clockwise manner:
Beginning at the intersection of the centerlines of Lincoln Way and Sheldon Avenues;
Thence west along the centerline of Lincoln Way to the centerline of Franklin Avenue;

Thence north along the centerline of Franklin Avenue to the centerline of Woodland Street;
Thence west along the centerline of Woodland Street to the centerline of Hickory Drive;
Thence southwest along the centerline of Hickory Drive to the centerline of Lincoln Way;
Thence west along the centerline of Lincoln Way to the centerline of North Dakota Avenue;
Thence north along the centerline of North Dakota Avenue to the centerline of Phoenix Street;
Thence east and north along the centerline of Phoenix Street to the centerline of Garfield Avenue;
Thence north along the centerline of Garfield Avenue to the centerline of Ross Road;
Thence east along the centerline of Ross Road to the centerline of Hyland Avenue;
Thence north along the centerline of Hyland Avenue to the centerline of 13th Street;
Thence east along the centerline of 13th Street to the centerline of Stange Road;
Thence south along the centerline of Stange Road to the centerline of Pammel Drive;
Thence west along the centerline of Pammel Drive to the centerline of Bissell Road;
Thence south along the centerline of Bissell Road to the centerline of Union Drive;
Thence west along the centerline of Union Drive to the centerline of Sheldon Avenue;
Thence south along the centerline of Sheldon Avenue to the centerline of Lincoln Way and the point of beginning.

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

Section Three. This ordinance shall be in full force and effect for city elections occurring after January 15, 2022, after its final passage, approval, and publication as provided by law.

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

John A. Haila, Mayor

Memorandum of Agreement

The parties to this agreement are the City of Ames, Iowa (“City”), and Story County, Iowa (“County”). This agreement is entered into as of December _____, 2021.

WHEREAS:

Following the federal decennial census, and after the redistricting of congressional and legislative districts, city councils and county boards of supervisors are required to complete any changes in precinct and ward boundaries.

Cities and counties are required to use federal census block information when defining precincts and wards for the purposes of redistricting.

A portion of two federal census blocks within the City’s corporate limits was designated by the census as unincorporated, one in Grant Township territory and one in Franklin Township territory.

The City and the County agree that a portion of both federal census blocks 191690001012085 and 191690001023002 are designated as unincorporated in error.

The City and the County agree to combine said incorporated portion of federal census block 191690001012085, as shown on the official County map, with the contiguous Ames Precinct 3, as defined by City of Ames, Ordinance No. _____, into one voting precinct.

The City and the County agree to combine said incorporated portion of federal census block 191690001023002, as shown on the official County map, with the contiguous Ames Precinct 7, as defined by City of Ames, Ordinance No. _____, into one voting precinct.

Furthermore, the following unincorporated federal census blocks are not contiguous with and/or are in a separate legislative district from their rural townships:

- Blocks 191690001012063, 191690001012147, 191690001012056, 191690001012057, 191690001012058, 191690001012062 in Grant Township to be combined with Ames Precinct 3
- Block 191690013021049 in Washington Township to be combined with Ames Precinct 5
- Blocks 191690013031005, 191690006005021, and 191690006005022 in Washington Township to be combined with Ames Precinct 16
- Blocks 191690006005014 and 191690006005013 in Washington Township to be combined with Ames Precinct 23
- Block 191690001023007 and the unincorporated portion of Block 191690001023002 in Franklin Township to be combined with Ames Precinct 7

The City and the County agree to combine census blocks 191690001012063, 191690001012147, 191690001012056, 191690001012057, 191690001012058, 191690001012062 and the incorporated portion of 191690001012085 and Ames Precinct 3 as defined by City of Ames Municipal Code, Ordinance No. _____ into one precinct, namely Ames Precinct 3 in Ward 1.

The City and the County agree to combine census block 191690013021049 and Ames Precinct 5 as defined by City of Ames Municipal Code, Ordinance No. _____ into one precinct, namely Ames Precinct 5 in Ward 1.

The City and the County agree to combine census blocks 191690013031005, 191690006005021, and 191690006005022 and Ames Precinct 16 as defined by City of Ames Municipal Code, Ordinance No. _____ into one precinct, namely Ames Precinct 16 in Ward 3.

The City and the County agree to combine census blocks 191690006005014 and 191690006005013 and Ames Precinct 23 as defined by City of Ames Municipal Code, Ordinance No. _____ into one precinct, namely Ames 23 in Ward 4.

The City and the County agree to combine census blocks 191690001023007 and 191690001023002 and Ames Precinct 7 as defined in City of Ames Municipal Code, Ordinance No. _____ into one precinct, namely Ames Precinct 7 in Ward 2.

Dated this ____ of December, 2021.

Dated this ____ of December, 2021.

City of Ames, Iowa

County of Story, Iowa

By _____
John Haila, Mayor
Mayor

By _____
Lisa K. Heddens, Chair
Board of Supervisors

Attest:

Attest:

Diane Voss, City Clerk

Lucy Martin, Auditor



To: Mayor and City Council

From: Deb Schildroth, Assistant City Manager

Date: December 17, 2021

Subject: Objectives for the Third Climate Action Plan Steering Committee Meeting

To ensure the next meeting of the Climate Action Plan (CAP) Steering Committee, planned for Tuesday, Dec. 21, is as productive as possible, staff is providing this summary of CAP work-to-date, a review of the project objectives and proposed timeline, and a summary of potential actions and pathways. Options for the Steering Committee to consider are included in the Power Point presentation (slide 37).

Our CAP process was kicked off this spring when the City Council approved hiring consultants Sustainability Solutions Group (SSG). ***SSG was selected to guide the City of Ames through the development of community greenhouse gas (GHG) reduction goals and the creation of a Climate Action Plan (CAP) to achieve them.***

CAP work-to-date:

- The existing Greenhouse Gas Inventory and additional data was used to model current emission levels and the expected future emissions without intentional climate action.
- The City Council, which serves as the project Steering Committee, held meetings with SSG on Aug. 31 and Nov. 16.
- A volunteer, Mayor-appointed Supplemental Input Committee (SIC) was established to represent 12 community sectors and gather public feedback. Supplemental Input Committee meetings were held with SSG on Oct. 6 and Dec. 1.
- The CAP Town Hall meeting was held on Oct. 25 and facilitated by SSG.
- A project website, online survey, and various marketing materials have been created to assist in public outreach.

Following the completion of the GHG inventory and presentation of the Business As Usual/baseline scenario, the next task for the Steering Committee is establishing a relevant, achievable, and cost-effective emissions reduction goal with assistance from SSG and considering feedback from the SIC and citizens. Once the Steering Committee establishes a target reduction goal, SSG will begin developing a customized CAP to

engage and empower residents, businesses, and institutions toward ownership and responsibility in ensuring a resilient and sustainable future. Determining the most effective strategies for Ames will require robust community input and feedback and Steering Committee direction. The process is anticipated to be complete by fall of 2022.

Selecting an emissions reduction target for Ames has engaged many citizens with strong feelings about the appropriate goal for this community. The need to balance the perspectives of those who want to take aggressive action in conjunction with others who are concerned about financial impact remains challenging. It is important to hear from many voices and understand the issues.

The costs of becoming a carbon-neutral community are substantial. While many costs around reducing emissions are decreasing as technology improves, the investment will still be significant. However, many of the strategies for decarbonization offer co-benefits and result in savings, sometimes greater than the initial investment.

There is also a cost associated with foregoing strategies to mitigate and adapt to climate change. In our own community, we have experienced extreme weather and witnessed damage caused by massive floods, drought, and weather phenomenon like the 2020 derecho. We know these costs disproportionately affect lower income residents.

It is important to note that our Ames CAP should be viewed as an indicator for staff and potential project partners of the desired direction of the City in climate action. The CAP will not contain detailed project plans for every action to be taken; such a level of detail would not be feasible given the long timeline (9-30+ years) and wide scope of the plan (affecting all carbon-emitting processes in the community). Instead, Council should expect detailed project plans to be developed by staff and other project partners over the coming years. The CAP will structure and inform such projects by sketching a roadmap indicating the type and scale of projects that are likely to be the most effective, provide the most co-benefits to the community, and result in the desired carbon reduction.

The CAP should provide a high-level strategy for decision-making that supports a low carbon future for the entire community. Not only will the City be required to make changes to its own operations, the CAP will explore the City's role in assisting and supporting community transition. The CAP will serve as an additional filter when determining building, transportation, energy production, infrastructure decisions, and more. It is a difficult first step, but an important one.

SSG has presented the four following target approaches. Also included is a summary of actions and pathways that illustrate how reduction strategies might impact citizens.

Science-Based Target (General)

Target: 45% minimum reduction in greenhouse emissions from 2005 levels by 2030, and net-zero emissions by 2050.

Target Source: The Intergovernmental Panel on Climate Change (IPCC), in their 2018 report *Global Warming of 1.5°C*, “an IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global GHG emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty¹.”

Benefits:

- Aligned with the UNFCCC Paris Agreement
- Aligned with the 2018 IPCC recommendations
- Similar target to many other jurisdictions (local and national) which may create synergies, peer exchange, and reduce legislative issues and resistance
- Avoids some costly infrastructure lock-in
- Has potential to realize co-benefits at a local level- clean air, connected community

Challenges:

- Does not address global equity concerns
- Does not align with the most recent evidence for requirements for staying within the 1.5°C threshold
- Challenging systems-level changes required
- Extensive behavior changes required
- Ongoing political will required
- Some costly infrastructure lock-in will occur
- Significant up-front capital costs

¹ IPCC, 2018: Summary for Policymakers. In: *Global Warming of 1.5°C*. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global GHG emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. [Masson-Delmotte, V., P. Zhai, H.-O. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia,

Science-Based Target: Carbon Budget & Fair Share Approach

Target: 83% reduction in greenhouse emissions from 2018 levels by 2030, and net-zero emissions by 2050.

Target Source: The C40 Cities Climate Leadership Group, made up of 97 cities around the world that represents one-twelfth of the world's population and one-quarter of the global economy and focused on addressing climate change through urban action².

Benefits:

- Aligned with the UNFCCC Paris Agreement
- Aligned with the 2018 IPCC recommendations for limiting warming to 1.5 °C
- Aligns with the Science-Based Target Network's recommendations for cities
- Avoids costly infrastructure lock-in
- Maximizes co-benefits - equity, cleaner air, more connected communities
- Has potential to realize co-benefits at a local level sooner

Challenges:

- Significant up-front capital costs
- Challenging systems-level changes required
- Extensive behavior changes required
- Ongoing political will required
- Potential for resistance due to quick, transformative changes
- Assets such as vehicles may need to be retired early which may cause financial, equity, and resource-use concerns

² [C40](#)

Alignment with Federal Target

Target: 50-52% reduction in greenhouse emissions from 2005 levels by 2030, and net-zero emissions by 2050.

Target Source: This target is in line with the United States' federal emissions reduction target announced in April 2021. The target is based on the United States' Nationally Determined Contribution in line with Article 4 of the Paris Agreement.

Benefits:

- Aligned with the UNFCCC Paris Agreement
- Aligned with the 2018 IPCC recommendations
- Similar target to many other jurisdictions (local and national) which may create synergies, peer exchange opportunities, and reduce legislative issues and resistance
- Avoids some costly infrastructure lock-in

Challenges:

- Does not address global equity concerns
- Does not align with the most recent evidence for requirements for staying within the 1.5°C threshold
- Challenging systems-level changes required
- Extensive behavior changes required
- Ongoing political will required
- Some costly infrastructure lock-in will occur
- Significant up-front capital costs

Evidence-Based Target

Target: Greenhouse emissions reductions by 2030 to be determined through modeling using a bottom-up approach, and net-zero emissions by 2050.

Target Source: This is a bottom-up approach to identifying a target that identifies local actions and constraints first with the target being an outcome of the identified actions.

Benefits:

- Provides the local government with the ability to focus on what it controls rather than spending time and energy on levers it cannot control
- The plan may be viewed as more localized and decrease resistance or skepticism

Challenges:

- May not meet the threshold for the UNFCCC Paris agreement
- May not be science-aligned
- May not address global equity concerns
- May not align with the most recent evidence for requirements for staying within the 1.5°C threshold
- Challenging systems-level changes required
- Extensive behavior changes required
- Ongoing political will required
- Some costly infrastructure lock-in will occur
- Can create a discourse of changes being someone else's problem

Actions & Pathways

The actions recommended for Ames will remain largely the same regardless of the target selected. The primary difference will be the timeline in which the actions occur. Based on what we know about Ames' energy and emissions profile right now, the point at which Ames achieves net-zero, and what the pathway to that looks like is heavily influenced by:

- how soon transportation is decarbonized (linked closely with the adoption rate of electric vehicles);
- how quickly heating in buildings is electrified; and
- how quickly the electricity grid is decarbonized.

While these are the big three many other actions can enable these three to happen more quickly or slowly and increase or decrease the financial benefit.

Sample action:

- Retrofit all existing residential buildings to achieve 50% thermal savings. Thermal savings result from improving the building envelope - more insulation, high-performance windows, doors.

Sample Schedule:

- All buildings constructed pre-1981 complete by 2035
- All buildings constructed in or after 1981 complete by 2040

Note that shifting these timelines so the actions are completed sooner or later will have an impact on GHG emissions, upfront capital expenditures per year, and payback period.

Low carbon Modeling:

- Model the GHG impact of this action in a sequence that complements other actions, such as adding heat pumps and renewable energy.
- In the case of retrofits, they would be completed before heat pumps and renewables to ensure that the buildings can:
 - be heated and cooled by a heat pump (an inefficient and/or drafty building is more difficult to heat with a heat pump) and
 - require less renewable energy for operation (a lot more renewable energy is required to satisfy the energy needs of inefficient

buildings and then can be costly and problematic from capacity and space perspectives)

Financial Modeling:

- Model the financial impact of this action in sequence with other actions (e.g. completing efficiency actions means the community will need to have a smaller amount of renewable energy to meet its needs and target than if renewable energy was installed first)
- Financial modeling identifies the capital expenditure completing these retrofits based on cost assumptions and the number of buildings
- Financial modeling identifies the net benefit (savings, revenue) once the retrofits are complete (e.g. utility expenditures decreased from increased efficiency)

Implementation Mechanism Example:

Implementation mechanisms can help determine the City's role and contribution to achieving each action. Examples:

Program: Create a split incentive program that creates value for landlords and tenants to participate in energy efficiency programs

Initiative: Pilot a bulk retrofit program in a neighborhood to retrofit multiple buildings and/or units at one time

Leading by example: Retrofit municipal buildings

The implementation mechanisms are the 'hows' of the actions. They are also the vehicle for City intervention and action, or when we start to identify together what part of the how (programs, incentives, policies, etc.) that the City can and should take on, who the appropriate partners are, and what needs to be left up to other sectors and stakeholders.

City of Ames

Climate Action Plan + Target Setting

City Steering Committee:
Target Setting, Part Two

December 21, 2021
6:00-8:00 PM

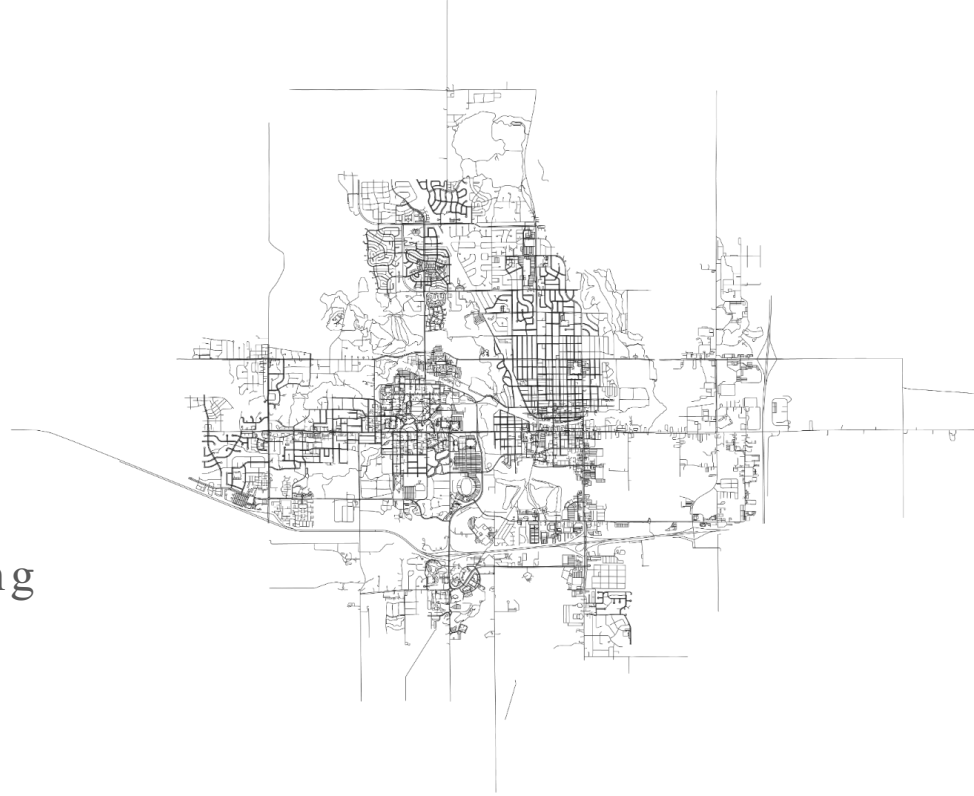


Meeting Objectives

- **To inform** Steering Committee members about:
 - target setting - a deeper dive on what it means and how it connects to low-carbon action planning;
 - target options developed by SSG (review); and
 - engagement outputs regarding target setting.
- **To involve** Steering Committee members in learning about:
 - target-setting; and
 - their target preferences.

Meeting Agenda

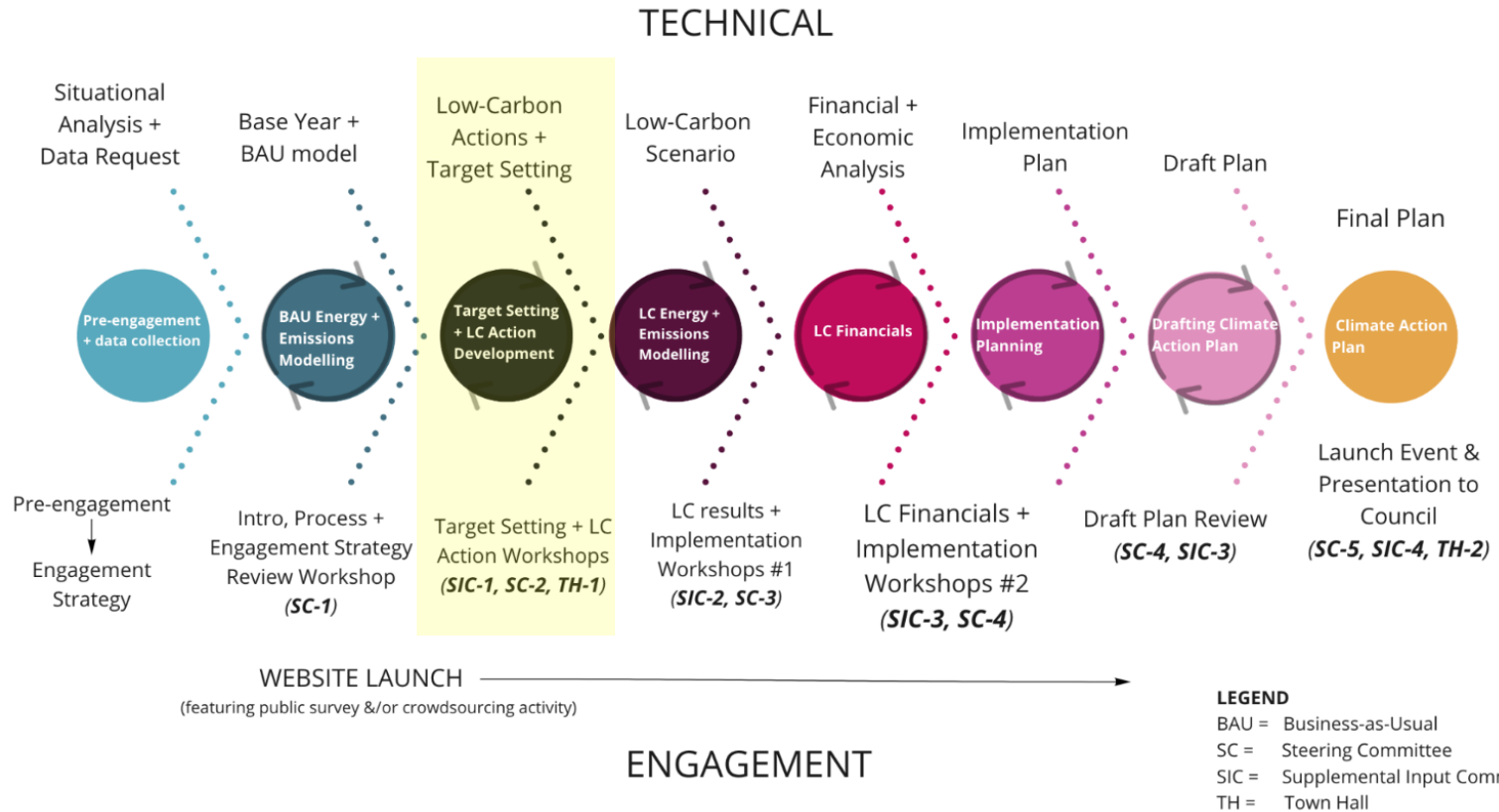
- Introduction
- Process review + Q&A
- Target review + Q&A
- Engagement Update + Q&A
- Recommended approach
- Open discussion on target-setting
- Next steps



Process Review



The Climate Action Planning Process



Analyzing the Low Carbon Pathway for Ames

1

Where are the major sources of emissions and opportunities to create change?

2

How do we decrease emissions in that sector?

3

How do we fit the actions together in the right order for Ames?

4

What are the capital expenditures and operational expenditures/savings?

5

Which partner implements the actions?

Next, we are going to explore what a target is and is not.

But first, what questions do you have for us so far?

Target Setting Review



What is a Target?



What a target is not

A Guarantee :

A target does not guarantee success or a pathway forward

Examples:

- The Kyoto Protocol
- The United States' first NDC and federal commitment
- 100% of Canada's climate targets

What enables a target?

- A common understanding of the target
- A pathway to get there
- A way to align decision-making with the pathway
- Allocation of resources
- Adaptive mindset and response

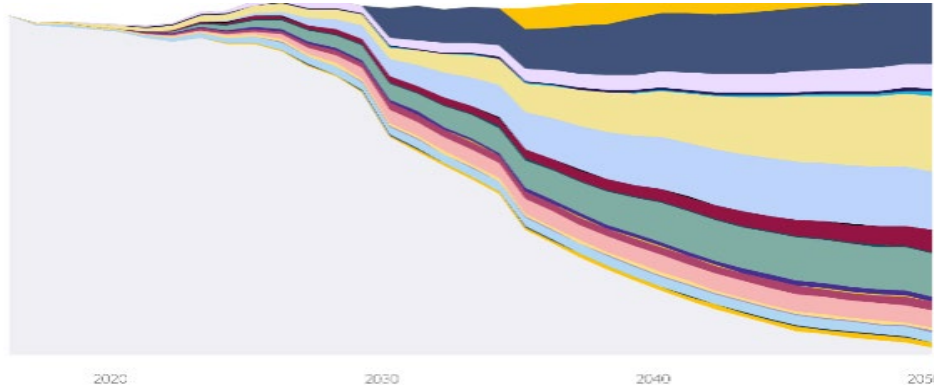
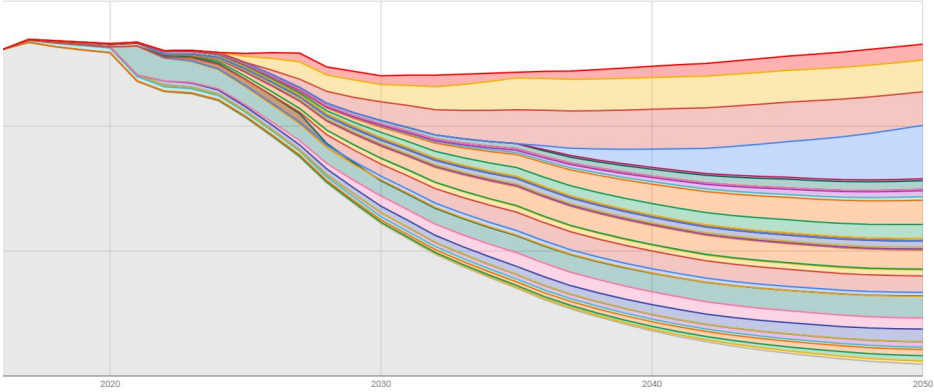
Next, we are going to look at an example of a target -setting process.

What questions do you have for us before we do that?

Target Setting and Low Carbon Planning Example

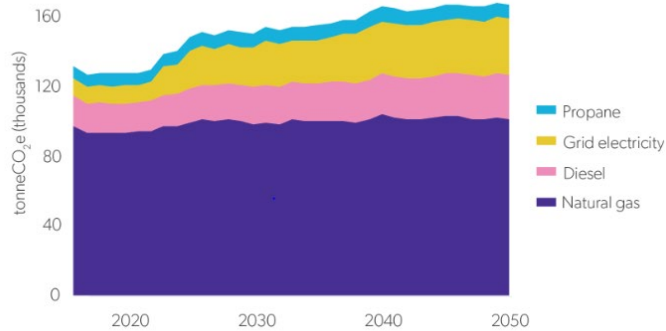


Two Low Carbon Scenarios Examples: Target & No Target (evidence-based)

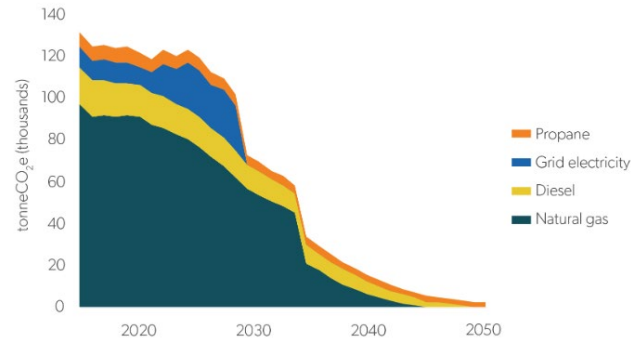


Creating a Pathway: Low Carbon Assumptions (Buildings)

BAU Emissions



LC Emissions



Action Area	LC Assumptions
New buildings - energy performance: Residential, Multi-residential, Commercial & Institutional, and Industrial	<p>Progressive Green Standard, align with Toronto Green Standard (TGS) benchmarks - Energy performance under code improves by 25% every five years over the preceding five-year period.</p> <p>Solar PV is added to all new construction by 2030 (net-zero) EUI standard stays same past 2030</p>
Existing buildings - energy performance: Residential, Multi-residential, Commercial & Institutional, and Industrial	<p>Pre-1980 Buildings: 65% retrofit by 2030, 85% retrofit by 2040, 95% retrofit by 2050</p> <p>95% of all existing buildings are retrofit by 2050</p> <p>Post 1980 Buildings: 40% retrofit by 2030, 65% retrofit by 2040, 95% by 2050</p> <p>Industrial: Retrofit to lighting and thermal heating demand</p>
End Use: space heating, space cooling, water heating	<p>Generally follow retrofit schedule (outlined above)</p> <p>Follow TGS for new construction - retrofit activities shifts to on-demand water heating, and heat pumps for space heating (not applicable to primary industry)</p> <p>Heat-pumps applied to all new construction after 2025 (in-line with TGS standard)</p> <p>15% of large institutional buildings choose ground-source / geoexchange heat pumps</p>
Projected climate impacts	<p>Heating Degree days are expected to decrease, and cooling degree days will increase: https://climateatlas.ca/</p>

How does this example differ from a preset target example?

- Not a lot
- We would work to the target if one was set
 - Provide recommendations and advice if the target did not seem feasible or desired in the community
- Actions do not necessarily change but the timeline of the actions might
- We would still gather feedback on the actions, the aggressiveness of the timeline, and work to understand the communities insights and concerns and share the information back to council

What questions do you have about this example?

Engagement Update



A Reminder About Engagement



IAP2 Spectrum of Public Participation

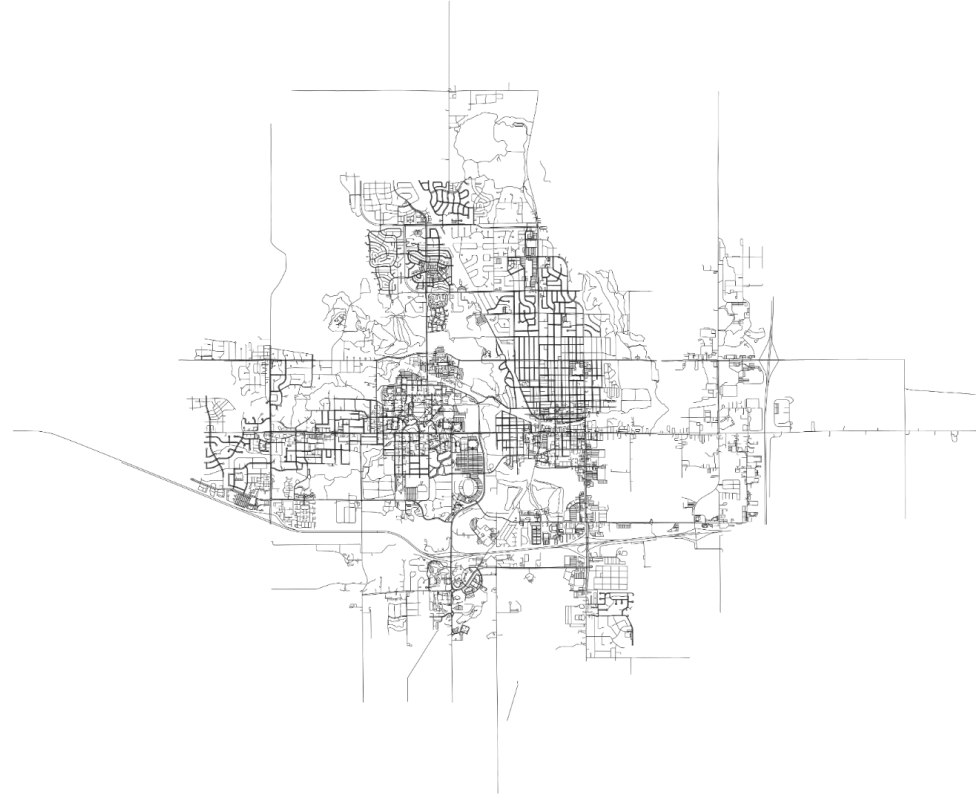


IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.



Engagement Summary since November

- Community Survey
- Supplemental Input Committee outreach and workshop



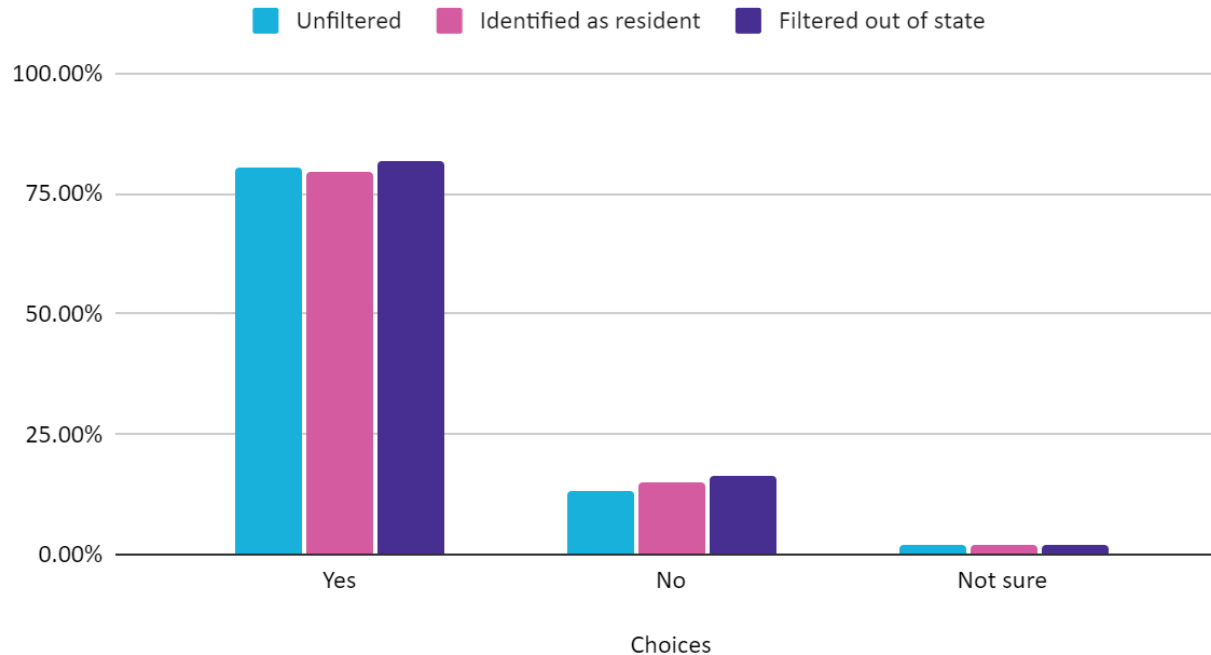
Survey Results

SSG



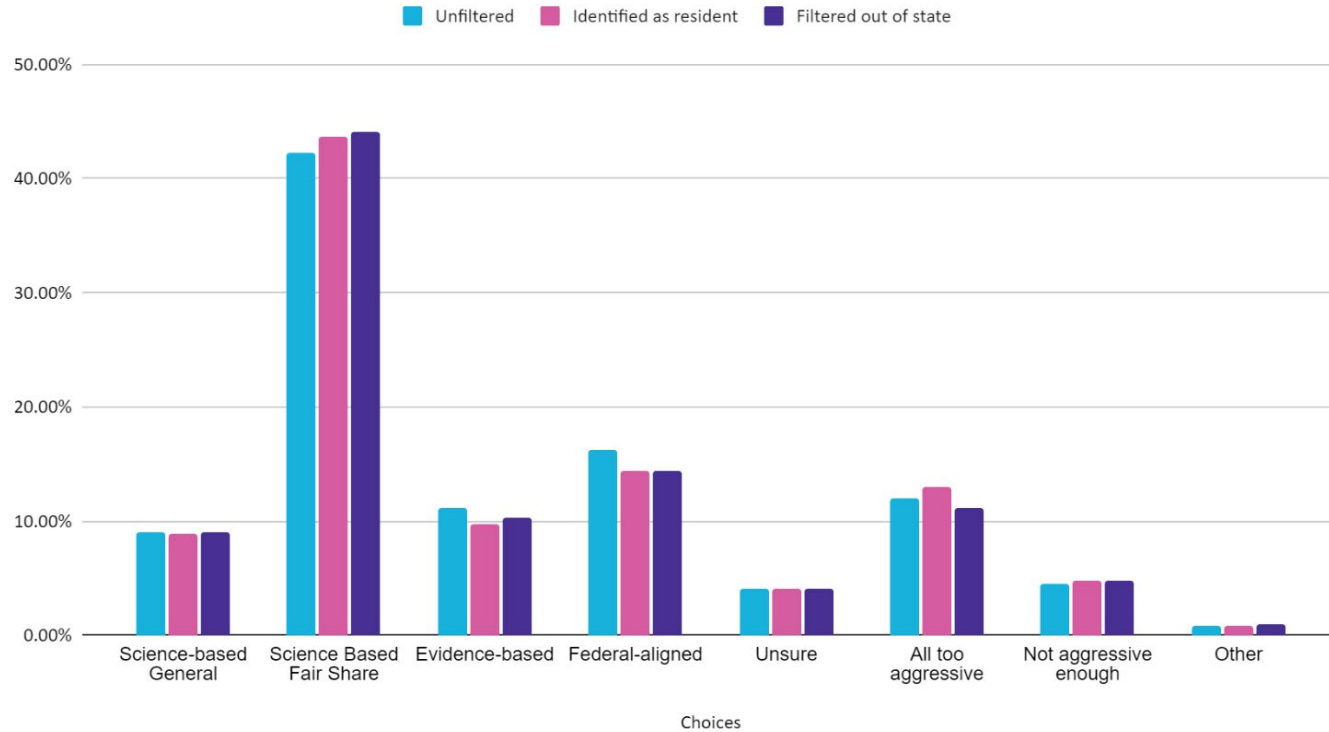
When considering target selection should Council, at a minimum, commit to net-zero emissions by 2050?

Opinions on net-zero by 2050



Target Preference

Target Preferences



What we Heard

“It is more desirable to aim for greater GHG emissions and perhaps not meet the goal than to pick a less ambitious goal to promote chance of success.”

“Please treat this like an emergency.”

“I am zero percent in favor of any of this garbage.”

“Worrying about the economy today is pointless if its protection causes the economy to be eliminated in the future.”

“It's hard to imagine exactly what the impact of these targets look like, but we have to start somewhere to make changes.”

“I worry for those who can't afford to upgrade to these more energy friendly things.”

“Let's just do something and take it seriously. Climate change is happening. Every human has a role in this.”

“With prices increase every day , you continue to put a burden on poor population who are leaving *[sic]* pay check to pay check.”

“We must reduce emissions as quickly as possible, which will, ultimately, create better economic growth, equity, and sustainability for the Ames community. These goals are not in conflict.”

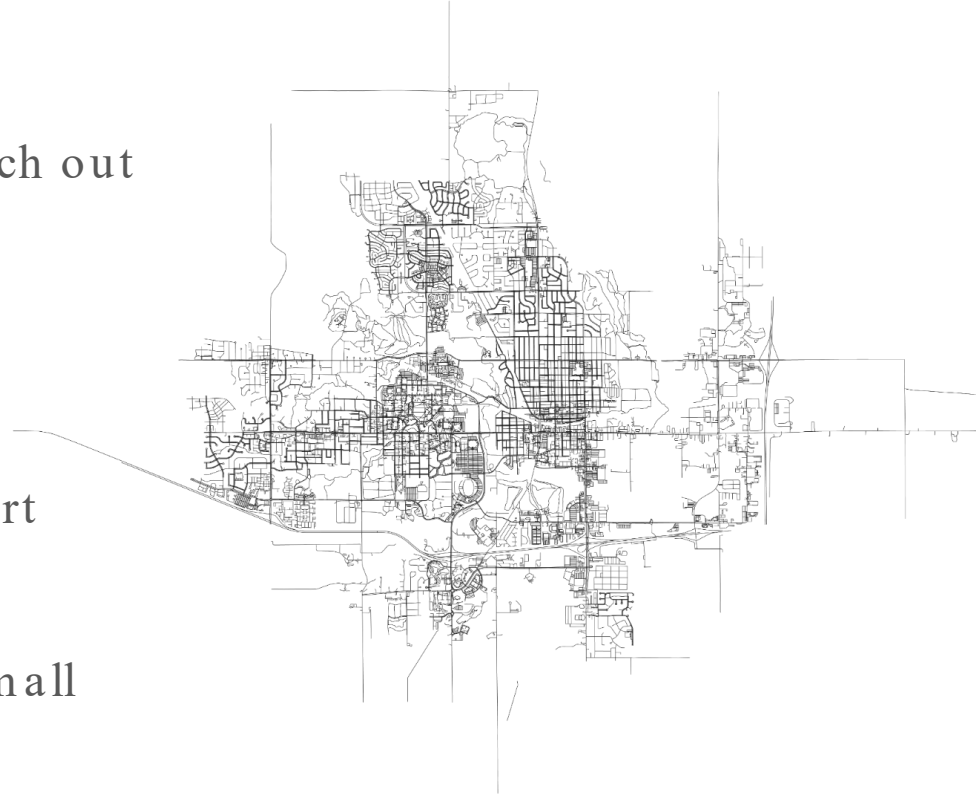
Supplemental Input Committee Engagement

SSG

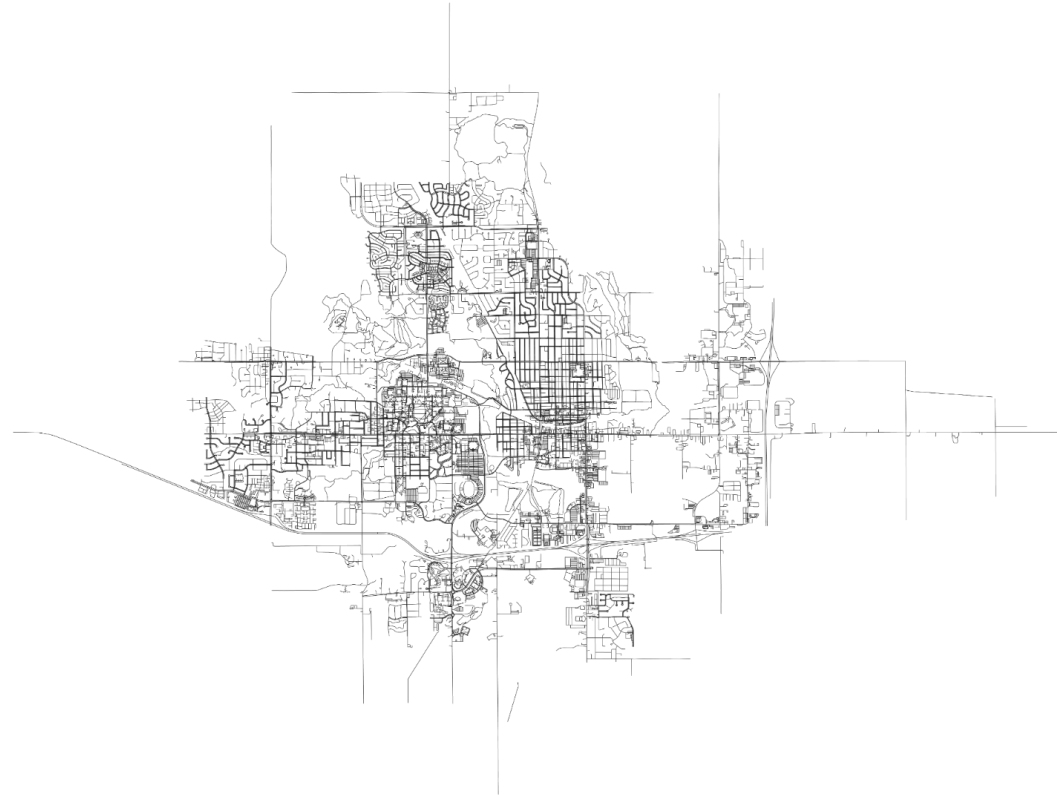


Supplemental Input Committee Outreach & Workshop

- SIC members were asked to reach out to their sectors
 - Outreach toolkit
 - Questions to ask
 - Instructions on how to report back
 - Opportunity to discuss in small groups at an SIC workshop



Outreach Questions



What is important to consider when setting a greenhouse gas emissions reduction target for the community?

What are your desired outcomes from the CAP plan and what does Ames look like when the plan is implemented?

Emergent Themes

Plan > target

Aggressive target

Equity

Education

Feedback also received on the how:

Addressing waste & recycling

Home energy use

Transportation

What we Heard

“B+ decision now is better than an A+ decision later on. Ames needs to catch up so we can get in line to access grants and programs that are increasingly available.”

“Costs can be investments that are economic drivers.

“An Ames CAP would be good for recruiting and retaining high-tech industry and professionals.”

“If Ames has a CAP, with goals, action steps, and needs assessments then we can translate that into proposals and requests for money for CAP projects.”

“We desire an aggressive reduction target that results in Ames demonstrating leadership in low-carbon energy.”

“Ames has an opportunity to reduce harm to others from GHG increases by supporting low carbon energy in our renewable energy abundant region.”

What are your questions about the engagement process and results?

Recommended Approach



Recommendation on target -setting

We lead a process to develop a bottom -up pathway for the city to inform a target that reflects local circumstances in Ames and the effort required to address climate change.

What does that mean?

1

Where are the major sources of emissions and opportunities to create change?

2

How do we decrease emissions in that sector?

3

How do we fit the actions together in the right order for Ames?

4

What are the capital expenditures and operational expenditures/savings?

5

Which partner implements the actions?

The diagram consists of five numbered steps (1-5) arranged horizontally. Below each step is a text box containing a question. Five blue arrows point from each text box towards a central green text label 'Emergent Target' at the bottom center. Step 1: 'Where are the major sources of emissions and opportunities to create change?' Step 2: 'How do we decrease emissions in that sector?' Step 3: 'How do we fit the actions together in the right order for Ames?' Step 4: 'What are the capital expenditures and operational expenditures/savings?' Step 5: 'Which partner implements the actions?'

Emergent Target

Let's Discuss.

Options for the Steering Committee to Consider

1. Approve recommendation to adopt the Evidence Based approach as the City's carbon emissions reduction target.
2. Select an alternative carbon emissions reduction target.
3. Take no action and refer back to City staff and SSG with direction on additional information needed for future consideration.

Wrap Up + Next Steps



Thank You!



Survey Results Summary

City of Ames Community Target Survey for the Climate
Action Plan

Prepared by SSG

December 16, 2021

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Survey Overview

The City of Ames conducted a community survey on greenhouse gas emissions reductions targets to understand interested and affected community members' target preferences and their priority considerations when selecting a target.

The survey was open from November 17th, 2021 until December 11th, 2021. It was hosted on the Ames Climate Action Plan website. The project website is linked to the City website. It was promoted via the City's social media channels. Supplemental Input Committee members also promoted the survey to their sectors via several outreach techniques. Paper copies of the survey were made available on several dates at the library. City staff members were on-site to encourage community members to fill it out.

A total of 902 responses were received. Demographic intake information shows that respondents do not fully represent the same demographic makeup as the overall community and additional effort will need to be made to encourage participation from a cross-section of the community in future Climate Action Plan engagement opportunities.

It was noted that there were individuals who participated in the survey that answered that they were not residents of Ames and more still whose IP addresses originated from outside Iowa. Therefore, survey results were analyzed three times. Once with all respondents ($n=902$), once with respondents from those who identified as non-residents filtered out ($n=792$), and once with respondents with IP addresses outside Iowa and with respondents from those who identified as non-residents filtered out ($n=708$). The results were not materially different between the three groups of responses but some comparisons are shown in this summary as evidence.

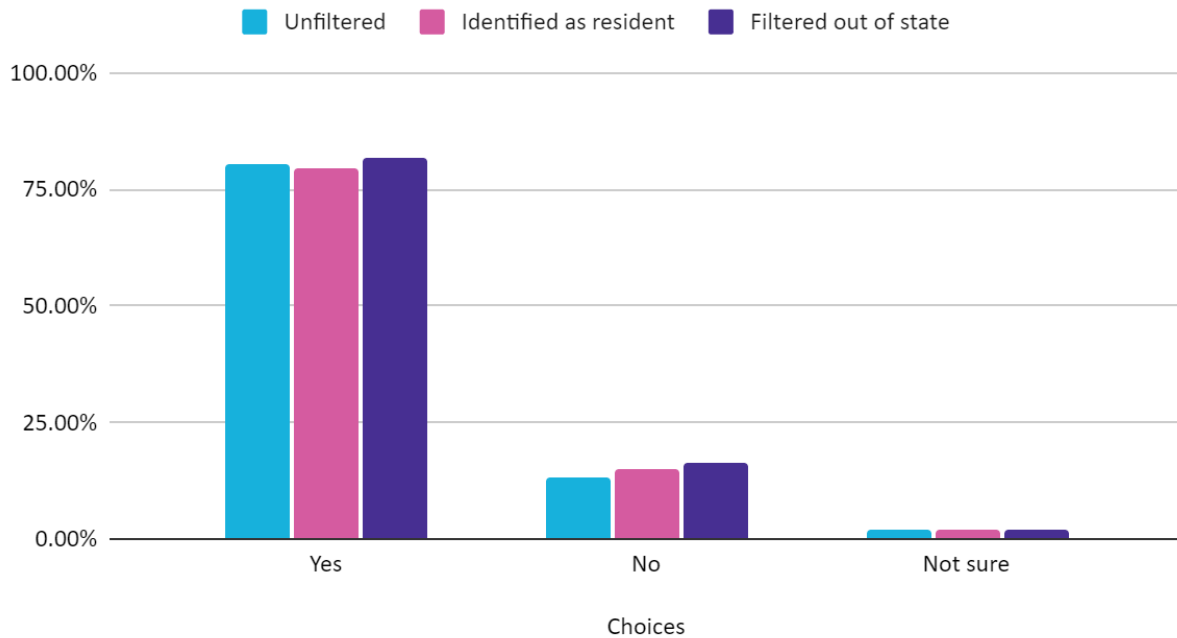
Results - Target-related Questions

This section will present and analyze the survey results. Each question posed in the survey will be presented as it was in the survey and then the results will be presented and discussed.

Question One

When considering target selection should Council, **at a minimum**, commit to **net-zero emissions by 2050**? (Net-zero emissions means as many emissions as possible are eliminated, and remaining emissions are offset by the same amount elsewhere). **Please select one.**

Opinions on net-zero by 2050

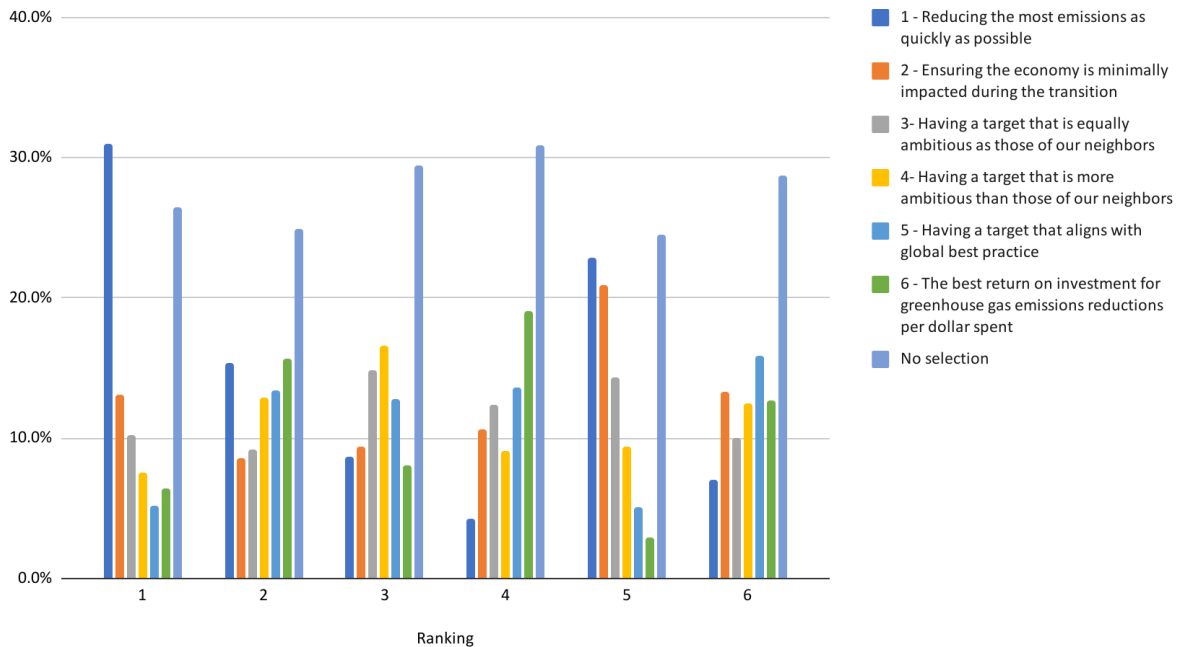


Approximately 80% of respondents agreed with a minimum net-zero by 2050 target. 15-17%, depending on the filter applied, disagreed with this minimum target. Two percent of respondents were unsure.

Question Two

When considering the pathway to 2050 (Where should we be on our emissions reduction journey by 2030? 2040?), what do you believe the City should prioritize? **Rank 1-6.**

Priority Ranking

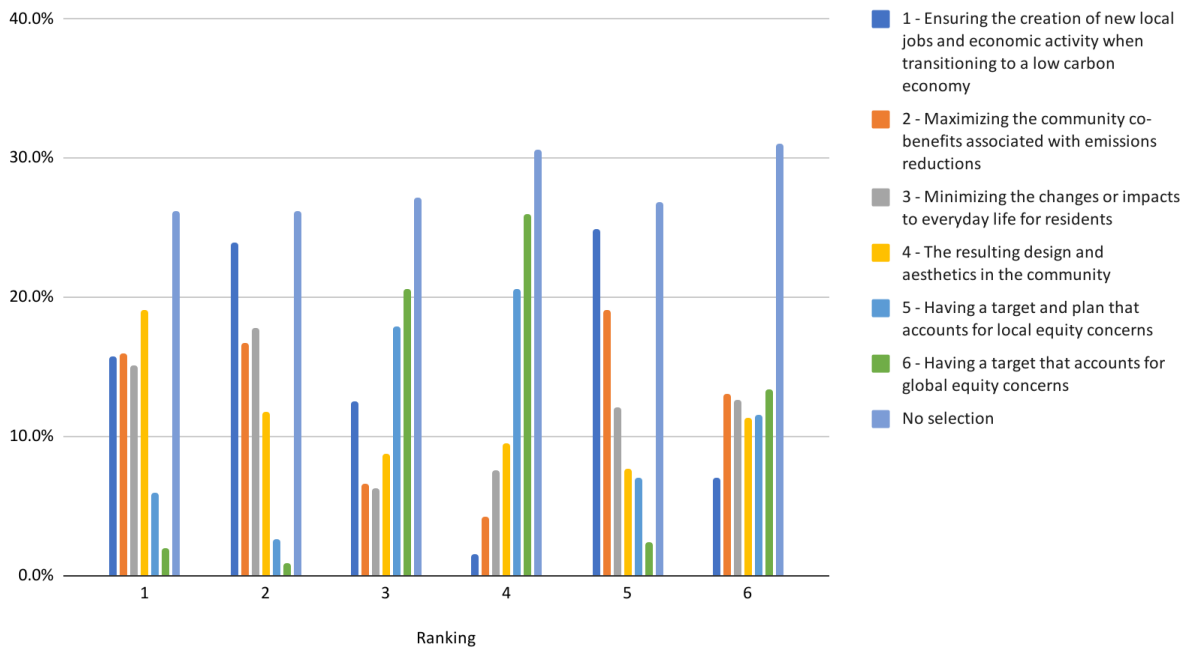


The number one priority for respondents, based on the options provided was “reducing the most emissions as quickly as possible.” The lowest priority was “having a target that aligns with global best practice”. Note that not every respondent ranked all six choices, which could suggest that some of the options are not priorities at all for some respondents. Also, note that over one-quarter of respondents did not answer this question at all.

Question Three

What other impacts would you like Council to consider when choosing a target? **Rank 1-6.**

Additional Priorities

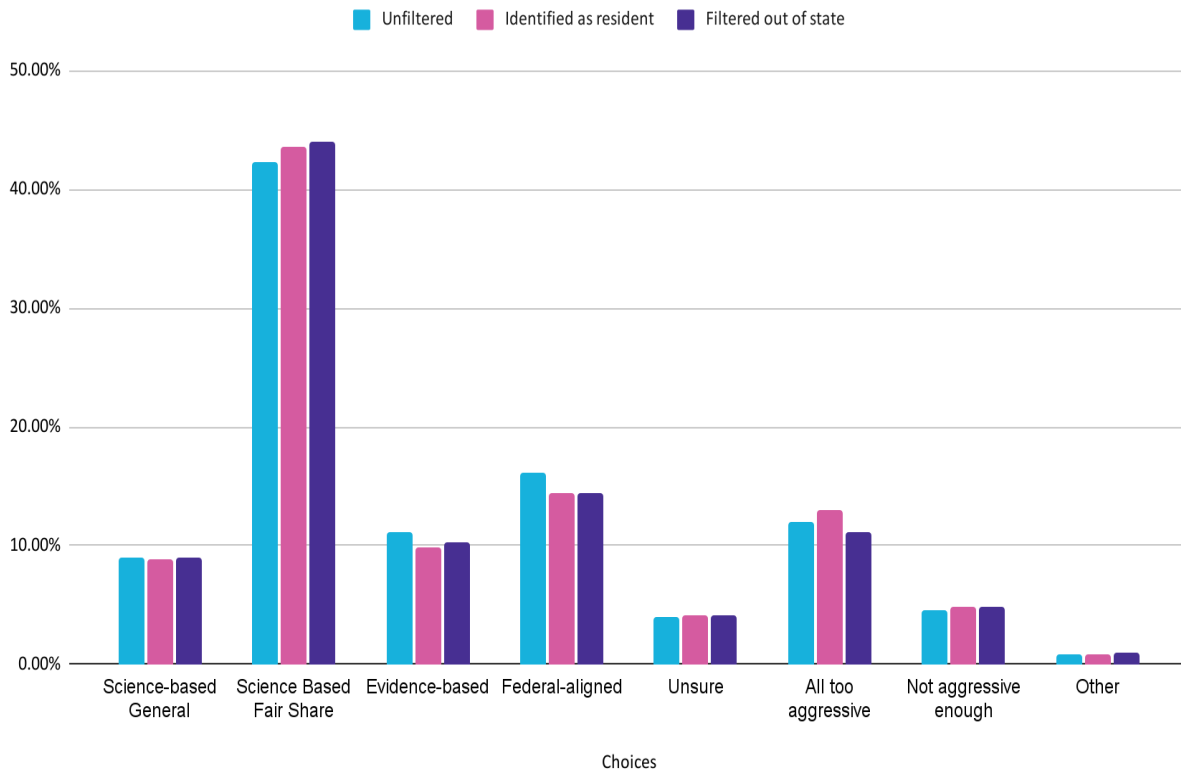


The number one impact respondents wanted to Council to consider, based on the options provided for this question was “the resulting design and aesthetics in the community.” “Ensuring the creation of new local jobs and economic activity...”, “maximizing the community co-benefits...” and “minimizing the changes or impacts to everyday life for citizens” were also ranked high. The lowest priority was “having a target that accounts for global equity concerns.” All other choices had similar ratings aside from “ensuring the creating of new local jobs and economic activity...” Note again that not every respondent ranked all six choices, which could suggest that some of the options are not priorities at all for some respondents. Also, note that over one-quarter of respondents did not answer this question at all.

Question Four:

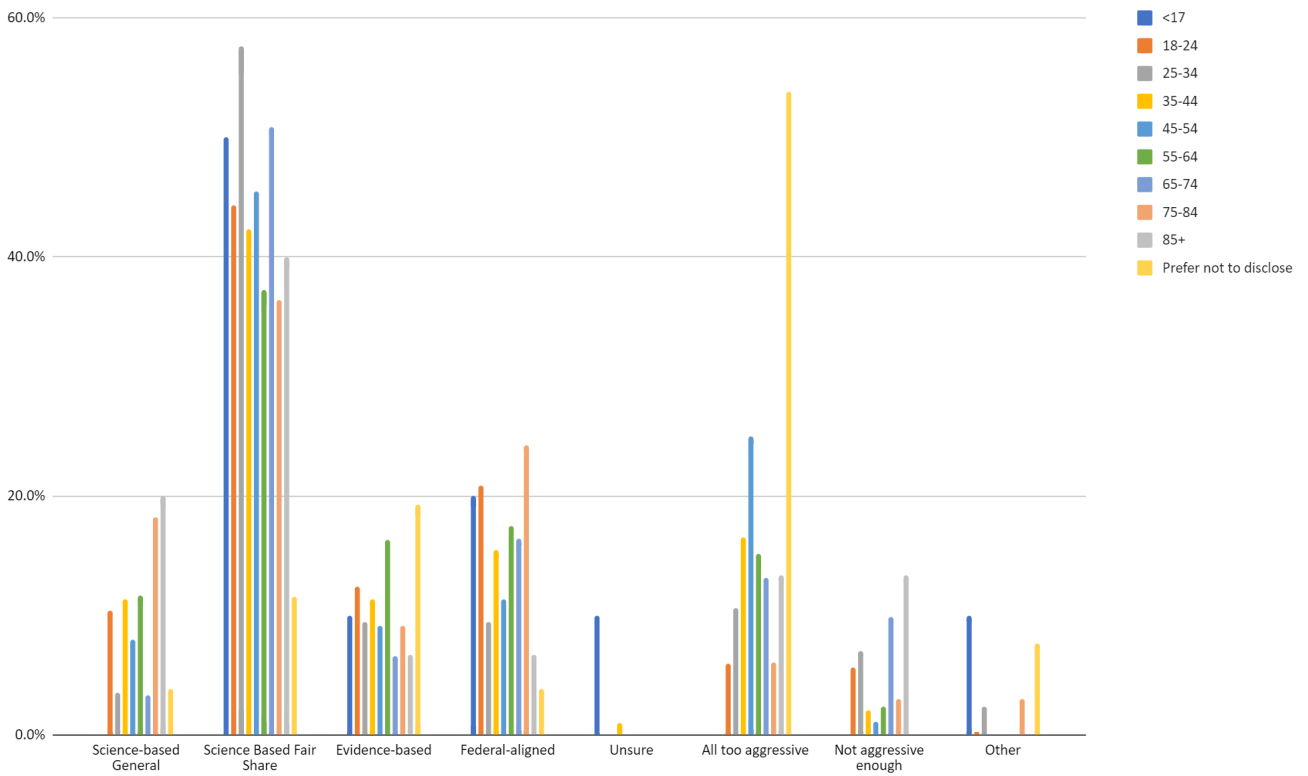
The City of Ames **City Council was presented with four potential targets** for greenhouse gas emissions reductions. Each target proposes a net-zero by 2050 goal, and an interim goal for 2030. What 2030 goal do you think is best for the City of Ames?

Target Preferences



Results show that regardless of filtering, the most popular target amongst respondents was a science-based fair share target. This was the most aggressive target proposed with an 83% reduction in greenhouse gas emissions from 2018 levels by 2030. The least popular target from the options presented was the general science-based target, which was the least aggressive target presented. Barely more popular than this was the evidence-based target, which is designed to identify the target through a bottom-up identification of low carbon actions specific to Ames. Notably, these options were both less popular than the indication that all the targets presented were too aggressive.

The target question was filtered by age, which showed that the most aggressive target was the most popular target across all age categories, other than the “prefer not to disclose” category. The majority (54%) who chose this option supported the idea that all the targets presented were too aggressive.

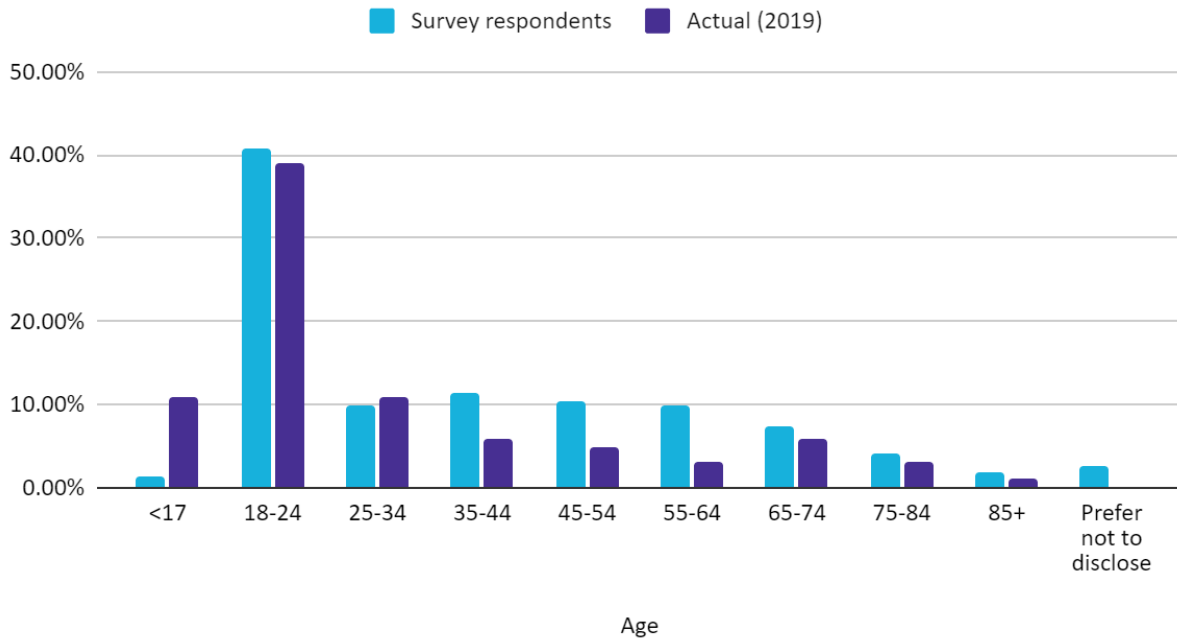


Results - Demographic

This section details the demographic information received from survey respondents. Demographic questions were asked to better understand if respondents were coming from a broad cross-section of the community. Note that although these results are being compared with Census data, the results should not be viewed as statistically significant. The responses to the survey only represent the views of the respondents and cannot be projected to represent the broader community, or subsets of it.

Age

Responses by age group

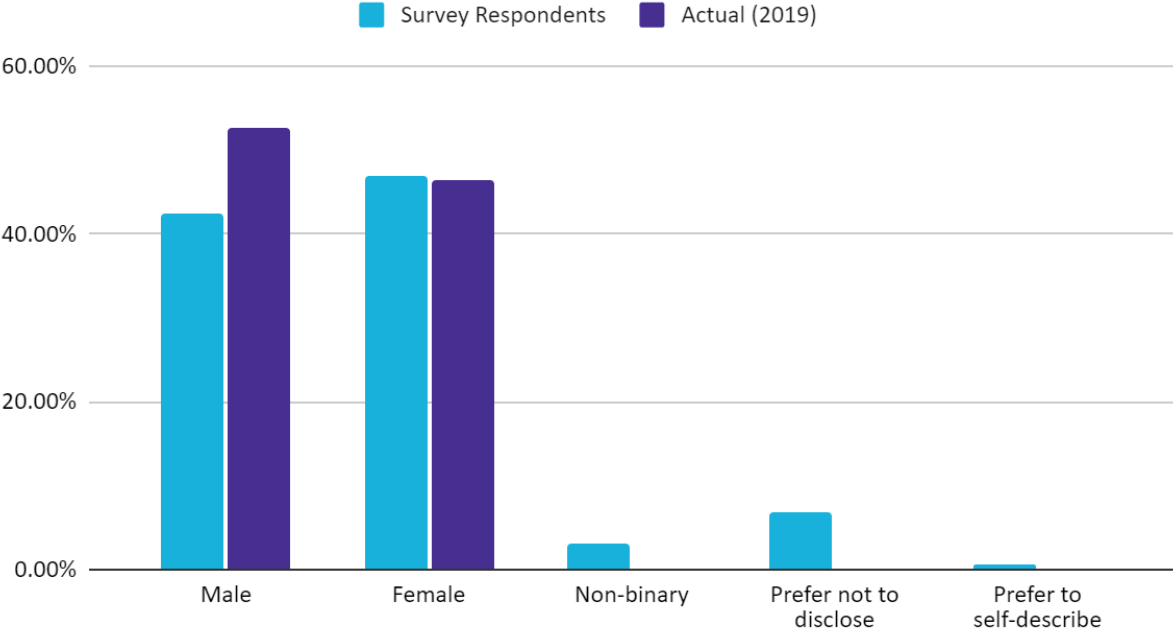


Based on the stated age of respondents and Ames' demographics¹, the 17 and under age group, and the 75-84-year-old age group are underrepresented in responses, while the 35-74-year-old age groups are overrepresented. 18-34-year-old age groups and 85+ age group respondents are in line with Ames' demographics. Note that some respondents chose not to disclose their age group.

¹ U.S.Census Bureau, American Community Survey, **S0101**, AGE AND SEX, 2019: ACS 1-Year Estimates Subject Tables

Gender

Survey respondents by gender

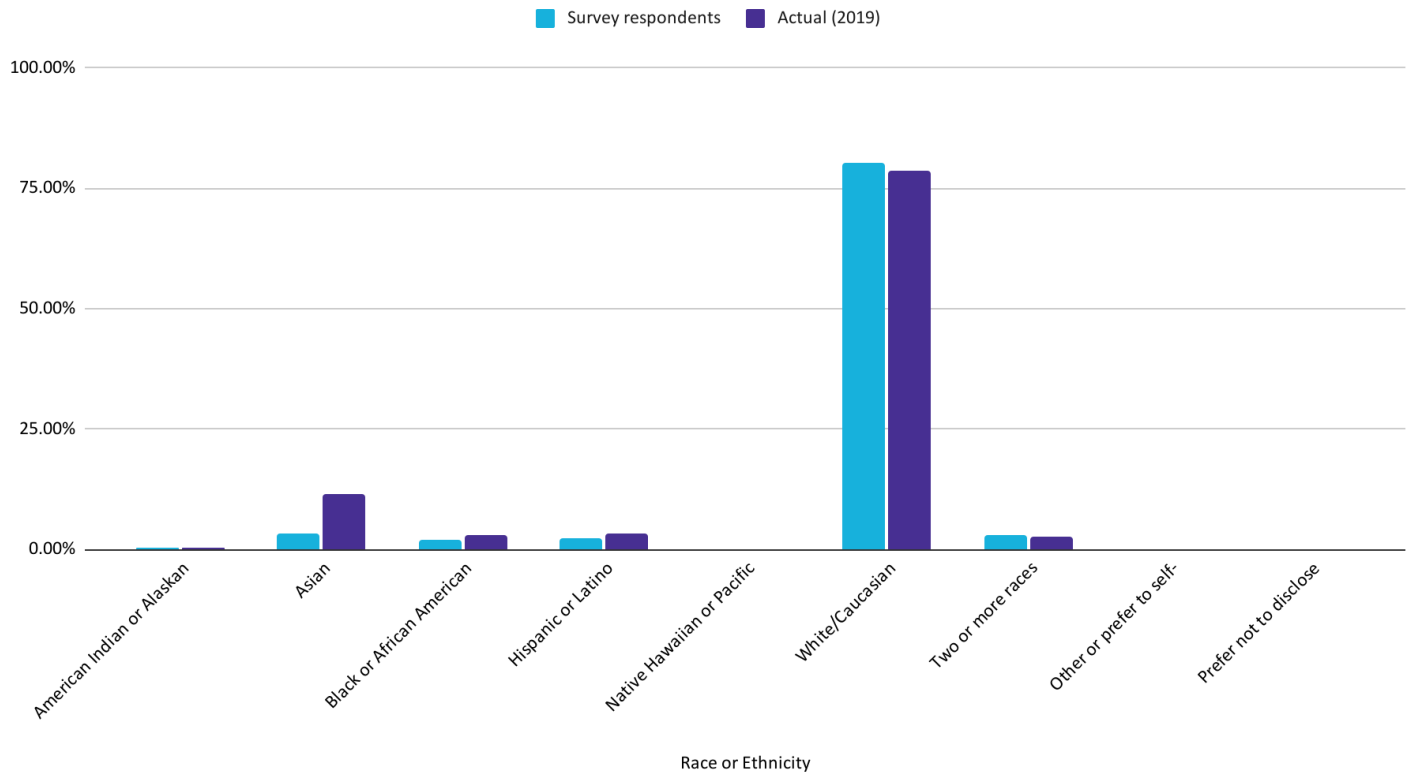


Individuals identifying as male are slightly underrepresented in results compared to the actual demographics in Ames². The U.S. Census Bureau data does not include data on non-binary individuals. Note that some respondents chose not to disclose their gender.

Race and Ethnicity

²U.S.Census Bureau, American Community Survey, **S0101**, AGE AND SEX, 2019: ACS 1-Year Estimates Subject Tables

Responses by race and ethnicity



Based on the race and ethnic identification question in the survey, and Ames' demographics, white/caucasian respondents are on par with actual demographic while other races and ethnicities are underrepresented³. Note that some respondents chose not to disclose their race or ethnicity.

Raw Comments

Survey participants were provided with an opportunity to share additional information via the survey based on this prompt: *What other thoughts, insights, or concerns do you want to share with us about setting a target to reduce community greenhouse gas emissions?* The results of this question are provided below. The comments have not been edited.

³ U.S.Census Bureau, Decennial Census **P1** RACE 2020: DEC Redistricting Data (PL 94-171)

I think the amount of education needed in our community is massive. If this is not an extremely high priority, the effort will not do nearly as well as it could.

This is ridiculous. Keep these Communist agendas out of Ames. You are killing this city.

I feel like the schedule for taking meaningful action is moving too slowly. This Climate Change Action project has taken way too many years to get started - and now the meetings and deadlines that have been set are all too far apart. The citizens and officials in Ames really need to take climate change and the future impacts of it seriously and act faster.

Our farming industry is very important but we still need to address the unsustainable farming practices that are poorly regulated. Propose incremental steps and educate the republican farming community to help understand the importance of climate change and how sustainable practices can benefit business and future farmers of America.

Include native landscaping and green infrastructure design in addition to renewable energy/emissions reduction.

We should aim for a goal that is consistent with the IPCC assessment of 2018. It is important that we do our part, at a minimum, to limit warming to 1.5 degrees C. Otherwise we do not communicate the urgency of the task, and may postpone serious effort at reducing our GHG footprint to zero. If need be, once we are, say 5 years into the plan, we can adjust our goal to take into account those changes that are most difficult to make, or cost the most. If we do not put ourselves on a "wartime" footing soon, the multiple tipping points may overwhelm us, and the costs will soar.

When looking to cut emissions, group everything by sector and look to cut emissions from a systems perspective : Power source (moving to clean energy), residential (incentives to install all-electric devices), industrial (emission reductions and regulation), transportation (electric vehicles, charging stations, etc)

Why don't we wait until China actually signs on. Without that we are only harming ourselves without any positive impact.

It is more desirable to aim for greater GHG emissions and perhaps not meet the goal than to pick a less ambitious goal to promote chance of success.

"Net-zero needs to be attained mainly, if not entirely, through emission reduction, not emission balancing. i.e. it should be achieved using the least amount of offsets and RECs possible, if any, because RECs do not reduce any physical emissions. For industries that inherently are difficult to make net-zero given our current processes, balancing emissions can be a stepping-stone solution, but should not be left as the end goal. These processes should continue to be innovated with an extreme sense of urgency.

Many other countries, universities, and cities are revising their previous CAPs to be more ambitious and attain net-zero by 2040 or sooner instead of 2050 because we know that 2050 isn't good enough to limit warming to 1.5. Therefore, Ames should make our first plan match what everyone is transitioning to, or to be better, but definitely not worse.

Any and all reduction goals need to be a "Science-based target with a carbon budget and equity component". Whatever transition we make must be a just one; the people in the fossil fuel industry can't be punished by losing their jobs and communities that have been historically marginalized need to be uplifted."

The City employees in charge of the actions needed to meet goals should be supportive of the objectives and agree that these actions are necessary.

Increasing access to solar energy more quickly appears to be one important tool, and I think the solar array already existing in Ames is a good first step.

Worrying about the economy today is pointless if its protection causes the economy to be eliminated in the future.

For question #4, "Science-based target with a carbon budget and equity component: 83% reduction in emissions by 2030 and net-zero by 2050 (most ambitious target proposed)" is the best answer, but this is not ambitious enough. We need Carbon-neutrality in Ames by 2030.

In Ames, multiple waste management companies collect garages. This causes multiple garages trucks making trips to the same neighborhood multiple times a week as houses are served by different companies. Is there any way we can consolidate the waste management effort while keeping market competitiveness intact for the city? The excessive trips to collect garages are destroying the city roads and creating additional emissions.

N/A

There has been a lot of discussion and seems to be a push for people to ride bikes, have less space for parking - assuming people won't drive. That isn't feasible for those unable to ride bikes. We need to have an even larger and more accessible bus system so those that can't ride bikes, can get a ride to where they need to go and not use a car. Cy ride is good, but not enough pick ups and times. They are also expensive. I love the hybrid buses.

One great idea is that you can tax products based on the environmental impact of manufacturing and delivering the product. At the end of the half year/month the taxed money would be given out equally to all residents. In effect, people who spend more money than average will be taxed at the same rate but will receive less money than they were taxed back. While people who don't or cannot spend as much money will receive more money than they lost to these taxes. The weight of the tax can be scaled up to increase the effect. This method provides a passive incentive to reduce consumption of products that produce greenhouse gasses and harm our environment. It also has an equity component that people who are poorer will receive more money in return compared to their spending.

It's hard to imagine exactly what the impact of these targets look like, but we have to start somewhere to make changes, so thank you for your work in preparing the briefing documents.

none

We need to shift our business incentives to ONLY those businesses that are shifting to the updated climate priorities. Support those businesses that are providing this important community service and taking risks for us all.

carbon-neutrality by 2030 with strong incentives to support home energy retrofits

This is not science based. This agenda does not benefit people and has its basis in population reduction. Dumbest survey I have ever taken. I am zero percent in favor of any of this garbage.

What about charging stations for electric vehicles? Shifting from fossil fuels to electricity will not be easy and will need to be done in incremental steps in order to avoid disrupting the economy.

If we as a society continue to use the resources of future generations for our own comfort today, our species is doomed to a painful, early end.

Get going!

Peer reviewed research has demonstrated that ice core gas samplings reveal that carbon dioxide increases hundreds of years AFTER global temperatures rise, indicating that solar activity warms the world's oceans FIRST which causes a release of the gas from the ocean. No green house effect as is theoretically used to usher in this agenda. Climate change is similarly occurring in the other planets in our solar system as well because the driving force is predominately solar activity. This is well understand and document. Obviously, Mars doesn't have combustion engines so the parallels between our planet and our Martian neighbor cannot be understood by human activity. I can give a PowerPoint presentation on the subject if your department would like to understand the issue as opposed to simply abide by the political assumptions that supports the globalist agenda.

"With prices increase every day , you continue to put a burden on poor population who are leaving pay check to pay check. The only possible outcome . Tomorrow you will increase prices on gas and prohibit to use wood in a fire place, because it is not a green energy . That is just fine, let us to freeze those people, as long as we set up more ambition goals than other Urban community!!! We can report our numbers how we safe the planet!!! One should stop and think , why we are promote ideas that Humans are a "virus" for the planet ? Our children today coming from school with ideas of personal guilt of their own existence!!! We have 5 suicides in 2 years in Ames High and Gilbert school district!!! Why no one talking about mental health in our community? Why kids killing themselves ? Is it partially because they don feel a value of their existence? The less of us the better the Planet? Ask yourself, how many children die from Covid 19 , considering the same population? NONE!

Oh , I forgot it was about the zero carbon emissions .

I got it.

Remember, the only possible outcome from pushing people to the edge of the poverty is a REVOLUTION !

Just before you will be successfully achieving a zero carbon footprint, it will come!!!

Unexpected, from nowhere!

Good Luck !"

Green house gases should be considered, but the more government involvement we have, the less freedom individuals have.

"Looking back at the first 4 questions, here are a few comments and questions I have about them:

#1: For the last year and a half, as a member of a small sub-group of the Ames Climate Action Team (ACAT) I have been privileged to listen to many Ames and Story County community leaders discuss their perspectives about fossil fuel reduction. From that experience I have gained a greater appreciation how the City of Ames, Story County, the Dept. of Transportation, and other sectors of the city community are doing a lot to meet the challenge of the climate crisis. For instance, the City is utilizing many methods such as new electric chargers, biodiesel snow plows, rebate programs, geothermal at the old Middle School in Ames, and much more. Architects are looking at new codes and standards, the DOT appears to be investigating new ways of reducing the carbon concrete and cement footprint.

One thing that makes me especially optimistic the City of Ames and the community at large can substantially further reduce fossil fuel emissions, reduce waste, and increase efficiencies is how excited and positive so many people are in Ames about the real possibility major additional improvements can be made. Given so many people I have talked to have a can-do spirit, have a willingness to persevere and find ingenious solutions, I am fully in favor of striving for Zero emissions by 2050 as outlined in question #1.

Questions #2 and #3: The prioritization which includes competition with other nearby communities that have established Climate Action goals gives me pause. It's as if the emphasis is on competition though the crux of the problem is essentially a global concern. Rather than competition with other local communities I am in favor of collaboration to find common strategies and solutions that are most effective and efficient. Isn't it for the better good of all concerned for Ames to share resources, ingenuity, new best practice discoveries and other communications most beneficial to emissions reductions?

There are also, on a personal note, priority interests that come out of my own experiences growing up and later on working as a social worker that are not clearly

apparent in the list of six priorities. For example, lots of people who live in trailers, rooms, and apartments do not generally have the same opportunities of choice nor are they as able in practical terms or interested to aim for the same targets as people in some other living circumstances. In Ames, as in most every larger community, there are a people who live in large congregate settings, people who migrate frequently from place to place, folks who have difficulty because of health issues or other circumstances managing their housing environment, and some people who are homeless. As the Climate Action Planners move toward proposing interim goals for the community of Ames and analyze in more detail areas of greenhouse gas uses such as transit, heating systems in different housing situations, efficiencies of buildings to reduce construction costs, recycling and restoration improvements, and the like, I hope pilot projects will be considered for the various needs of people in the community and innovative programs will be suggested for diverse populations in a way that equitably benefits people with different lifestyles, cultures, and resources.

Also, with respect to diversity, would designing a new citywide "diversity management model" specifically aiming at formal Climate Action Planning action initiatives be possible for reduction of emissions interim goals? I imagine the CAP process being distributed across the diversity of people in Ames and include institutional and organizational programs such as housing and rental agencies, agencies that set housing codes for individual and corporate landlords, social service agencies, Cy-Ride transit, community and private schools, and Area Agency on Aging-- just to name a few.

Question # 4: Perhaps because I do not have any professional or technical experience informing me about how the Ames community as a whole is going to meet the greenhouse gas reduction goal of 83% by 2030, I just continue to struggle with setting interim goals or objectives before knowing there is some general plan of some kind that shows how to get there. I am also skeptical of offsets to greenhouse gas emissions, particularly if they involve theoretical computations and/or buying credits to remote environments from Ames. I also would like to have some idea about how to recycle older or discarded devices such as windmill blades, older cars, and inefficient heating equipment. Admitting these limitations to my own understanding of how to systemically think about these technical matters, does not mean I do not fully support making immediate changes as soon as possible. For example, the City of Ames Vehicle Department appears to be ready for quick transition to electric and bio-diesel vehicles as soon as enough charging stations are built--why not focus on building those power stations now? Neither does it mean I do not support a very ambitious 2030 goal. I am convinced the time is right for Ames to develop a robust Climate Action Plan.

The city of Ames actually has the capability through diversity, education, and perseverance to be a leader in Iowa and the nation in developing steps toward a transparent, sound Climate Action Plan. Whenever the Sustainability Solutions planners, with the additional guidance of the Supplementary Advisory Committee, complete a project outline for a 2030 plan with more specific measures about how to accomplish gas emission reduction goals for the city of Ames, I truly hope the City Council will formally approve the Climate Action Plan proposal.

By 2050 I will no longer be a newcomer with less than four years residency in Ames, but rather an ""outgoer"" well settled in whom my grand-kids someday in the future may stop by to visit. I envision them seeing a community that stood out early as showing other cities and neighborhoods a model pathway toward restoring a cleaner, greener environment." Let's just do something and take it seriously. Climate change is happening. Every human has a role in this.

"Watch "Planet of the Humans".

This agenda will feed the rich and bury the poor."

That we will decide to do nothing. Which is not an option.

I would like the city of Ames to share the specifics of their plans and publicize more how Ames residents and ISU college students can help the council reach its goals throughout the year.

I feel that most plan that look at carbon emissions reductions only focus on what benefits themselves locally. A lot of the technology to reduce emissions is focused on alternative energy generation. While this technology is great and solves local problems, however a lot of the manufacturing practices that are utilized to manufacture the alternative energy generation have equal or worse by-products than the emissions reduction they solve. This is largely due to manufacturing happens in countries with little to no governmental mandates on waste disposal and/or emission standards.

I support the Ames Climate Action Team goal of carbon neutrality by 2030

I think as a wealthy community, Ames has to take the lead on issues like this. Our rural, less-wealthy neighbors need us to make investments to decrease our GHG emissions.

I believe we should do what is scientifically best for Ames.

Be smart, consider the science and apply it to Ames carefully.

I am so glad to see this initiative.

We must expect to pay up-front costs now to avoid disasterous costs down the road.

From our apartment, we can see the swarm of fans' cars looking for sports events parking. The emissions from all those engines befouls the air: The need for automobile to attend sports gathers is so damaging to the environment it must be stopped immediately. Have you tried Zoom? It...or something like it...is the answer. Any shortcomings it may have are irrelevant to the climate disaster ahead!

"Make sure the solutions don't cause more carbon than now.
Adopt solutions that don't raise taxes."

I am a physical scientist and I think the science is clear = we must act!

All of these goals are ambitious. How can we get people to believe they are important enough to change our habits? (Sorry, no ideas?)

To me, this is the singular most important issue for our times. Nothing else matters if we don't have a planet with a climate that allows us to survive.

Start recycling and stop burning garbage.

The swifter we bring about reductions the less total emissions we have. Net zero pledges are most likely toothless if they do not rapidly reduce emissions and instead aim to reduce a little bit in the interim and make sweeping cuts at the very end. Our planet, wildlife, and children deserve better than our selfish tendencies and impulses. Please choose well.

Only rely on consultants who will have no personal financial gains, no matter what they recommend. Too many are setting themselves up for a big payday.

You can release more carbon while making car go electricity.

In my response, I represent 3M Ames as the site Sustainability Leader.

Making sure that Iowa State University will be able to fully cooperate with the City of Ames' plans for carbon reduction is a concern of mine, the University should not be exempt from the city's goals/actions. Additionally, making sure that messaging about Ames' plans and actions is communicated broadly and clearly through many channels and to multiple different age demographics to make sure all residents understand the mission and how to achieve it. As these climate plans are put into motion, regular updates on the city's progress towards reaching those goals, and resources on the science of our goals and of the reduction strategies chosen would be great. I'm not sure this is fully within the scope of this survey, but some messaging about recycling in Ames and how to do it properly (especially targeted at University students, our recycling dumpsters all just have general trash in them) would be great.

"Address garbage collection, to reduce wear & tear on streets, emission of too many unnecessary collection trucks, add collection of separate kinds of waste on different days/different containers.

Work with grocery stores, convenience stores, and other entities, to stop using single-use plastics."

I would like to put solar panels on my home, but in Iowa this will not increase the home's value and might even decrease it.

"We need to have better community recycling system to remove materials for waste stream to city power plant and to landfill. Or at least better information to explain how that works in relation to energy and environmental endpoints.

A process to allow city power plant to utilize wood and branches if that is energy efficient. More utilization of wind and solar by the city."

Ensure whatever plan is decided upon will be actionable, and that the community will get behind it. Even a small improvement will begin to improve the community's greenhouse emissions, so avoid a plan that will only create division and no action.

The only concerns I have would be about the community, it is important to make sure that everyone's opinions are heard.

Please treat this like an emergency.

We must reduce emissions as quickly as possible, which will, ultimately, create better economic growth, equity, and sustainability for the Ames community. These goals are not in conflict. The city should avoid, in its data collection and community engagement, the perception that a robust and aggressive climate action plan will negatively affect Ames' economic future.

Reducing emissions as quickly as possible is necessary for working towards local and global equity and improved long-term economic health.

Reducing emissions as fast as possible makes the most sense equitable and financial wise.

Reducing carbon emissions and prioritizing economic equity are not mutually exclusive.

None

In order to preserve the quality of life we live currently, we need to be aggressive about reducing our emissions. The time for diluted plans has passed.

Ames is a university city of ISU, a world-class university of science and technology. Ames earlier pioneered its garbage burning technology that reduced costs of electricity generation and prevalence of land fill. Most recently, we have the solar energy collectors further reducing costs through clean energy. Ames has an energy-conservation tradition to build upon.

I think minimization of economic impact is the wrong mindset. We should be open to transformations. The impact might be big and positive!

I did not answer most of the demographic questions, because I see no relevance to policy formulation. What does a person's race, gender or sexual orientation have on that person's ability to assess the City's carbon reduction goals? The questions are extremely offensive. Do you plan to put less weight on answers provided by persons over 50? Also, regarding your presentation on 11/16: Words have meaning. Describing the projection of Ames' energy efforts to date as "business as usual" fails to recognize recent efforts of the City and

residents alike. It was certainly not "business as usual" for me to plunk down \$300.00 to support the Ames solar smart energy initiative. Please find another phrase.

Increase safe bike paths and bike sharing, increase subsidies for energy and water efficient buildings and renovations, improve water conservation measures, promote xeriscape landscaping and decreased green - chemically feed and water soaked - lawns. Please move ahead quickly on closing the waste to energy power plant and build a energy efficient and low emission plant as recommended in the LWV study.

"As the home of Iowa State University, Ames, Iowa, should be a world-wide leader in this. We've settled for less. We didn't use to be so passive.

In all we do to address climate change, we should be nothing less than aggressive. Once the polar caps are gone, we're all doomed. There's no time to waste."

1. We need to look at the whole world as our community and set aggressive targets for Ames in order to balance and support cities with fewer resources around the world in setting/achieving their targets. 2. How we market this to Ames residents is essential -- we need to show that when the world benefits, we in Ames will benefit, too. Spouting facts and appealing to common sense/reason doesn't convince people. To change naysayers' opinions and actions, we need strategies that will affect people in their guts. 3. The UUFA's example from the 1950s might be inspiring. Members met with the idea of disbanding because our membership situation was bleak. Members left the meeting with a super ambitious (some might have said unattainable!) financial goal to invest in the future of the UU in Ames. The results speak for themselves in benefits to UUs and to the community at large.

We need to improve bicycle and pedestrian safety - east Ross Road needs a sidewalk, Ontario St needs bike lanes, and the pedestrian paths needs names/signs.

I would like to see the city of Ames reach net zero by 2030.

As someone who has followed climate change for as long as I can remember, one feeling I always associate with the topic is frustration. If you can provide the citizens of Ames with a widely distributed plan breakdown with small steps everyone can take, I think that would help allow people to become more hopeful that they can help without making drastic lifestyle changes at first.

"The target can't be too aggressive. Ames should be a lighthouse example for the nation. But please, let's start with the incredibly low hanging fruit in the implementation, starting immediately.

We desperately need a safe and organized cycling network and police actively policing unsafe motor vehicle operations. Not only in Ames, but throughout the nation. Poor infrastructure compounds the failures of motorists to safely share the road with cyclists. Cycling as a means of commuting must be made MORE comfortable, convenient, and safer than driving in order to compete and reduce emissions, among other benefits." I'd also support making aggressive changes immediately to achieve carbon-neutrality by 2030.

Hoping we can be a leader on this front and set an example for other American cities

"Accelerated installation of charge stations for electric vehicles and pass a city ordinance that all newness/ commercial any New and major (renovation) construction shall include as part of construction design installation of E-vehicle charge stations: number of charge stations based as a ratio of the parking spaces. This would include parking spaces already in existence as an example main street or north grand mall designate a ration of Eper to ICE(internal combustion Engine

Charge a CO2 tax on fossil derived power/cooking/heating-cooling sources and provide tax incentives for conversion to electric ("green source" derived) and other green sources of power. Example: for non commercial(private) as more electric vehicles enter system taxes shall be based on miles driven and size(weight) of vehicle. For commercial vehicles other criteria can be used to determine tax

Construct wind turbines, more solar farm sites and offer residents option to purchase panels or wind power generation pairs"

"2050 is too late to be net zero. I do not see why we can't put ourselves in a emergency situation footing and fix the situation as soon as possible. Governments have responded to emergencies in an ASAP fashion before, such as with wars, natural disasters, and the COVID-19 pandemic. Why should the climate crisis be any different? We need net zero by 2030. We need to stop worshipping the "almighty" economy and pretending that we take a moderate approach to this.

Normally I am a big fan of science education, but I often question how much good it can do at this point with the climate crisis. Scientists have been educating the public on climate

change, global warming, pollution, etc. for many years, and not enough was done because many people did not care or did not believe it. Is it time to just fix the problem without the help of those that refuse to believe evidence?"

Move forward as quickly as possible to reduce community greenhouse gas emissions.

"Follow the science AND foster innovative technology and business efforts to achieve the ambitious goals.

Lead in a positive way. Try to inspire and provide hope.

Seek ways to incentivize employers to incentivize their employees to make the behavior changes that can help us reach the target goals."

Affordable housing must be a component of reducing our greenhouse gasses. People must expend carbon to commute from outlying communities if they cannot afford to live in Ames.

Given the ongoing political polarization, it's fundamental to ensure bipartisan support and factor that into the program's communication plan. Misinformation campaigns have proven effective and easy to run on social media.

"Education component for community members of the why and how
Opportunities for all to participate and see impact
Connection to students for education and participation"

Consider local food and energy production.

Working agriculture and community gardens into landscape designs could help absorb emissions, it would give beautiful landscape and architecture to Ames community, and product/ produce could be grown to help feed our lower income communities. Singapore is working in agriculture into every building design to reduce carbon emissions and bring nature back into cities.

I have served on ISU sustainability committees over the last 4 years and chaired the Faculty Senate Task Group that developed the Resolution on Climate Change. As a retired emeritus I continue to sit on the University Sustainability Committee. I see this as two pronged: the city needs to act on governmental policy related to utilizing renewable energy

resources in electric utilities. The continued conversion of non-recyclable garbage is good although it does involve some release of GHG. Accessing all available renewable energy available on the grid is important and subsidizing companies to create more wind farms, geothermal plants, solar farms, water based power, etc. is important. We need to expand our current solar array and continue to increase the percentage of our energy usage from fossil fuel generation. The second is to give help to local residents in acquiring renewable energy sources that can be installed at their homes, including solar panels, geothermal installations, passive solar applications with consultations supported by local government in order to bring down the initial outlay for applying these technologies to our homes. This should include helping with the "buy back" of excess energy to the Ames grid. This is a start. James Tener

Make our city clean.

The changes that we make as a community to reduce greenhouse emissions can also improve our health, community wellbeing, economic viability, and beauty. For example, more biking, walking, cooperating, sharing of resources, gardening, green spaces, green energy jobs, and supporting local ecological farming practices as part of carbon offsets. We have an opportunity to be leaders, and an inspiration in our state. Also, we all have a moral obligation to our planet, all the species, and people everywhere who aren't as able as we are to have such an impact, but whose lives are much more affected by climate change. Also, climate change is already affecting our economy in dire ways - especially in farming and in the destruction caused by weather events like the derecho. People are strong, amazing, and willing and able to make changes and sacrifices if we can do it together, with belief in creating a more promising hopeful future. Climate change is causing great harm and will get worse. We can change and it can be exciting, beautiful, equitable, and thriving.

I worry for those who can't afford to upgrade to these more energy friendly things.

"Create more native plant "gardens" or spaces within the city instead of the typical grass. Bike share system or other form of transportation that isn't bus or car that can be shared."

I am concerned about both leadership and community buy in to turn these targets into policies/action items. This is an important bridge.

Commonly, people are very stuck in their lifestyle and it will be hard for them to adapt to living a way that is beyond them and for the greater good. I think making policy is going to

be hard to implement the lifestyle changes that have to occur, but it has to be done and I think there should be a representative on the ground explaining to the angry/confused people why they can't get a certain vegetable in the winter anymore or why they have to remember to bring a bag to grocery shop with them. Convenience is no longer sustainable, and this is something everyone needs to understand.

I urge you to publicly post emissions regularly (quarterly or annually) so that everyone is aware of progress or lack of progress.

There are currently spaces in Ames that could potentially make for good solar farms. The south end of Delaware has a large stretch of grass with next to no shade. If solar could be set up in positions like that it would be unbothered by shade, relatively out of the way, and yet still in a place where it can be seen by passersby. Hopefully, visible solar infrastructure will inspire hope and confidence.

I think we should be realistic for the community. Look at all options and investigate their feasibility.

I am concerned about the climate-regressive future land use plan in the Ames2040 comprehensive city plan that was recently passed, and the extra difficulty that fighting additional sprawl will create for these climate initiatives. I am concerned with how city planning at its core can help or hinder this plan, as it pertains to infill and effective densification, and how much the consultants will be able to influence change in those areas.

Quit wasting money on out of country consultants for a carbon problem that does not exist. Instead spend our money making our lives better.

Switch to nuclear if you can, cheaper, more energy, no emissions

Affordability, working to access all federal, state, grant funding that may be available.

Educating the public, the information provided on your website so far has been very informative, working to market the information to not only City of Ames residents but residents outside of Ames.

I believe reduction of emissions should be a priority over buying offsets. Offsets at some point will just move the emissions problem around instead of solving it. I hope transportation is an area in which Ames can work to actually reduce emissions. For car owners it is safer, cheaper, and more efficient to hop in the car to go even a mile than it is to use other forms of transportation. The bus system is good, but service is not frequent enough to make it practical in many parts of Ames. A one-way trip on the bus costs about three times as much as the gas needed to drive a few miles. If several errands are combined then each stop adds another dollar of bus fare. Ames is only somewhat bicycle friendly. The major intersections are very difficult and dangerous to cross. Friends and family on bicycles have been hit by cars at the intersection of 13th and Stange, even when the cyclists are carefully observing the traffic rules. Many of the major intersections have crosswalk buttons that require that the cyclist hop off of the bike, dash over off of the bike path a number of yards onto the grass, and hop dash back to the bike hoping to get on it in time to get across before the light changes against them. The subdivisions are developed so that pedestrians and cyclists as well as cars have to follow main roads a long way around to get in and onto the less heavily traveled roads. An opportunity was missed in the development of the Somerset subdivision: a short bike path spur from the Bloomington Road path right next to the railroad tracks onto Kent would have given bike access to places like the cafe without taking the cyclist across Stange twice. There is plenty of room for improvement in making alternatives to private cars a viable option in Ames.

None

Follow California's example. Make plastic grocery bags buy-only. Less plastic straws. Increased fines for littering. Recycle everywhere for everyone. Switch to solar as much as possible. More funding for research into greener energy/manufacturing of things that create greener energy.

Reducing carbon emissions and ensuring a healthy, sustainable future is extremely important; however many of these plans are speculative and can drastically change the lives of people in Ames. I think it is important to take action on these issues, but to have the exact same level of concern on how any plan could negatively impact the residents of Ames. There are many issues that people face today and for some their 1998 Honda dumping carbon into the air is far less important than their mortgage, food budget, and family expenses. Any time the government does anything there are usually unforeseen consequences, so I would say act more conservatively in the initial stages of reducing

greenhouse emissions and ensure the choices made are truly the most intelligent, effective, and beneficial to the Ames community.

Electric vehicles

focus on the university

I think that we need to start as soon as possible, but it is also important to make sure that our economy is not affected too drastically, as the world needs to function still.

I would like to see attention to generational, long-term vision and a view of city systems as contributing to the health of natural systems.

I have worries about the light pollution that wind turbines have. And how they will effect airport air traffic in ames.

Maybe consider investing in alternative fuel stations for cars that have a smaller or no impact on carbon though it's use. Hydrogen or electric like California has done in many places.

Many people don't understand recycling properly and everything that needs to be done to properly recycle something (like washing out plastic containers, not including greasy cardboard, no soft plastics, etc) so providing better resources and education on how to improve/increase the amount of potentially recyclable plastic that is actually recycled successfully. Also generally encouraging the idea that the most sustainable thing is using what one already has rather than buying new stuff constantly. Repairing things that are damaged/broken when possible is also more sustainable than just throwing it away and buying a new one.

n/a

Making recycling available for everyone in the city of Ames. Iowa State University has limited recycling and I believe it should be easier for people living in the city to recycle.

"Consider VPPAs as a substantial part of the net-zero goal; there is a significant amount of wind farming in Iowa but these may not be local to Ames.

Budget constraints aside, VPPAs may technically allow net-zero MUCH much sooner than 2050."

In all honesty I would do anything to reach net-zero emissions as soon as possible but I know as a whole community that is very difficult. If there is anything else I can do to further the cause I want to help.

N/A

Ames needs to be more walkable, bike friendly and also must extend and electrify cyride (not via batteries but trolley buses, buses that get power from an overhead line that can be powered with renewables). Cars are loud, isolating dangerous, inefficient means of transportation. the best part of ames ISU campus and down town is pedestrian friendly the rest of the city must follow. Making use of walkable bike and human only areas with easy and rapid (15 minute maximum wait) public transit is the best way to reduce carbon emission other than running the city on solar wind grid and battery storage. Cars must be restricted greatly but also the city must provide a better means of transit so that people don't want to use them.

Please be realistic and just do SOMETHING. I'm a college student and it's very frustrating because it seems like nothing ever happens because everyone is so extreme (either being too aggressive with changes or thinking that nothing needs to happen) and then it seems like we fight so long that nothing happens. Big changes can be intimidating. A lot of us WANT to do something, but it's overwhelming when too much is thrown at us. Also, coming from a girl who is very passionate about sustainable agriculture, DON'T OVERLOOK WORKING WITH FARMERS!!! Don't neglect the power of utilizing our wonderful Iowa soil as a way to fight greenhouse gas emissions (I will spare the nerdy, sciency details... but I could rant about this forever and I'm not even a agriculture major). I am a graphic design major though, and I do think whatever you do, COMMUNICATION IS KEY. I am still confused about Ames trash/ recycling system and have been frustrated that that hasn't been communicated - from the little i know, it sounds like it's AMAZING... but why is it so hard to find information on it? I feel like it should be something that Ames highlights and clearly communicates to incoming college students - who are LITERALLY the FUTURE! Thank you for the opportunity to express my thoughts :)

While this survey is asking primarily about emissions, it should be noted that fossil fuel extraction causes numerous other environmental damages. Fracking causing worsen earthquakes, oil spills, and the polluting of peoples water supplies. These damages on top of the dangers of greenhouse gases call for a very unstable future if we keep things how they are going both in health and financial ways. What more is that our planets natural resources are dwindling. Zero emissions should be the goal for everyone asap, but there are other environmental actions needed to be done. (A big one is plastic waste, which is killing our oceans.) Ames and her sister cities need to work together not only to reduce emissions but minimize the other ecological impacts they have.

Make Cyride free across Ames to promote communal transportation. Deters gas emissions and benefits everyone - even leading to less traffic.

I don't like cars and I want more public transit because it's safer and cheaper

It is important to begin the process the transition process as quickly as possible and as aggressively as possible so we don't saddle future generations with the burden of our mistakes

I think it is awesome that the city is looking to make these changes and taking input from the community!

NA

While I would love to shoot for the most ambitious goal, I think that that may be biting off more than we can chew. I think completing this in moderation will scare less people away. If the goals are too ambitious, people are more likely to push against it, as the unknown is scary.

I feel like a major issue with trying to reduce carbon emissions and energy use has to do a lot with lifestyle. We can design the most efficient buildings and transportation plans, but if people aren't using efficient transportation methods, or reducing their carbon footprint and energy use, then it is kind of redundant to have all these efficient things. There has to be a way to get people to make these lifestyle changes in order for there to be REAL environmental change.

There should be an emphasis on wastage of resources like food, water, electricity, fuel, and the like. Education of individuals and reduction through less carbon intensive alternatives.

This issue needs to be addressed ASAP.

Drag and drop doesn't work. More local stores and fewer online purchases, keep commerce local.

Get people out of cars

Use common sense and don't expect to increase taxes for someone's pipe dream. Solar powered street lights can be cost saving but turning lights off to save costs impacts safety.

Stop students from ordering a bunch of goods and have 2nd hand stores spread out in the city, goods and services ties into emissions.

Clean electric busses and other transportation and energy that is clean to power them. Community input is at best unimportant and, realistically, usually counterproductive to higher-order goals like climate change and equity. Community input overweights the opinions and oppositional power of cranky reactionaries and is fundamentally undemocratic in this format.

N/A

I would love to see Ames lead the way on discovering and inventing new ways to develop our local food supply, and producing enough locally to meet a lot of the needs of our residents. Iowa State University could surely help in this endeavor. Microgeneration grants could also be hugely beneficial to the community writ-large, especially for landlords with larger apartment complexes. with lots of empty space on top of their buildings.

We gotta do this. Pain now or more pain later.

Bring recycling back

Climate change is unquestionably a major challenge ~ how best to approach it is questionable and will necessitate major changes in existing patterns. The economy of Ames is driven heavily by ISU ~ if this institution were to turn its focus to effectively addressing climate change on all levels it would greatly advance progress for Ames and beyond.

Talk with farmers. Your regulations will affect them and they are part of the backbone to this community.

If possible, reducing emissions while enhancing the local workforce through renewable energy (sun, wind, geothermal)

The university needs to be considered as it is a large part of Ames. On-campus, there are many opportunities for climate change mitigation and clean, sustainable practices (e.g. recycling). However, there are many students living in off-campus housing, meaning that a significant portion of Ames is rented. I think the landlord dynamic needs to be considered - most students cannot afford to pay for green measures themselves, or it doesn't make sense to invest in green infrastructure for a 1-year rental contract.

Ames local climate actions plans, which entail a GHGs emission inventory and the establishment of reduction targets, reduction strategies, and monitoring efforts is a wonderful undertaking that will transform Ames towards a low carbon resilient city. This bottom-up and participatory climate actions will definitely add up to a powerful and effective approach in tackling climate change.

Investment in infrastructure

Consider the implementation of greater mobility options of both people and freight. This can be done by having more bike and pedestrian infrastructure around the city that is separated from the road to increase safety and make people more welcome to bike and walk. Add better lighting around this bike and pedestrian infrastructure. And extend transit.

My concerns are that the Ames City Council lacks to create policies that identify how climate change more heavily affects vulnerable communities such as low-income regions, minority communities, and elderly communities

Please make sure not to raise utilities fees, implement taxes or surcharges, or any other kind of charges that causes me to pay more.

Have a system where the society can pitch in and help, but with a benefit. Like recycling, Each can you recycle, you earn 50 cents. This could be a way that people can be motivated on making a change so it can benefit the both parties. Also provide information on what if

we do not take care of the climate. Not just a paper or book but on TV, which will catch people's attention. Have it where it is on an interrupted or live broadcast so people know the amount of seriousness the situation is. Sometimes people do not have the time or interest to seek research on the climate conflict. That's why it is best to put it in a platform where most people have like a TV.

I would love to see a zero-net greenhouse gas emission but a major concern for me is, one: the people of Ames won't align with it, and two, the cost of house will continue to increase. Since I am a college student out of state, I am spending a lot of money and I am already very much in debt, so thinking that the housing cost will be even greater makes me feel weary. Iowa State and Ames both preach about being student friendly and a major impact of being student friendly would be to keep housing as low as possible. Another comment I would like to mention is that there possibly be more in-depth inspections of the quality of the apartments and homes, such as banning popcorn ceilings or having testing and the management providing documentation that the popcorn ceiling contains no asbestos at all. We are already starting so late that we have to be willing to accept rapid changes and possibly rapid impacts on our cost of living. Inaction is far more expensive.

Since reducing GHG will need cooperation from all citizens, I would appreciate guidance and ideas for how even small individual actions can contribute to the city's goals. Such as - walking, bicycling or taking public transportation a certain number of days/week, sharing rides, always doing multiple errands when taking the car out of the garage, converting gas appliances to electric - etc etc. I may not be alone in awaiting direction!

"Make plans that fix the problem not create new ones such as wind turbines which only work at certain wind speeds, have been known to kill birds and energy can't be stored well. Solar panels are similar, they last at most 10 years, need rare materials to make, fry any animals that touch them and only work very sunny points and you need a lot of them to get anywhere in energy. These solutions sound nice and great but only work a portion of the time and cause problems.

People will rebel against large changes in their lives."

I chose science-based target with a carbon budget and equity component: 83% reduction because if it is the most aggressive but realistic option I want to support that but would prefer net-zero by 2030

We have to be ambitious and believe we can achieve it. Anything else is a bandaid over a fatal wound just to give ourselves the illusion of helping.

There needs to be a movement for community wide participation for general lifestyle changes that lead to lower environment footprints, including but not limited to emissions.

Iowa State University is a big part of Ames and should be considered a good place to begin implementing ideas.

It is important to think about what a lack of ambition would mean for our community. Not starting these improvements as soon as possible is ONLY at a detriment to our communities as they face problems caused by climate change. This should be a priority.

To make a significant improvement the community has to make changes in larger ways not just rely on individuals to make small changes on an individual level.

I believe that moving towards a lower-emission community is essential to the future of the Ames community. Whether people like it or not, the world will be switching to a carbon-neutral system eventually, so either go along with it or get left behind.

Setting a target to reduce community greenhouse gas emissions should be tied to EVERY decision made by the City of Ames rather than conceived as a separate item. How will new development incorporate the goals? How does zoning impact the goals? Parks and Recreation? The Ames Community School District buildings, campuses, etc.

I think too many older people are concerned with the ways these changes will impact their lives, but forgetting how detrimental emissions are to the planet and the future generations. The goal should be as ambitious as possible and we will deal with the adjustments later. We don't have the time to approach this slowly.

In order to reduce the cumulative effect of carbon emissions, it's more important to me to be very aggressive as soon as possible (i.e. the majority of the reduction should be completed by 2030). I don't believe the US Federal Government or most countries are aggressive enough in their targets. It's up to communities like Ames to be leaders and take responsibility to set bold targets and work hard to meet them.

I believe we should do what is best scientifically, for the community of Ames and the state of Iowa.

How to help other communities do the same

The city and university should work together to maximize local funding efforts to purchase zero emission electric buses for CyRide in order to greatly reduce greenhouse gas emissions within the community.

I hope the conversation turns to specific actions: e.g., 2-cycle engines; private jets; ending ethanol production; encouraging citizens to accept responsibility.

I think that target has to be realistic and it should be presented to the impacted communities in a way that everyone will some how benefit from these changes.

People are most likely to get on board if it benefits them in some way. Consider rebates or other promotional incentives to get people to invest personally in the process. (It's sad that it takes bribery but we have seen it work with vaccines, etc.)

I believe that the City of Ames' Resource Recovery Plant contributes to a large portion of the most damaging environmental change we are doing as a community. Only 30% of the trash processed is being used to power our city, and almost all the rest goes in a landfill!
LET US RECYCLE.

Setting targets is meaningless, it is just an aspiration.

Shouldn't happen.

Do whatever you gotta do to get carbon neutral

Creating a recycling program in the city of Ames would be lovely! A recycling center in Ames would also be awesome for students at ISU to work at and potentially get materials from for projects! This would be far more sustainable and create a good job and community network.

Ames is a growing community so I think it's important to keep the population happy and have minimal change. So still having a reduction in greenhouse gas, but provide benefits for the community. (jobs)

I believe that reducing gas emissions will benefit the health of the Ames community and set a good precedent for future generations.

Don't get hung up on a specific year. 80% might be possible by 2030, but given lead times for key initiatives, at target year of 2032 might make achieving that goal more realistic.

In what ways will you persuade corporations located in Ames to participate with the population of Ames?

As a Natural Resource Major at Iowa State University I am knowledgeable in the climate crisis going on, there needs to be change. Unfortunately we have waited too long to address this crisis. Therefore the change may have to be abrupt, and it may come at an inconvenience to others. But this is our future, everyone's future. Addressing the climate crisis is the most important issue not only in America, but the world. Let's get it done. As long as the target is able to be followed sustainably and is cost effective for all people.

I believe Ames' Climate Action Plan should set the highest standards for themselves, as huge risk comes huge reward and it's now or never! The real challenge lies within the fact that Ames residents are going to have to partake in such a cultural shift to reduce community ghg emissions, so I hope they're educated and informed before and during this planning process. Thanks for all your efforts!

"I think it is best to lead with example and to show people hope in the face of a huge danger. If we start moving according to what the experts say, then other people may follow the example. Also, as far as I know, the economy will be more ruined if we don't do anything rather than if do something. Check the IPCC Sixth Assesment Report for the most up-to-date information on this."

I want our community to take the most ambitious measures that will be reasonable and take equity into account. I think U.S. governments at different levels have tended to seriously underestimate and under-react to climate change and that many will continue to do so, making it especially important for Ames to take ambitious action.

In some things such as climate legislation, we must think about doing what is best for the greater good. If that means students and residents not driving gas cars much or at all around Ames, that is what will need to happen. If it is all left up to popular vote I fear not

enough will get done as many people are not very educated on this issue, and may vote for their short term self interest. This will be massively expensive if we make enough change, but not doing so will be even more expensive and change our way of life in unimaginable and dangerous ways. Residents of Ames, myself included, are lucky to live in such a prosperous city, state, and nation, and are called to use our privilege in the interest of our neighbor.

Avoid increases in energy prices at all costs, as it disproportionately negatively effects the poor.

I'd suggest solar for several of the open sky places in town, this would help reduce electrical needs and reduce the burning of fossil fuels. I would also suggest not pouring tons of money into one strategy but rather tackling multiple methods in order to solve the problem from all sides.

This is a waste of time without a transition to nuclear energy. You're just going to destroy another part of the earth to benefit your local area.

N/A

Reducing GHG in Ames should start with the simplest things first, i.e. improved urban planning to guarantee sustainable mixed modes of transportation, mixed zoning, and intuitive streets designed for people first, not cars.

There is no emergency here if goals are 2035 to 2050...stop using inappropriate terms and scare tactics in describing this. I see no indication this should be prioritized over many other long overdue expenditures with infrastructure. This transition will ultimately include addressing electrical vehicles and there is simply not enough demand for these types of vehicles or infrastructure in every home to support them. There are far better means to traverse this land at this point in time and UNTIL it is proven, we shouldn't waste time and effort to move forward for the sake of moving. This is too costly now and if it is proven...the cost will become more affordable at that time. I suggest dropping this issue for 5 to 10 years.

This is stupid

Replace existing coal power plant for Ames with a green power plant.

The sooner we can act on reducing emissions, the better chance we will have at a sustainable planet. It is incredibly important to start as soon as possible because if we wait too long or don't make enough progress in time, the effects may be irreversible.

We should be very ambitious in Ames' Climate action. Don't wait on state or federal law, take initiative and set the example for the surrounding area to follow. Finally consult with the community constantly. Ames has some very intelligent residents that could benefit towards this action.

none

N/A

Installation of recycling at all apartment buildings and campus dorms.

nonekbkjbnlkn kbyg ytg

I would like to see some form of recycling plant open as well.

Make sure Iowa State has to adhere to strict environmental standards and not get away with what they are now.

Climate change is not an emergency. Stop trying to scare people into giving more power to the government, spending obscene amounts of money, and wrecking the economy. The climate will change naturally over time, and people will adapt as necessary to these changes.

I am worried about increased living costs including rent, utilities, gas, and inflation.

N/A

Federal incentives are likely to be clear in about one month. From these incentives, it is possible that Ames could attract manufacturing lines for wind turbine construction, or possibly waste anaerobic digester components. Or, it could engage in a pilot-scale project for renewable natural gas generation feeding into the natural gas boilers. Or, if Ames energy were to become net zero carbon, it could attract electricity intense data warehouses

for ever expanding cloud services, like the fast growing metaverse. I want these ideas voiced so the Steering Committee can consider looking for an expert assessment as to how these could be made into job creating realities.

give tenants more rights over their landlords. Remove all laws or ordinances preventing the cultivation of unused land within city limits. Outlaw or incentivize local restaurants from unethically discarding food waste.

There has to be a committee that ensures this actually happens. Setting a goal is one thing, but we need to make sure that change is actually happening and being enforced. People should be very aware of this as well so that they can help. Polls like this are a great example.

Please don't spend our tax dollars on this stuff. There's are so many other things this community could actually use.

I'd love to see radical changes to the 2040 plan to align fully with the Climate Action Plan goals.

Make sure that the effect on the community is not drastic and gives the community time to evolve with the target of reducing greenhouse gas emissions.

I recognize that a dramatic reduction may be met with reluctance by the community. However, I believe that the reduction will benefit the whole community and set an example for other Iowa cities (and university towns across America). That said, it will backfire if the changes end up raising tuition prices, which may drive students away from Ames. It's already hard enough to pay for college.

Reducing greenhouse gas emissions is very important for the future of our community and world as a whole. The economy may be slightly effected now but in the long run by reducing greenhouse gas emissions we are setting out encoding up for success as well as our health. We need to prioritize sustaining a suitable and safe earth to live on, it is of utmost importance for the health of I've community and the world.

I would like to see volunteering opportunities made known to the public to help with whatever target we decide on.

Work alongside ISU students and university with this project, they are a good resource.

Be open to creative solutions; embrace technology and innovation; identify and promote community co-benefits not just wellness but economic i.e. opportunities to incentivize energy efficiency efforts in older homes and downtown area.

Local action is the best action — and remarkably critical in the larger fight against human-caused climate crises.

Those who force others to live differently often ignore unintended consequences. The economy is too complex to be controlled and its participants are too numerous and varied to be modeled predictively. The only lasting benefits which will be achieved will be the result of individuals believing in something and changing their own behaviors.

The biggest polluters are corporations, not individuals, so everyone should be appropriately targeted according to the percentage of their greenhouse gas contribution.

I am more concerned with doing what is best for the community rather than making climate action a competition.

I think emphasizing the positive economic growth that can come from changes to a carbon-neutral economy is crucial in generating support.

I would also promote the FWD Composting Program for Ames residents so they can get involved!

I chose the Science-based target with equity component, but I also believe our target needs to be more aggressive than the presented targets. We need a minimum target to avoid the *worst* of climate change's consequences, but I'd rather not cut too close. Better to go as far above and beyond as we are able....likely farther than we currently think is possible.

Leave everybody alone. Nothing you can do will change the climate. You are not gods. Anything you do will overall hurt the community economically.

none

set a target that is achievable so that you are successful and overshoot

Community involvement and education would grow support. Iowa State student connections to build support. Some type of incentive, such as tax incentives when people install renewable energy sources or farmers use certain farming practices. Community compost that anyone can contribute to, and anyone can also reap from.

Some of it should be up to the city council to create the impact however the community itself needs to be responsible for helping with the change.

Incorporating more ways to get across the city with means other than cars by improving biking and walking infrastructure. For example, look more into ways to create walkable communities that are safer for pedestrians and ways that a car is not necessary to live with (looking toward European country examples like the Netherlands). Also looking into seeing if it is possible to make areas in the city where cars are prohibited (making the streets pedestrian-friendly). Reducing urban sprawl would also be a benefit to reduce the dependency on cars and the emissions that come from the maintenance of cars.

Use nuclear power, see above explanation.

Lowering emissions will be an ongoing concern for the foreseeable future, similar to improving healthcare. Getting and staying ahead of the curve will reflect favorably not just on our reputation but also our quality of life.

Obviously Ames will not be directly impacted by sea level rise, but increased likelihood of drought, intensified storm systems and northern spread of insect pests will cause a deteriorated quality of life here if we don't do the very most we can to hold down greenhouse gases.

Stop cutting down 100 year old mature trees that will take thirty years to replace. Stop okaying building in flood areas and let them return to natural flow.

I think focusing on how much our lives will be improved with a change in how we assign value - that may support a positive willingness to adopt rather than a culture of "w/o". We have so much to gain by redefining "more".

Please work harder to plant more trees on, and remove less vegetation from, city land.

More bikes. Less cars. Maybe a train service to and from Des Moines. Polluting our planet for 150 years and absurd weather events. Only one planet. Need to clean and keep clean. Some problems: farmers chemicals, research chem-trails, muffen from air-planes. Involving the poor/disadvantage people, too.

Bike access on all streets; de-incentivize car driving. Community compost campaign; compost toilets.

Are we getting rid of gas cars?

"I think it is important to acknowledge why gas emissions are used in certain cases, how many people are in the area, and how large decreases in gas emissions would affect the community. I would like to see less Carbon emissions in transportation, by using bicycles and other green ways of transportation, rather than cars, and vehicles that let out exhaust. This is one of the leading factors for high Carbon levels, and reducing exhaust would greatly reduce air pollution."

2050 is past projected changes in environment.

"In regards to question 2, if it is the case, it will make people more resistant against this plan. In regards to question 5, education, practice, education practice to let people realize why his is/ Help our life and have long-term benefit to everyone especially to our decedents." Please look at our waste stream. It might be better than landfilling, but the Resource Recovery Plant can't be the justification of our single-use lifestyles. We shouldn't be ok with making trash if "it gets turned into electricity."

Good luck getting reelected if you try to pass this. There is a reason why so many people leave Ames. Terrible leadership, the extreme progressive stance in schools. The city council is a joke. Do better.

I really just want to see the world get better. I feel that every change can help. Eliminating single-use plastics I think is an awesome way to get the ball rolling.

The earth has banked many resources over millions of years. It is our selfishness and short sidedness that cause us to burn up this saving account. Conservation should always be a part of these goals. Rewards and Incentives should be offered to those who are able and choose to do the right things.

I am against anything with the name CLIMATE in it. CLIMATE screams a liberal agenda and I don't want to participate in any fashion. I would be more inclined to fight it. I would be for something like "Ames Sustainability" that addresses energy use and conservation. That addresses the fact that not just big business is the problem, that we are all wasting energy. That the first 25% of energy reduction for every building in Ames, including homes is the easiest to achieve, through insulation, modern furnaces and air conditioners, modern appliances, etc. I will be for anything that addresses energy useage that does not have CLIMATE in the title.

We owe it to our children and grandchildren to set a very ambitious goal and work very hard to meet that goal.

Do not take any over-ambitious target, rather put the realistic target which is achievable and without disrupting the business and local economy.

Please do not sign on to preemptively damaging the economy in pursuit of a theoretical benefit far in the future. Instead, allow the private sector to operate with a minimum of restrictions. If/when climate change becomes an issue, a healthy private sector will address it more quickly, thoroughly, and nimbly than government mandates will. Examples of this are plentiful in American history.

I want no part of this if taxes go up significantly.

I believe the City has more important issues to focus on.

These steps are decades past due. Let's get on with it already. What other thoughts, insights, or concerns do you want to share with us about setting a target to reduce community greenhouse gas emissions?

GFYS

All changes to the community should be made accessible to all of our residents

Have special help available for single young mothers. There are a lot in Ames and they worry when the price of gas and food goes up.

"We (Ames average GHGs) look bad compared to Iowa City and other peer communities.

CAP is good for recruiting and retaining high-tech industries and professionals.

Costs can be viewed as investments that are economic drivers.

Major public investments are essential in making good things happen.

ISU's success is going to require being part of a green economy

There is a high cost of doing nothing to address climate change...It is a situation of pay me now or pay me later, and later is always more expensive. If Ames and ISU does not lead on climate action, then who will?

Public money is essential to help leverage the private sector to address the climate crisis
The private sector, with public support, can do a lot to help do new things"

Appreciate that this serious issue is being addressed. Generally we are behind the curve so ambitious targets will help with catch up and ensure that the situation doesn't get even worse. Doing our part in within the global whole

"Reducing Greenhouse Gas Emissions" is the wrong goal. Fossil fuels are a limited resource that will run out in time and is getting exceedingly expensive to produce. The sun and wind are free. Ames needs to align itself with Tesla which provides excellent quality products for the best value including solar energy, roofs, storage, batteries. Manufacturing robots and the most developed artificial intelligence. Affordable EV fleet cars/taxis/police cars/trucks and supercharging stations (less expensive and better quality than the one the city has installed, btw). Free city-wide internet powered by satellites and the sun. Tesla also partners with local businesses on solar roofs, tunnels, etc. The idea is to give residents a way to actually use energy production as a means to make money, eliminating electrical bills and providing storage that keeps the lights on in the event of bad weather. Stop pandering to consultants and elected officials who are just trying to sell the city products their "friends" sell or produce. For once, do what is best for the people. Work with Tesla. Any measures that will result in increasing our taxes or overall cost of living in Ames MUST be fairly presented to residents for a vote. Our property taxes are already outrageous, and back-door approaches like this to spending more of our money will kill this town. If you're

trying to find new ways to encourage people moving away, initiatives like this will be a factor.

I know this will be politically challenging - appreciate the city taking on this very important issue.

"In the above question, there is reference to ""people living in poverty who cannot afford home upgrades."" Most people who own a home are not ""living in poverty,"" but they may not have the cash flow to invest in renovation projects. Most of those individuals would probably be quite insulted to be referred to as ""living in poverty.""

Tech note: The ""Terms and conditions"" button does not lead to any explanation of the actual terms and conditions."

I don't want GHG reduction targets to be too aggressive so that it puts too great of burden on lower income individuals and a burden on the economy.

Convenience is the biggest threat to any climate plan. The community needs to be involved and learn that a healthy environment is good for all and that climate action can create jobs and reduce the risk for diseases and illness. There is too much misinformation and some of the points above are fostering that bias, i.e. "ensuring the economy is impacted minimally", which is the wrong approach, the economy should be impacted positively by creating better paid and healthier jobs. Many people do not understand the triple bottom line as something that benefits ALL. Meaningful education will play a crucial role in the success of the climate action plan, which needs to be very ambitious or it won't matter anyway. The messaging and community involvement need to be sensitive, informative and meaningful.

"I'd like to see one single trash hauler in town, rather than multiple companies running down my street on multiple days.

I'd like a ban on gas-powered leaf blowers.

I'd like to have the city offer classes and one-on-one home visits to educate people about how they can improve, upgrade their structures, and perhaps add solar. I find the information too daunting to tackle on my own.

I'd like the city to offer a rebate or refund on each household utility bill for meeting some targeted level of reduction in that home. If we had small, individual goals to work toward within each household and some incentive to do it (other than the obvious,

""save-the-planet""), it might have a more immediate impact in changing behaviors and saving energy within our homes."

"There needs to be a big push to get people out of their cars and on to public transportation.

Maybe an all day bus pass for people who need to make several stops.

Possibly subsidizing a shuttle to the DSM airport several times a day."

Reducing GHG should be sought with eye on a simultaneous reduction in costs for residents. Do not increase costs for residents.

Be sure to not set plans that ignore subsequent advances in technology that occur after the target is set.

Please do not effect average peoples lives. We can't afford increases in cost of living.

I'm supportive of efforts to do things as environmentally friendly as possible but we need to have balance.

Cost to taxpayers (both businesses and individuals). Where this actually stacks up in citizens concerns (for example, is it behind inflation, adequate housing, clean water, cost of energy, access to health care, access to services, and a number of other things that effects ones daily living).

Blue collar workers can not afford to have their cost of living rise as we are going to be dealing with inflation already.

Unfortunately, we have put ourselves in a position with no choice but to act aggressively to address climate change. I believe the cost of not acting aggressively far exceeds the costs of aggressive action.

All of the current GHG reduction plans come with high costs that do not exceed the benefits and there is not enough evidence that man made GHGs are driving any climate problems.

I greatly appreciate the City is soliciting feedback from community members. I see a lot of "low-hanging" fruit around town and waste. I would assume those are great places to start to reduce emissions. For example, Iowa State University has lights on in many buildings at all hours of the day. Just drive by or walk on campus at midnight. The buildings are closed, but many of them have extensive lighting on. What's disappointing, is that concerned citizens cannot even turn the lights off in certain buildings and the new "green" buildings will have substantial lights on with nobody in the building. That is wasteful and people need to make the connection that wasting electricity is equivalent to more coal or oil or other fossil fuels (albeit we have some garbage and trash incineration in our community creating power) being burned and more emissions and pollution going out the smoke stack for no good purpose. In addition, I see extensive parking lot lights in public or quasi-public parking lots like at the Iowa State Center with no students or cars (or very few) in the parking lot at night. Those could easily be halved. Those are just so simple starting places and I would ask our city leaders and Iowa State University leaders to think about these simple changes that could be made. The same goes with conducting a street lamp audit. Ames is exceptionally bright in some neighborhoods and some streets and I would assume we could reduce some lighting as well. I really appreciate this effort though and think it can help make Ames a more liveable, beautiful, verdant and attractive community.

What is China and India doing to reduce green house gases. This should not be one side !!!

It is unfortunate that this is taking the time and resources that could be better utilized on problems that actually matter... the questions about demographics below are completely unnecessary

It seems that most of the possible answers in this survey are still pushing us to conform with what the rest of the world is doing without much thought towards the uniqueness of Ames. I ask Ames leaders to consider all the impacts of these decisions and not just be blinded to the aggressive stance on removing carbon. Without consideration of all impacts, we could easily put our community in a very difficult position, forcing a number of citizens to pay more in local taxes or utility bills to pay for drastic projects. This may put a economical hardship on the community overall and cause people to not want to live in Ames.

"Understanding the cost/benefit of this.

Ensure we aren't just making commitments to feel like we are apart of an exclusive club of progressive cities.

Don't underestimate what we are already doing.

We need population growth to remain viable. Ensure the adopted practices promote expansion and growth of the economy."

I think this is a reach overall. And not a critical issue for our community. We can make progress without being so aggressive. I am concerned about the impact on businesses. I am concerned about rising house prices if home owners are required to make added benefits. I don't get this initiative. How much is this all costing? Seriously? We have people without food. People without education. Issues in our schools of significance. Is this someone's pet project? It makes me wonder.

The pathetically slow pace of the city government and ISU on addressing climate change is deplorable. Don't you understand that this is a crucial existential crisis that threatens the world?! You are not doing anywhere near enough fast enough. I have no confidence that you are up to the task ahead.

Please think long-term and not just about economics of now. When making infrastructure upgrades that are needed anyway (i.e. trash burning power plant), we have the opportunity to address environmental health, greenhouse gas emissions, and sustainability. Those added benefits help to justify the costs, and we should make sure a replacement is going to take us 100 years, not just 10 or 20. Also make use of potential partnerships with Iowa State University. Not every town has the advantage of a lot of researchers with many ideas and ability to tap into e.g. federal grant programs. That is a huge asset. Please do the work to explore creative possibilities and partnerships to achieve climate goals.

The number one greenhouse gas is water vapor (at least 90% of greenhouse warming is due to water vapor and clouds). Additional increments of CO₂ will cause relatively less direct warming (or climate change) as it increases. The apparent reason that many countries (and cities now apparently) are talking about becoming carbon neutral is that it is a way to increase taxes and create inflation from more regulations to industry resulting in higher prices.

In order for it to be effective, I hope the city is collaborating with the university and getting student input on how to make sure all of Ames, including our variable student population, can be part of these efforts.

You can set all the targets you want but unless you achieve agreement and consensus of the general public, I am doubtful that goals can be met.

Consider the actual cost of implementation, including increased electric rates.

Plan should be practical, actionable and measurable. Not just a "feel good" statement.

"incentives for home energy efficiency upgrades are needed.
stop the construction of subdivisions."

Will the City take action to stop the temporary residents, Students and such, from bringing carbon burning gas vehicles. Will the City put restrictions on ISU in general to get the school and those who work and attend there to meet the City's goals

I do not know how these emissions can be reduced with constant radon fans, dehumidifiers, computers on, air conditioning, heaters. A lot to deal with! Too many people don't reduce even 10%. Give public praise to those who do by recognizing them, thereby leading through example?

I have a working knowledge of wind & solar energy sources. They are NOT capable of providing reliable, sustainable energy. Mining, within the US, for resources has been limited due to environmental concerns. Wind & Solar source have limited life cycles. Net 0 emissions is just a buzz word, there is no technology that will allow that to be truly meaningful. I believe we all need to learn to do less consuming of energy. The infrastructure for an electric car in every 3rd home in Ames doesn't exist. The costs associate with what is being asked here will be another house payment for most people. How can you commit to any goals without the technology existing to get you there? That is not sound logic.

This needs to be done without raising costs to citizens or impacting quality of life in the community.

Eliminate the solid waste plant

WE are killing the Earth, we need to stop that as quickly as possible. Adding more bike and walking paths to downtown and other shopping areas would be nice start.

Question number 3 seems to indicate that global and local equity might be in opposition to strong emission reductions. I don't believe this is true at all. Research has shown that

strong climate action is critical to move toward global and local equity -- environmentally, socially, and economically. Many community members in this community alone have suggested ideas for how to cut emissions drastically in the next few years (to prioritize global equity) while also prioritizing local equity and widespread ability to participate in these important changes (for instance, providing loan programs to participate in community renewable energy efforts such as SunSmart; ensuring that people have safe, clean modes of transportation, including accessible and free public transport, biking, and walking; prioritizing affordable housing and access to necessities within walking distance (grocery stores, etc.); really evaluating spending priorities within the city itself and how to prioritize equity -- which includes strong climate action -- in our budget choices). Similarly, there has been a lot of discussion in the climate action planning meetings about the costs. I appreciate, however, Bronwyn's comment in the last workshop about how we need to carefully consider the costs of inaction and adequate action that we will pay and that we (and people worldwide) are paying now. Our costs are investments, and I think it is important to frame them in this way. Research and policy action taken in other cities have shown that climate action investments in areas such as renewable energy will be paid back quickly in savings for communities who choose to invest in these options. This is the way the entire state, country, and globe are going to have to move in the coming years, and we will benefit in the long-run if we choose to be a leader in climate action right now, reducing emissions as quickly as possible in the next couple of decades and seeing how we can prioritize equity in tandem with this goal. There are many of us in this community who are so excited and relieved that we are developing a climate action plan, and I urge the city to pursue as ambitious a goal as we can with global and local equity within our ecosystems as the driving reason for doing so. Thank you!

A mandatory residential recycling program. Free recycling drop bins for paper, plastics, metal etc, similar to the current drop bins for glasses.

In my opinion the city council has more pressing issues than to spend time and money on this issue. Taxes and assessments are already too high!

I would broader discussion around reduction solution possibilities. Electric continues to be brought up. It is only one reduction solution. We must consider other forms of technology, carbon capture, incentive models, behavioral changes, etc., to make significant impact. The recurring mention of electric limits people's creative thinking and unintentionally stakes mindsets on a single-source solution. This is too narrow and fool-hardy an approach.

While cost must be considered at some level, we can pay a modest cost now or pay dearly in many ways in the coming years. We need to think of those who come after us and make changes now while we can!

In the report please comment on city programs that align with, and those that are counter to, reducing emissions. For example, there is a city initiative to encourage native plantings in the parking to improve stormwater. This also reduces CO₂ and NO_x emissions by decreasing lawn mowing, decreasing nitrogen fertilizer application rates, and improving carbon sequestration into the soil by active microbes. Contrast that with the City's building inspection department's push to require everyone to keep grass in the boulevard and mow it instead of allowing native plantings, pushing a policy that is supposedly safety-based but has no supporting data, and will which will go against climate and stormwater protection initiatives. Basically let's be data-driven and not stub our own toes.

Can the city purchase its own wind turbines?

Low income residents can be helped by taxpayer support. Arguments against high targets due to impact on the poor can be easily rebutted by city aid.

We need a recycling program - available to all residents in the county - so we are burning less waste. Need to encourage composting at the household level.

I'd like some attention to be given to solar energy! I think Ames could benefit from expanding the current SunSmart community solar farm and maybe even more tax breaks/funding for city residents to install solar panels. I think the biggest obstacle in installing solar panels is that it takes ~15-20 years to break even in costs, so including financial incentives would be a great push for more residents to install solar panels. I understand the money has to come from somewhere but it's just something to consider.

Let's move aggressively and see how many tangible changes (direct emissions reduction solutions) we can get done by 2030. Then let's clean up the rest of Ames using local carbon offsets, renewable natural gas, power purchase agreements, and some of the other imperfect tools at our disposal. Let's get carbon neutral by 2030, and then aim for true carbon neutrality (with minimal use of offsets and other transition tools) by 2040. We can easily be carbon neutral on paper by 2030 and we should be.

I admire setting a target, but it needs to be really bold! the signal from the top makes a HUGE difference in what follows. It signals strength, and support, and optimism. Designing a city where how we live draws down carbon and ghg is a huge economic and social win! We have no idea of the amazing innovation and creativity that could arise if we were willing to set the community forward on the task. it's not just about tech fixes -- it's about social engagement.

Some of us have been living low-energy life styles for a long time (decades for my wife and me) with smaller houses, energy-efficient vehicles. Energy conservation begins with the individual, not the 'community'. These projects will likely become another way to coerce people into making 'politically correct' decisions approved by the Nomenclatura, without looking at more basic day-to-day solutions. For example, the City has very few stoplights synchronized for more efficient passage, especially early in the morning, and has buses running mostly empty most of the time; transportation logistics as a discipline has been around a long time. You'll likely attempt to force people to drive less, focus on solar and wind, without seriously looking at ways to significantly impact long-term energy use (nuclear, with a 2-3 decade planning cycle). All of those solar panels and wind turbine blades will need to be replaced eventually. How will the City manage that without significantly increasing land fill volume and potential rare-earth element ground water contamination?

I read the long report, it tells me nothing about Ames and the impact of targets on the local community. I've been following this closely and I feel we are no further ahead. Honestly, I will not be onboard until the leaders on top take some action. I.E UN Climate Rep. John Kerry owns multiple houses, a large ocean yacht, a private jet, etc. No indication by his actions he believes what he says. Same for most members of our community, but at a much lessor extent.

"Native prairie plantings to sequester carbon - more effective than trees.

<https://www.fws.gov/news/blog/index.cfm/2011/6/27/iowa-the-power-of-prairies#:~:text=Most%20of%20the%20prairie's%20carbon,Cynthia%20A.>

Expand greenspaces and parks"

Climate change is perhaps the most serious threat to life in the 21st century. Thank you for making an ambitious plan to address this issue in Ames.

Ensuring community and student input is gathered extensively so an accurate decision can be made

We must be willing to accept radical change. "To preserve the American way of life will require curbing its excesses. The countless decisions, large and small, made over the course of a century or more that define freedom in terms of indulging our appetite for more consumption, mobility, and unlimited choice have created threats more dangerous than any faraway nation-state. We have become our own worst enemy." Andrew Bacevich, "After the Apocalypse," p. 102

Ames should focus more on reducing emissions responsibly than taking irresponsible actions just to meet a goal by a deadline.

There should be no increase in any kind of taxes to pay for these goals. It is not the role of government to increase regulations.

We definitely need to act NOW

Be fully transparent on the costs of both action and inaction.

I think it makes sense to prioritize carbon reduction strategies based on a "return on investment" type metric (most carbon reduced for least cost).

How are we currently being harmed by greenhouse gases? Hope this isn't a money grab to make people feel good.

Other "impacts" Council should consider include: how much will this cost Ames taxpayers? Will the Council do a cost-benefit analysis on the identified items to lower emissions? In addition to the financial implications - what will be the impacts to my daily life? Will my family have to walk versus drive the car, etc. In addition to financial impacts - quality of life must be taken into consideration too. This survey should have included questions related to "how much are you willing to have your taxes increased or utility rates go up to lower emissions?" It is way too easy for people to want to lower emissions but not when they have to pay more to accomplish it.

"Thank you for taking time to seek community input on this strategy for facing an impending worldwide calamity. However, popular opinion will not quickly align with the

extreme adaptations needed to prevent a significant rise in average global temperatures. I'm confident the earth will recover from the taints of the Anthropocene Epoch, the question is, will humans also? We rely on our elected representatives as at every level to make the tough choices to ensure the long-term well-being of humanity."

Your number one priority should be to protect the tax payer. Don't get carried away with "pie in the sky" ideas.

Stop being weak ineffectual leaders. Be bold instead of lowa nice status quo

Imagine how beautiful Ames would be without a power plant belching fumes into the air at the end of Main Street.

Our community is small and has a relatively low impact on global greenhouse gas emissions. Acting too aggressively could hurt established industries and discourage new industry from investing in our community. I would like to see an action plan that continues to move in the direction of reduced greenhouse gasses with economically feasible and common-sense action items that will not hinder the growth of the City of Ames and central Iowa.

While these projects seem overwhelmingly expensive now, think of what our children and grandchildren will have to deal with in terms of health costs, sustainability, and expense to undo (if possible) the decades of careless ecological practices that are/were based on profitability for a few, convenience for many. It's time to take responsibility.

Residents need to understand the associated costs. No questions in this survey asked for feedback on paying for this. We also need to understand how changes (needed to meet these target dates) would impact our quality of life. As an example, I'm not willing to ride public transit (CyRide) multiple times per week because I'm told I can't drive my car.

We must act forcefully and thoughtfully. For example, we need to quit talking so much about our obsolete garbage plant and start thinking about our future.

Good design encompasses aesthetics, it's weird that these are treated as two different things.

Do practical things as offsets such as planting trees.

The goal is for all people to live sustainably of the planet with a near zero carbon foot. Big tech is trying to become carbon neutral or carbon negative by 2030. Ames and other communities also need to become carbon neutral by 2030.

Not recognizing that efforts for climate change goal changes are most likely more dangerous and destructive for our great nation and world than the increased availability of fossil fuels and atomic energy would be!

Too much emphasis on climate change issues instead of recognizing the disaster of loss of the more important needs of inexpensive and excellent energy provision of natural gas, oil, and atomic energy as first choices!!

Do it in a way that maximizes biodiversity concerns (if you have a choice to build mitigation in point A or B pick the site that has less biodiversity value)

We are looking at huge reductions and big changes before looking at some basic changes. Transportation is the biggest producer and we have high cost of housing that leads to long commutes, anytime in town you will see dozens and dozens of vehicles idling in drive thru lanes. There is likely a solution that may mean more CO2 produced in Ames with a more concentrated population center that will result in an overall reduction. I think looking at this as a single community (other than what City government itself can/should do) is the wrong approach and could very well be counter productive, driving people to build and live outside Ames. We declare victory with reduced CO2 but in total it is increased.

I believe that we should focus on our emissions, but not at the expense of other initiatives. This survey didn't include any questions regarding how these improvements will be paid for. My number one question is: how will all of this be paid for and how much will it collectively cost by 2030 and 2050? I would appreciate the City assessing and making it known what each action would cost Ames residents and how it would be specifically paid for (general fund - property tax increase and or utility rate increase, etc.). Lastly - for any improvements - should more of the costs be placed upon business/industry then residents? As an example, could a formula be established based on the amount of our respective emissions? Thank you.

I would like to see the city do more to encourage use of public transportation/bicycle infrastructure to commute locally to work. This would include considering using commute

time by public transportation/bicycle toward workday hours. City subsidies to businesses that buy vehicles/materials that are sustainable and will work toward emission neutrality. Of course we are going to say that the most ambitious option is the ideal. However, this is where there needs to be some sort of costs associated with the plans brought into the mix. If the plan is not fiscally possible, what is the next best option for right now? How might we be able to achieve the ambitious goals? Are there other grants or block funds available and could be accessed or allocated? How will our choices now affect the most vulnerable segments of our populations? This might include increases in housing costs to upgrade heating and cooling systems or taxes and could even extend to everyday items as businesses work to cover their costs. If transportation is a large part of the emissions, how do we make it affordable, attainable and desirable to all segments of the population. There are plenty of people driving a 20 year old car that they don't have to make payments on. Having to move to a new vehicle may be out of reach for them. Coming from a non-profit perspective, increases in operational costs will need to be met with additional funding or there could be a loss/reduction in services to the community.

There is no time to delay and wring hands. We must make an ambitious goal now. While the ambitious target (Science-based target with a carbon budget and equity component) is going to be the most effective, I'm not sure Ames can adjust and implement sweeping changes so quickly; lots of people and businesses will likely be against such rapid reforms, unfortunately, which is why it feels unrealistic to me.

The goal needs to be less about the cost for change in emission reductions and more about better environmental and social outcome improvements. More than carbon reduction is needed. How about methane and other climate impact?

I am concerned Ames will not do enough to mitigate their carbon footprint. I am concerned the effects of climate change will no be adequately explained. I am concerned Iowa State is committing to more fossil fuels instead of looking into how to heat & power campus without fossil fuels.

N/A

"What policies or regulations will be placed in order to achieve proposed reduction? Ames is comprised of a younger populace most of the year due to students; how does that factor into the overall outlook? A lot of students aren't going to be able to afford Electric Vehicles or make energy efficient renovations to their dwellings. Does that mean all of that burden

is placed upon Property Managers? Who and where are things incentivized when attempting to effectively place these plans.

Besides solar and wind, other cost effective solutions may be worth looking into. Many technologies required for net-zero emissions by 2050 are still within a prototype phase. It may be worth allotting extra programs within the ISU departments to focus on such research or even on local and community emissions; where and what can be addressed at cost effective solutions."

Setting targets is one thing, figuring out the "how" is the challenge. In pondering day-to-day behavior of people and companies in Ames, I have seen little to no change in behavior even as the urgency of climate change becomes more evident. It is very difficult to convince people to change. Also, care should be taken to consider the full impact of measures taken as the construction and/or disposal of, say, electric vehicles and batteries is part of the equation.

Thank you for taking this seriously!

Significant restrictions will drive up the already high cost of living in Ames, and with this possibly wages. As Ames continues to grow the workforce is likely to commute in from areas with lower cost and less restrictions, negating any reductions made by Ames.

I like to know th City plans to control the impact of an ever changing population. Will the City restrict the types of vehicles students and new residents can bring into Ames. Will the City force conversation of all properties sold, or all rentals when contracts are renewed or entered?

Rationalize garbage pick up by franchising certain areas to a single company to end the environmentally destructive practice of having garbage trucks from different companies picking up at a few houses: we don't need garbage trucks from five or six companies driving through every Ames neighborhood Monday through Friday

Make sure there is support for those living in Ames for the target selected. I don't want something that will cost alot!

Let's also increase reliance on wind and solar energy and work aggressively to stop using coal.

We also need to reduce local herbicide and pesticide use on public property

Our city needs to restore net metering for electrical customers generating electricity from solar panels.

"The right to life, perhaps the most fundamental of human rights, is referenced several human rights instruments and clearly articulated in the Universal Declaration of Human Rights (article 3) and in the International Covenant on Civil and Political Rights (article 6). The right to life imposes an affirmative obligation on State, City, and County governments to protect citizens from conditions that pose and imminent threat to their lives. When these governments permit circumstances that entail a threat to life, as climate change does, they have failed to protect that right. Weather related disasters such as heavy storms, hurricanes, heat waves, severe cold, and flooding already kill many thousands of people each year, and climate change increases both the number and severity of these events. Changing climatic conditions can introduce new pathogens, new vectors, and new conditions favorable to the spread of epidemic disease, which can bring increased mortality. When governments fail to take measures to moderate or inhibit climate change, or to help citizens to adapt to it, they are failing to meet their human rights obligations. Climate change also affects the right to food, the right to clean water, and other necessities essential for life. The city should consider adopting the Declaration on Human Rights and Climate Change and making its standards and provisions part of public policy."

City leaders are to be commended for undertaking such improvements to life quality and responsible citizenry in Ames. Thank you.

Think about laying the information rather than compelling people to do something. Propose a plan that is focused and makes a solid argument. People will automatically be persuaded I don't want our local economy and jobs affected by over aggressive targets based on equity, whatever that is.

Community education and buy-in is needed, so please start the process of educating. For example, why buying a hybrid or EV, and why they are needed and even more economical than their current gas guzzlers. Practical advice and reasons why we need to change to get more people engaged are part of our goal.

Make sure that both CyRide and HIRTA are able to be part of this plan so improvements can be made to help reduce the number of people driving alone and increase the use of buses for all residents

Reconfigure driving options to transition to less vehicle usage, such as pedestrian and bicycle only streets

I think reduction should be emphasized over offsetting emissions.

The earth's climate has fluctuated for its entire existence and carbon dioxide is food for plants. Current plant leaf pore distribution concentrations are higher than average, indicating less carbon dioxide in the atmosphere than at previous other times in earth's history. Plants need more pores on their leaf surfaces in order to breathe. Prosecuting the transgressions (poisoning, polluting, erosion issues) of industrial farmers along with removing tiling and restoring area wetlands (channelizing Squaw Creek is a step in the wrong direction) would improve our environment rather than wasting effort curbing carbon dioxide emissions.

Continue to burn Story county trash so that minimal waste is sent out of the county to landfills, and so that Story county doesn't need to build its own landfill. Continue to burn fossil fuels to generate electricity and continue to scrub emissions to minimize particulate matter going to the atmosphere. Finally, come to your senses and realize that Carbon Dioxide is not the enemy. Carbon Dioxide emissions are absorbed by plants (Corn, Soybeans) in the photosynthesis cycle and it is converted into vegetable matter. This in turn generates Oxygen for us to breathe. In short, if you remove Carbon Dioxide from our Atmosphere, plants will starve and die. This will hinder all life. As a farmer, this is very bad.

What exactly is causing greenhouse gases in Ames. If we know this then we can address how to reduce them.

So glad Ames is working on this. Be brave and bold!

Ames 2040 Plan needs to be put on hold so it is aligned with the greenhouse gas emissions targets.

The city has to be more aggressive with developing alternative and public transportation. In particular, we need a much better infrastructure for bikes: more and more secure bike

lines, traffic light sensors for bikes, covered racks to store bikes, etc. We should discourage the use of cars in the city center. We should also fight against the urban sprawl and new developments outside the current city limits."

Concern about the result of inflation as existing products are forcibly diminished and the economy unable to provide economical replacement products. People on fixed incomes are squeezed economically. Those are my concerns.

I hope that "green house gas reduction" doesn't become an obsession, and that it remains understood that there are many other aspects to a sustainable human relationship with the biosphere. Some other things to be worked on are: carbon sequestration, public food forests / edible landscaping / just more biodiversity instead of grass lawns, education on sensible behaviors (biking vs. driving, water conservation, composting, seeing your environment as an extension of yourself, etc), how university students can get plugged into initiatives to use their skills to contribute towards achieving ecological balance, and more. also prohibit stores from using disposable plastic bags

Based on the BAU path analysis presented by the consultant, we are currently among the worst of our peers, so there should be some low hanging fruit to help drive later percentage improvements quickly. I'd like to see some sense on the cost differential between the moderate and aggressive paths though...

I would do more if I knew what to do. I would do more if someone helped me to do it and if I could afford it (for example solar power)

Government Keep Out.

Net zero is a farce. The goal needs to be zero. Don't use offsets to compensate for our pollution. We need to front load our reductions to get the most impact on climate. We must be the most aggressive to ensure a safe and livable planet for our future generations so need to do whatever it takes to make that happen. We all will have to get on board!

Make sure the Ames 2040 plan aligns with the goals that are set in this plan.

Please focus on an equitable approach; especially geared towards students

I believe the positive impacts will generally outweigh any issues that could arise, depending on the costs associated with the change. If the cost of change is too high, I would lean toward a less aggressive approach

I appreciate the ambition that is going into the Climate Action Plan. With that said, sometimes we get so focused on the big picture we forget about the small details. These small details are often what matters most. How can we jump into reducing emissions by 83% while the Ames community fails to have composting and recycling more accessible to residents, or an organized garbage collection system, or a reusable bag incentive program (charging \$.10 per plastic bag and \$0.15 per paper bag at local businesses), or a truly pedestrian/bike friendly community (I live 2.9 miles from my place of employment and I do NOT have a route to bike to work that wouldn't include riding a mile on a gravel shoulder of a 45mph paved road). Our City needs to focus on the smaller scale problems/solutions to favorably set the community up to drastically reduce emissions and, by taking the time to do this, Ames residents will express more willingness to actively participate in the necessary behavior changes that come with reducing emissions. I would appreciate seeing the Ames City Council and City staff create short term action goals before committing to a long term projection goal.

I think the United States needs to be a leader in greenhouse gas emissions while considering the effects on manufacturing. Take for example if the US reaches net zero by 2050 and China is still washing their clothes down stream where they dump mercury this isn't doing anything for the planet except giving China yet another manufacturing advantage to take American jobs. If we want to save the planet we need to do so by being a leader and making sure all countries we trade with are following the same climate action plan and if they don't they face sanctions to offset our costs for doing so.

Trust in God not man to take care of the climate. Little Ames, Iowa is not capable of making a global impact. The cost of big goals and projects is not worth it. If everyone is not 100% vested in the project, then it's not fair for everyone to have to pay for it.

Who gives a shit. Until China and India reduce emissions, you're pissing in the wind so you can feel good about yourself. Meanwhile, you screw over those who are trying to make a living. In other words, piss off.

Aggressive goals and objectives are great, but the plan needs to be actionable. Some smaller goals to show progress do more to boost community support and morale than a

few huge goals that take exceptionally long periods of time to implement and see results. Also consider how the plan will impact cost of living for college students who are already financially squeezed by rising tuition costs and limited financial aid.

We have to get emissions down asap.

I don't think this is a big concern. The net result can be canceled out by China and Russia not doing anything. The entire US accounts for 11% of greenhouse gases. Lets spend our money on tangible things that will improve peoples lives.

I would like goals set that we can strive to maintain but aren't so ambitious we quit before they are met

There is no bigger need in this world than limiting the damage being caused by climate change. All other struggles we are facing as humans will be exacerbated if this is not handled. I understand this is expensive, inconvenient, and unpopular, but this is an existential threat. We need carbon reduction now no matter the cost.

We shouldn't pay for credits ever. Reduce what is economically responsible by 2030, and then reevaluate next steps. Can't possibly predict all advances and innovations that might be available by then from current prospective

I'd like to see more sustainable transport options, such as dedicated cycle paths to enable residents to not always have to drive to get around town. There are many good examples of other cities who have been forward thinking in this way eg Delft, Netherlands. I'd like the City of Ames to set a positive example by promoting and enacting the notion of considering the environmental impact of every decision that it makes, before that decision is made.

"Current plans to reduce global GHG are too little too late. If we are to keep warming below 1.5 degrees, waiting until 2050 to go net-zero is not enough. We must achieve a net-zero society much sooner. It is better to set ambitious goals that we have to really strive to meet, rather than to set moderate goals that are easily achieved but have little impact on slowing climate change. Even if we occasionally, fall short of our goals, the overall outcome will be much more positive if we push ourselves.

We have historically always taken a reactive approach to environmental issues. Now is the time when we need to start being proactive. The evidence is clear. We need to face the issue of climate change head-on, before it is too late."

Reducing unsustainable farming practices that also produce toxic emissions.

It would be helpful to incorporate certain patents from less well-known companies that would be equally beneficial as lowering greenhouse gas emissions (ex: biodegradable plastics).

The target should 100% be net zero by 2050 with moderate goals in 2030 and 2040. As long as we reach the target by 2050 it should play out well.

Prove that the leftest climate claims are real. Many are not.

Offering financial incentives (rebates, grants, etc.) will boost community involvement. Be sure to collate and offer clear guidance to the public of what will have the greatest impact - list specific actions ranked by impact - such as adding insulation to the home, switching to an electric car, replacing gas appliances with electric, etc. To encourage action to meet the deadline, maybe have financial incentive amounts change over time (but don't announce it), meaning, have smaller incentives initially, then increase them as the deadline draws near.