



MEMO

To: Mayor and City Council
From: Renee Hall, City Clerk
Date: May 8, 2026
Subject: Packet of Communications to Council

Listed below are the communications to the City Council known to staff as of May 8, 2026:

1. Kyle Poorman, Ames Resident – April 29, 2026
RE: South Campus Redirection Area & other Parking Issues
2. Lynn Ballard, Ames Resident – April 30, 2026
RE: 72 hour parking restrictions
3. Brian Lawson, Postmaster, USPS – April 30, 2026
RE: 608 Burnett Parking Lot
4. Yong Han, Ames Resident – May 3, 2026
RE: Housing Resilience Materials
5. Kurtis Bower, Mayor of Roland – May 4, 2026
RE: Release from 28E Agreement for Solid Waste Services
6. Stacy Woodward, Ames Resident – May 4, 2026
RE: AirBnB/VRBO Guidelines
7. Ron McMillen, x – May 4, 2026
RE: Land Use Amendment
8. Kyle Poorman, Ames Resident – May 5, 2026
RE: Sidewalk Closures on Main Street
9. Mike McDaniel/Rob Carter, Lightedge – May 7, 2026
RE: Request for Development

- 10.** Mark Lambert, City Attorney – May 8, 2026
RE: City Liability in Mass Casualty Event
- 11.** Mark Lambert, City Attorney – May 8, 2026
RE: Potential Municipal Infraction – Landlord causes tenant displacement
- 12.** Mark Lambert, City Attorney – May 8, 2026
RE: Right-of-Way Crosswalks
- 13.** Mark Lambert, City Attorney – May 8, 2026
RE: Engine Brake Ordinances
- 14.** Mark Lambert, City Attorney – May 8, 2026
RE: Smoking on Main Street
- 15.** Justin Clausen, Public Works Director – May 8, 2026
RE: Resource Recovery & Recycling Campus Update
- 16.** Justin Clausen, Public Works Director – May 8, 2026
RE: Federal Railroad Administration Grant Opportunity
- 17.** Justin Moore, Planner – May 8, 2026
RE: Kwik Star Gas Station Text Amendment

Hall, Renee

From: Kyle Poorman <kylepoorman@mac.com>
Sent: Wednesday, April 29, 2026 1:53 PM
To: City Council and Mayor; Schainker, Steve
Subject: South Campus Redirection Area and other Parking Issues - Look to other college towns

[External Email]

Dear Ames City Council, Mayor and City Manager,

After reading through the South Campus Redirection Area Report, I would like to urge you to study the parking and zoning of other college cities like Fort Collins, CO; Champaign IL; Ann Arbor MI or Ithaca NY as prime examples. In each of these cases, the college towns greatly reduced or eliminated minimum parking requirements. At the same time, some instituted maximum parking requirements for other areas. Maximums try to mitigate areas that can be blighted by too much parking infrastructure. The Duff Ave. corridor is significantly impaired by unrestricted parking lot development right now. In fact, total parking in the Duff Ave. corridor grew by almost 700% between 1990 and 2026. Most of this parking development occurred within a 10 year period starting in the mid 90s. Duff Ave now has the equivalent of more than 35 football fields worth of parking on it, around 55 acres. 30% to 40% of the Duff corridor is covered by parking lots. If we only looked at the southern part of the corridor, parking lots cover 60% of the area. This type of build out is not a-typical of a 20th century, American midwestern suburb.

Ames should have never been planned like a suburb, but such is life. The Duff Ave. corridor is disconnected, congested, environmentally desolate, and creates significant amounts of run-off. Additionally, parking lots only provide one service, parking. With many spaces going unused for a majority of the time. I would say the development pattern of Duff Ave. needs to be greatly reformed and its development pattern should never be emulated. To that end for commercial areas like Duff Ave., I would urge you to enact parking maximums.

To carry out broader reforms it is time to change our reference points.

I often times see city staff provide the council with examples of code from surrounding communities in Iowa. Those examples often times miss the unique nature of a college town. We should be looking for inspiration from our peer communities across the US and the world. These communities could be Fort Collins, Ithaca, Champaign, Ann Arbor, Berkeley, or Davis just to name ones in the US. I would also love for the staff to present newer models from the Netherlands (Utrecht and Wageningen) and the greening and pedestrian/bike policies that have occurred in Paris and Barcelona. Paris only started reforming quite recently and has seen massive shifts in amount of bike journeys and significant reductions in air pollution. For now, I will turn back to the US.

Lets take Champaign as an example - this text was generated via a query from Claude AI:

Champaign, IL is a college town and it is similar in scale and similar type of city to Ames. In 2015 and 2016, Champaign removed minimum parking requirements in the university district and residential areas in the downtown and midtown districts, including all of Campustown. The results were striking: of the 43 new major developments built in the seven years following the parking reform, 84 percent provided less parking than previous requirements, including eight developments with zero parking. Onsite parking construction in the deregulated zones decreased dramatically, from 108 percent of the earlier requirement to only 46 percent — clearly indicating that the prior minimum parking requirements enforced an oversupply of parking. In dollar terms, developers built only 1,833 spaces when given market-based choices rather than the 3,975 that would have been required, saving

approximately \$43–49 million in construction costs. And critically, the reform strengthened walkability: post-reform developments had 31% higher unit density per floor area and were more likely to feature active frontages on the ground floor, with residential, retail, or recreational spaces replacing parking.

Now let's look at a comparison between Fort Collins and Ames.

Fort Collins is more than double the size of Ames and has embraced parking reforms in the last decade. Currently, Ames has 30% more parking per capita than Fort Collins and that number is slated to grow. Here is a table of the differences in parking ordinances.

CATEGORY

Minimums approach

Retail (general)

Office

Restaurant (sit-down)

Apartments (general)

Single-family homes

Parking maximums

TOD / transit exemptions

Below is a summary of the findings from Claude AI:

Ames operates a fairly conventional Midwestern parking code — minimums by use type, no maximums, with modest relief carved out for the Downtown (DSC) and Campustown (CSC) zones. The most recent significant change came in 2023, when Ames reduced its retail parking minimum from 3.3 spaces per 1,000 sq ft down to 2 spaces per 1,000 sq ft — a meaningful reform, but still a minimum-only system with no cap on how much parking a developer can pour. The absence of a parking maximum is particularly significant: a big-box developer wanting to build the maximum amount of parking has no constraint.

Fort Collins has moved much further. Fort Collins has added parking maximums, reduced parking minimums, and in some zones removed them entirely — with parking maximums applying to all nonresidential uses and to multi-family in the TOD Overlay Zone. The maximums are the structural difference: they prevent the developer who wants to build a sea of asphalt to attract suburban shoppers from doing so. Per Colorado House Bill 24-1304, Fort Collins no longer imposes any minimum on-site parking requirement on new multi-unit or residential mixed-use developments, with developers free to provide parking according to market demand. Within the TOD Overlay, 25% of gross leasable area is exempt from minimum parking requirements, and requirements can be further reduced for affordable housing, car-share, transit pass distribution, or proximity to transit.

Critically, a change of use within an existing building in Fort Collins is fully exempt from parking requirements, which is one of the most underrated provisions in urban planning — it means a vacant retail store can become a restaurant or office without triggering a new parking calculation. City of Ames

Total parking area

Fort Collins is a bigger city by every measure — more than twice Ames's land area and roughly 2.5× the population — so its absolute parking acreage is larger. But on a per-capita basis, Ames likely has about 30% more surface parking per person than Fort Collins, which reflects the cumulative effect of decades of higher minimums and the absence of any maximum to check the commercial corridor buildout we've been examining. The reform gap between the two cities is still fairly recent (Fort Collins's most aggressive reforms accelerated from 2014 onward, and the state law preemption for transit areas only took full effect in 2025), so the physical landscape hasn't fully caught up with the policy difference yet. Over the next 10–15 years, as Fort Collins redevelops parcels in its TOD corridor without replacement parking and Ames continues building to its minimums on greenfield sites, that per-capita gap will likely widen considerably.

In conclusion, I urge you to take the most aggressive approach in reducing minimums in the South Campus Redirection area and instituted maximums elsewhere. I also urge the City Council to ask the staff for comparisons from other college towns.

Sincerely,

Kyle Poorman

818 8th St.
Ames, IA 50010

Hall, Renee

From: Lynn Ballard <lynnballard36@icloud.com>
Sent: Thursday, April 30, 2026 5:03 PM
To: City Council and Mayor; LEE BALLARD
Subject: 72 hour parking restrictions

[External Email]

I wanted to check that I thought it was in the works to change the ordinance on 72 hour parking for boats RVs, etc. did that change?
Sent from my iPhone

Hall, Renee

From: Lawson, Brian D - Ames, IA <Brian.D.Lawson@usps.gov>
Sent: Thursday, April 30, 2026 12:15 PM
To: City Council and Mayor
Subject: FW: [EXTERNAL] RE: Question -608 Burnett
Attachments: 20260430_080434.jpg; 20260430_080443.jpg; 20260430_080449.jpg; 20260430_080512.jpg; 20260430_080517.jpg; 20260430_080523.jpg; Screenshot 2026-04-30 115301.png; NORTH PARKING LOT 3-29-2022.xlsx

[External Email]

Good afternoon,

I was informed that our landlord is in talks to sell the parking lot that we currently lease. Please seriously consider not approving the rezoning of this parking lot. If we lose the parking lot, we will have no place to park 53 vehicles each day. This will cause congestion on the side streets around the post office as well as forcing us to park government vehicles on the roadway. We have tried to look at other options, but don't really seem to see much options for us. We have asked the landlord to purchase the property, but she has refused to sell to us for some reason. Please assist if you can. Thank you.

Brian Lawson
Postmaster
525 Kellogg Ave
Ames IA 50010
(515)232-1113

From: Tebben, Thomas - Ames, IA <Thomas.Tebben@usps.gov>
Sent: Thursday, April 30, 2026 12:04 PM
To: Ernst, Lisa M - Denver, CO <Lisa.M.Ernst2@usps.gov>; Lawson, Brian D - Ames, IA <Brian.D.Lawson@usps.gov>
Subject: RE: [EXTERNAL] RE: Question -608 Burnett

Here are some pictures I took this morning along with a satellite picture of the North Lot and our current parking allotments with the Postal and Personal parking spaces listed. Please let me know if you have other questions or need additional information. I was in the middle a repair request and some carriers had started to move their vehicles out of spaces before I was able to get pictures this morning.

Thank you, have a good day.
-Thomas

From: Ernst, Lisa M - Denver, CO <Lisa.M.Ernst2@usps.gov>
Sent: Wednesday, April 29, 2026 2:19 PM

To: Lawson, Brian D - Ames, IA <Brian.D.Lawson@usps.gov>
Cc: Tebben, Thomas - Ames, IA <Thomas.Tebben@usps.gov>
Subject: RE: [EXTERNAL] RE: Question -608 Burnett

Sounds good – Thanks!

Lisa M. Ernst

United States Postal Service
Lisa M. Ernst | **Real Estate Specialist** | FACILITIES | LEASING
PH: (303) 227-5618 MST | FAX: (202) 406-4849
Email: lisa.m.ernst2@usps.gov
7500 East 53rd Place Rm 1108, Denver CO 80266-9918



From: Lawson, Brian D - Ames, IA <Brian.D.Lawson@usps.gov>
Sent: Wednesday, April 29, 2026 1:05 PM
To: Ernst, Lisa M - Denver, CO <Lisa.M.Ernst2@usps.gov>
Cc: Tebben, Thomas - Ames, IA <Thomas.Tebben@usps.gov>
Subject: RE: [EXTERNAL] RE: Question -608 Burnett

My Vehicle maint. Guy will be taking pictures of the parking lot in the morning full of vehicles. I will send you the parking lot diagram with those pictures tomorrow. Thank you for your help on this.

Brian Lawson
Postmaster
525 Kellogg Ave
Ames IA 50010
(515)232-1113

From: Ernst, Lisa M - Denver, CO <Lisa.M.Ernst2@usps.gov>
Sent: Wednesday, April 29, 2026 1:59 PM
To: Lawson, Brian D - Ames, IA <Brian.D.Lawson@usps.gov>
Cc: Diede, Lauren - Des Moines, IA <Lauren.Diede@usps.gov>; Ethell, Robyn G - Newton, IA <essfor.G.Ethell@usps.gov>
Subject: RE: [EXTERNAL] RE: Question -608 Burnett

Brian,

Thanks for sending below.

Lisa M. Ernst

United States Postal Service

Lisa M. Ernst | **Real Estate Specialist** | FACILITIES | LEASING

PH: (303) 227-5618 MST | FAX: (202) 406-4849

Email: lisa.m.ernst2@usps.gov

7500 East 53rd Place Rm 1108, Denver CO 80266-9918



From: Lawson, Brian D - Ames, IA <Brian.D.Lawson@usps.gov>

Sent: Wednesday, April 29, 2026 12:48 PM

To: Ernst, Lisa M - Denver, CO <Lisa.M.Ernst2@usps.gov>

Cc: Diede, Lauren - Des Moines, IA <Lauren.Diede@usps.gov>; Ethell, Robyn G - Newton, IA <essfor.G.Ethell@usps.gov>

Subject: FW: [EXTERNAL] RE: Question -608 Burnett

Brian Lawson
Postmaster
525 Kellogg Ave
Ames IA 50010
(515)232-1113

From: Diekmann, Kelly <kelly.diekmann@cityofames.org>

Sent: Wednesday, April 29, 2026 1:28 PM

To: Lawson, Brian D - Ames, IA <Brian.D.Lawson@usps.gov>

Subject: [EXTERNAL] RE: Question -608 Burnett

CAUTION: This email originated from outside USPS. **STOP and CONSIDER** before responding, clicking on links, or opening attachments.

Hello Brian, we also got an inquiry from Lisa Ernst of the USPS about the same property.

A developer has stated to the City that they desire to buy the lot and redevelop it into an apartment project for downtown housing. Although the use is generally allowed by zoning, he has asked City Council to consider some changes to zoning standards and for financial incentives. City Council will review the request on May 12th to decide if they want to pursue any code change or incentives for the project. They will not be making any formal decisions on final approval of the project at that meeting.

Council may take public comment at the meeting on the 12th, but they can always be reached via email as well.

MayorCouncil@cityofames.org

Let me know if there is anything else I can do.

Kelly Diekmann
Planning and Housing Director

515.239.5400- main | 515.239.5181 direct |
kelly.diekmann@cityofames.org | City Hall, 515 Clark Avenue | Ames, IA 50010
www.CityOfAmes.org | ~ Caring People ~ Quality Programs ~ Exceptional Service ~

From: Campbell, Benjamin <benjamin.campbell@cityofames.org>
Sent: Monday, April 27, 2026 3:35 PM
To: Diekmann, Kelly <kelly.diekmann@cityofames.org>
Subject: FW: Question

Benjamin Campbell
Planner
Planning and Housing Department | City of Ames
Phone: (515) 239-5400

From: Lawson, Brian D - Ames, IA <Brian.D.Lawson@usps.gov>
Sent: Monday, April 27, 2026 11:55 AM
To: Campbell, Benjamin <benjamin.campbell@cityofames.org>
Cc: Lawson, Brian D - Ames, IA <Brian.D.Lawson@usps.gov>
Subject: Question

[External Email]

Good afternoon,

The postal service leases a parking lot located at 608 Burnett. We have heard through the grapevine that there was a developer that was looking to buy it and develop it. If this happens, we would lose parking for many of our postal vehicles. Do you know if there is a planned meeting on this? And if so, how would we be able to attend this meeting?

Thank you for your time

Brian Lawson

Postmaster

525 Kellogg Ave

Ames IA 50010

(515)232-1113



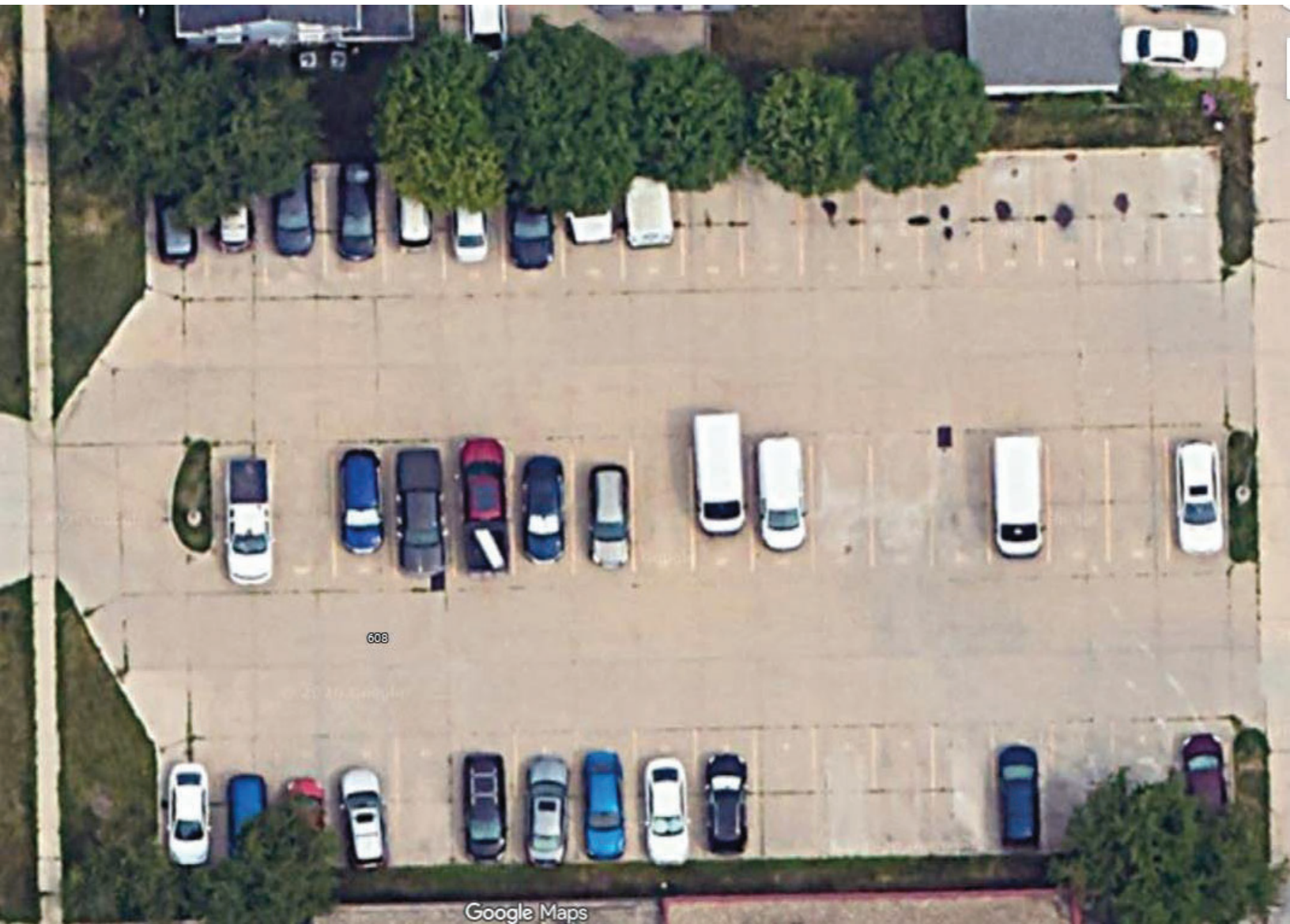












608

© 2019 Google

Google Maps

Hall, Renee

From: Yong Han <yhan.ameslab@gmail.com>
Sent: Sunday, May 3, 2026 7:17 PM
To: Gartin, Tim
Cc: City Council and Mayor; Schainker, Steve
Subject: Re: Request for consideration of long-term hail damage mitigation and housing resilience incentives

[External Email]

Dear Council Member Gartin,

Thank you for your thoughtful response and for the additional context regarding state limitations and insurance constraints.

I understand that the City has limited authority over building codes and insurance rates, and I appreciate the clarification.

My intention in raising this issue is not to suggest changes to those regulatory areas, but rather to highlight the increasing long-term cost burden on homeowners caused by repeated hail damage events.

I would like to ask one follow-up question for consideration:

Has the City discussed or considered exploring voluntary measures or incentive-based approaches that could help improve residential storm resilience over time (for example, guidance or pilot programs related to durable, impact-resistant building materials)?

I appreciate your time and your service to the community.

Sincerely,

Yong

On Sun, May 3, 2026 at 2:43 PM Gartin, Tim <tim.gartin@amescitycouncil.org> wrote:
Hi Yong,

Thank you very much for writing. I am sorry about the hailstorm. I am aware that several homes were damaged as a result. I hope your home was spared. A few thoughts --

1. There are significant limitations on how cities impact the state-wide building code. See Iowa Code 103A.10. Local standards must comply with state standards.
2. We do not have the ability to dictate to insurance companies the rates that they charge. I completely share your concern. Home insurance rates in Iowa have increased by 28% in the last year.

3. My belief is that most contractors remove construction debris.

4. Respectfully, any savings on greenhouse gases that we realize in Ames will have negligible impacts on the frequency of hailstorms in the Midwest. The city has adopted a climate action plan. Here is a link to the climate action plan dashboard. There is a lot of helpful material. The council approved this plan unanimously.

<https://www.cityofames.org/Resident-Services/Sustainability/Climate-Action-Plan-Dashboard>

I hope this is helpful. Again, thank you for taking the time to write.

Thanks,

Tim

From: Yong Han <yhan.ameslab@gmail.com>

Sent: Sunday, May 3, 2026 12:35 PM

To: City Council and Mayor <mayorcouncil@amescitycouncil.org>

Subject: Request for consideration of long-term hail damage mitigation and housing resilience incentives

[External Email]

Dear Mayor Haila, Members of the City Council, and City Clerk Renee Hall,

I am writing as a resident of Ames to share concerns regarding the increasing frequency and financial impact of severe hail events affecting our community.

The recent major hailstorm on April 15 caused significant damage to residential roofs and exterior walls across our area. This is not an isolated incident; in recent years, similar weather events have occurred across different neighborhoods in Ames, resulting in repeated and substantial repair costs for homeowners.

For many families, this has created a growing financial burden. In addition to direct repair expenses, homeowners insurance costs have increased significantly over the past few years—rising from approximately \$1,000 annually to around \$3,000 in some cases. Furthermore, wind and hail coverage is increasingly separated with higher deductibles, in some cases reaching up to 2% of the home's insured value.

Given these trends, I believe it is important for the City of Ames to consider long-term strategies that can reduce the cumulative financial impact of severe weather events on residents and improve overall housing resilience.

One potential approach is for the City to explore policy tools such as incentives or guidance that encourage the adoption of higher durability, impact-resistant, and long-life residential roofing and exterior building materials. This could include reviewing building standards for storm resilience, as well as considering incentive programs that reduce long-term repair cycles and insurance-related financial

pressure on homeowners.

Such measures could provide several long-term benefits for Ames, including:

- * Reduced repeated reconstruction and repair costs after severe storms
- * Lower long-term insurance pressure on residents
- * Improved durability and resilience of the city's housing stock
- * Reduced construction waste from frequent roof and siding replacements
- * Strengthening Ames' long-term climate and storm resilience strategy

I respectfully encourage the City to consider whether this issue could be reviewed further as part of ongoing discussions related to housing resilience, infrastructure planning, or disaster mitigation strategies.

Thank you for your time and consideration.

Sincerely,

Yong Han
1917 Ada Hayden Rd
Ames, IA 50010-9552



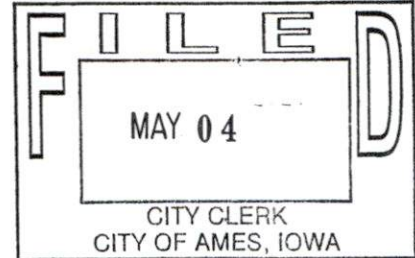
CITY OF ROLAND, IOWA

120 N MAIN STREET • PO BOX 288 • ROLAND, IOWA 50236
OFFICE (515) 215-2861
EMAIL: CITYOFROLAND@GMAIL.COM • WEBSITE: CITYOFROLAND.ORG

MELISSA MATTINLGY • CITY CLERK

04/28/2026

Mayor John Haila
515 Clark Avenue
Ames, IA 50010



Dear Mayor Haila and members of the Ames City Council,

On behalf of the City of Roland, I am writing to formally request release from our current 28E agreement for solid waste services, which began on July 1, 2014, and is scheduled to remain in effect through July 1, 2034.

We understand that the City of Ames is in the process of revising this agreement in light of the upcoming transition to a new Resource Recovery and Recycling Campus. While we appreciate the long-standing partnership between our communities, Roland has determined that it is in our best interest to explore alternative waste management options that better align with our operational needs and financial considerations.

As outlined in your recent correspondence, the projected increase in tipping fees from \$75 to \$95.11 per ton beginning in 2027 represents a significant cost shift. Although this fee is assessed to haulers, we anticipate that it will ultimately impact Roland residents and businesses through increased contract pricing. Given these anticipated changes, we respectfully request to be released from the current 28E agreement prior to its scheduled expiration no earlier than June 2026. Roland will be contracted with Pratt Sanitation starting July 1, 2026, and they have agreed to haul our solid waste to the Marshall County Landfill along with taking care of our recycling services.

We value the collaboration we've shared with the City of Ames and remain committed to responsible waste management practices. We hope to part on amicable terms and are open to discussing a mutually agreeable timeline and transition plan. Please let us know if we may be formally released from the contract.

Sincerely,

Kurtis Bower
Mayor of Roland
120 N Main Street
Maxwell, IA 50161
rolandmayor@cityofrolandiowa.org

Hall, Renee

From: Stacy Woodward <stacywoodward25@aol.com>
Sent: Monday, May 4, 2026 9:22 AM
To: City Council and Mayor; Haila, John
Subject: Re: VRBO/AirBnB

[External Email]

Mayor Haila -

Thank you for the response. I did email Sara, she was actually the first email I sent. I was hopeful that there were some guidelines for AirBnB/VRBO set forth by the City. Sara informed me that currently there are not.

Is this something the City is considering? With of the AirBnB/VRBO in my neighborhood it would be nice to have a few rules. Our area is being taken over by these, rentals and "football houses" and it is sad to see. The neighbors are concerned that we are becoming a very transient neighborhood.

Thank you again so reaching back out to me, Stacy

On Monday, May 4, 2026 at 08:43:58 AM CDT, Haila, John <john.haila@cityofames.org> wrote:

Stacy,

I suggest you contact Sara VanMeetren and see what she recommends or what process for filing a complaint may exist.

John A. Haila, Mayor
City of Ames

From: Stacy Woodward <stacywoodward25@aol.com>
Sent: Sunday, May 3, 2026 12:52:24 PM
To: City Council and Mayor <mayorcouncil@amescitycouncil.org>
Subject: VRBO/AirBnB

[External Email]

Mayor & Council -

I am writing to ask if there is a process with the City to submit a concern/complaint about a VRBO/AirBnB house in Ames. This past Friday night we had a serious issue with a house across the street from us. This is not the first issue we have had with this house - a large party of 150+ people was held on Friday, May 1. The music and crowd were loud and out of control - 6 police cars arrived to break it up. Party goers were urinating in neighbors yards, sitting on their steps/yards and being extremely loud. There is still (its Sunday) garbage up and down the streets from

the party and the owner are not making a very good attempt to clean it up despite being asked by neighbors to do so and having seen photos. The lack of concern from the owners for what took place is alarming to the neighborhood.

If there is anything that can be done, please let me know. I did file a complaint with VRBO and Air BnB.

Thank you, Stacy Woodward

To: Honorable Mayor and Ames City Council

From: Airport Road Developers LC, Ron McMillen, manager

Date: May 4, 2026

RE: Land use amendment

I am respectfully requesting that you amend the Ames 2040 Comprehensive plan to change the designation of the property at 300 Airport Road from its present designation of commercial-regional to employment based with the ultimate goal of a rezoning to (PI) planned industrial.

For decades this property has been used for industrial purposes rather than its present use category of (HOC) highway oriented commercial. Future likely users will be industrial in nature. Our goal is to be proactive and bring the use classification and ultimate zoning into the appropriate classification based on how the property has been used for quite some time.

If possible, we would request that the city complete the land use designation change and the rezoning concurrently. The rezoning could be contingent upon the completion of the land use change.

Thank you in advance for your time and consideration!

A handwritten signature in blue ink that reads "Ron McMillen". The signature is fluid and cursive, with the first name "Ron" being particularly prominent.

Ron McMillen

Hall, Renee

From: Kyle Poorman <kylepoorman@mac.com>
Sent: Tuesday, May 5, 2026 1:09 PM
To: City Council and Mayor; Schainker, Steve
Subject: sidewalk closure on main street illustrates need for more focus on sidewalk closure planning

[External Email]

Dear City Council and other city leaders.

There is a currently a long-term sidewalk closure on main street (near 220 Main St.) that is illustrative of the need to develop better plans for sidewalk closures across the city and actually follow them through. Secondly, there needs to be a commitment to only closing sidewalks when it is absolutely necessary and reopening them as soon as possible. This may include intermittently closing and opening a sidewalk. The city is very conscientious with roads closures and should do the same with sidewalks. I want sidewalk closures to occur when they are absolutely necessary and have access restored ASAP. To be clear, this type of urgency to ensure that access is restored in a timely manner is not occurring. Since this fence on Main Street has been erected, I have not seen its necessity. The right to cut access should be strictly overseen.

I also want to be clear that this comment has nothing to do with the type of construction or development. I am glad there is investment occurring along Main St. and welcome development.

What I do not welcome is a lack of planning and poor follow through on pedestrian access. If pedestrian access is going to be limited, there should be a plan to safely reroute circulation. In this case there is no visible plan, other than there is a sidewalk on the other side of the road and there are sidewalk closed signs. That isn't actually a plan, but I digress.

This specific closure also includes parking spaces that are blocked off. I believe these parking spaces could have easily been used for rerouting the sidewalk, but that is not occurring. There could also be an attempt to provide for safer crossing at the closure or provide for ADA compliant crossing at the closure. Or at least signs to an ADA compliant crossing area.

The barriers extending into the parking spaces at this closure mean that an attempt to walk around them will take pedestrians into the active traffic lane. To me that seems somewhat dangerous and in the little time I have spent here, that is what is occurring.

Would it have been possible to ask for protective scaffolding be erected instead, maybe.

I believe many solutions could have been carried out, but none were.

What I find difficult to swallow is that road closure is treated so differently from sidewalk closures. This is true city-wide.

There seems to be no planning involved in how construction will impact walking, wheeling, or biking and no plan to mitigate those impacts and I think there needs to be some effort to change that.

I think this is really about defining a culture around access that is inclusive. Walking, biking, or wheeling should be treated similarly to driving. There should be plans for closures and closures should be well managed so that access can be immediately restored. This should occur whenever there is the need for closures.

On a totally unrelated note, I don't think the contractor for this specific project on Main Street should be able to advertise on the erected fence. This is public property and advertising here should be regulated or at least there should be some sort of benefit accrued back to the city.

Kind Regards,

Kyle Poorman
818 8th St.
Ames, IA 50010

Hall, Renee

From: Kyle Poorman <kylepoorman@mac.com>
Sent: Tuesday, May 5, 2026 2:47 PM
To: City Council and Mayor; Schainker, Steve
Subject: Re: sidewalk closure on main street illustrates need for more focus on sidewalk closure planning

[External Email]

Dear Ames City Council and city leaders,

As a follow-up to my previous email, I would suggest this action:

After reading the temporary obstruction permit (TOP) section of the city code, I would suggest the city council amend the code to better codify access expectations around sidewalks and trails. This is especially important in areas of high pedestrian traffic. In the interim, as the code gives a significant amount of discretion to the city manager or designee, I would ask them to ensure temporary obstructions of sidewalks are undertaken differently, especially in areas of high pedestrian activity like Main Street. In these areas, there should be a plan for rerouting, safe crossing, and ada crossing compliance. I believe the current TOP stipulations only involve signs. Additionally, obstructing the sidewalk needs to be monitored with an eye toward greatly limiting closure lengths. In my opinion, with this case on Main St, the contractor has unnecessarily obstructed the sidewalk for quite a few days. There needs to be greater oversight and a commitment to communicating expectations that the area should only be closed when necessary for safety and not because it was expedient to erect a fence at the beginning of the project. As discretion for this rests with the city manager, I hope changes can be quick and I would hope the city works with this contractor to open up this sidewalk on Main Street as soon as it becomes feasible to do so. Thank you very much.

Kind Regards,

Kyle Poorman

818 8th St.
Ames, IA 50010

> On May 5, 2026, at 1:09 PM, Kyle Poorman <kylepoorman@mac.com> wrote:

>

> Dear City Council and other city leaders.

>

>

> There is a currently a long-term sidewalk closure on main street (near 220 Main St.) that is illustrative of the need to develop better plans for sidewalk closures across the city and actually follow them through. Secondly, there needs to be a commitment to only closing sidewalks when it is absolutely necessary and reopening them as soon as possible. This may include intermittently closing and opening a sidewalk. The city is very conscientious with roads closures and should do the same with sidewalks. I want sidewalk closures to occur when they are absolutely necessary and have access restored ASAP. To be clear, this type of urgency to ensure that access is restored in a timely manner is not occurring. Since this fence on Main Street has been erected, I have not seen its necessity. The right to cut access should be strictly overseen.

>

> I also want to be clear that this comment has nothing to do with the type of construction or development. I am glad there is investment occurring along Main St. and welcome development.

>

> What I do not welcome is a lack of planning and poor follow through on pedestrian access. If pedestrian access is going to be limited, there should be a plan to safely reroute circulation. In this case there is no visible plan, other than there is a sidewalk on the other side of the road and there are sidewalk closed signs. That isn't actually a plan, but I digress.

>

>

> This specific closure also includes parking spaces that are blocked off. I believe these parking spaces could have easily been used for rerouting the sidewalk, but that is not occurring. There could also be an attempt to provide for safer crossing at the closure or provide for ADA compliant crossing at the closure. Or at least signs to an ADA compliant crossing area.

>

> The barriers extending into the parking spaces at this closure mean that an attempt to walk around them will take pedestrians into the active traffic lane. To me that seems somewhat dangerous and in the little time I have spent here, that is what is occurring.

>

> Would it have been possible to ask for protective scaffolding be erected instead, maybe.

>

> I believe many solutions could have been carried out, but none were.

>

> What I find difficult to swallow is that road closure is treated so differently from sidewalk closures. This is true city-wide.

>

> There seems to be no planning involved in how construction will impact walking, wheeling, or biking and no plan to mitigate those impacts and I think there needs to be some effort to change that.

>

> I think this is really about defining a culture around access that is inclusive. Walking, biking, or wheeling should be treated similarly to driving. There should be plans for closures and closures should be well managed so that access can be immediately restored. This should occur whenever there is the need for closures.

>

> On a totally unrelated note, I don't think the contractor for this specific project on Main Street should be able to advertise on the erected fence. This is public property and advertising here should be regulated or at least there should be some sort of benefit accrued back to the city.

>

>

> Kind Regards,

>

> Kyle Poorman

> 818 8th St.

> Ames, IA 50010

>

>

May 7, 2025

Dear Ames City Council Members,

I am writing on behalf of Lightedge to request the opportunity to negotiate with the City of Ames on the development of a new colocation data center at the Ames Regional Airport.

Lightedge is a Des Moines-based company with over 30 years of experience delivering secure, reliable IT infrastructure. We serve more than 1,400 customers with a team of over 400 employees and operate data centers across Minnesota, Iowa, Nebraska, Missouri, and Texas. Our clients span healthcare, financial services, technology, consumer packaged goods, and manufacturing. These are industries where the stakes are high and where system reliability is not optional.

Our business is built around the companies that anchor regional economies. We work with local and regional enterprises in heavily regulated environments, helping them manage complex IT infrastructure and navigate demanding audit and compliance requirements. We handle mission critical IBM and VMware platforms, and cloud connectivity under one roof, so our clients do not have to juggle a dozen vendor relationships to keep their operations running. The business leaders we work with are not shopping for more technology vendors. They want fewer, local relationships, more accountability, and a partner they can count on. That is what Lightedge offers, and it is the kind of support the businesses investing in Ames deserve to have close by.

Ames is a natural fit for our next facility. We already serve a dozen customers in the Iowa State University Research Park, and we have watched this community grow into a serious technology hub. The energy infrastructure is strong, property valuations are competitive, and the city has a clear commitment to business growth. Add in the proximity to our existing Altoona operations and the broader Des Moines market, and the case for building here is straightforward.

The facility itself would be a single-story, slab-on-grade building designed for efficiency and long-term sustainability. We plan to use air-cooled chillers with high-efficiency fans to manage heat, a design that keeps noise low, eliminates daily water consumption for cooling, and uses environmentally responsible refrigerants. We would also incorporate economizer functionality to take advantage of Iowa's cooler temperatures and reduce energy consumption further.

From a community standpoint, we think this project is a good deal for Ames. It generates tax revenue without adding demand for housing, schools, or other population-driven services. More importantly, it puts modern digital infrastructure in place for the companies already here and for the ones considering a move to Ames. Businesses making significant investments in this city should have the infrastructure to support them. We also plan to invest in STEM (Science, Technology, Engineering and Mathematics) education partnerships with local schools, because we believe a project like this should connect to the next generation of people who will work in this industry.

We would welcome the chance to sit down with the city and relevant stakeholders to discuss this further. We are confident this can be a lasting, productive partnership for the Ames community.

Thank you for your consideration.

Sincerely,



Rob Carter

Chief Executive Officer



MEMO

Legal Department

To: Mayor Haila, Ames City Council
From: Mark O. Lambert, City Attorney
Date: May 8, 2026
Subject: City liability in mass casualty event

Motion: Moved by Beatty-Hansen, seconded by Rollins, to request staff provide a memo on the topic of City liability as it concerns mass casualty or terrorist events.

A citizen appeared during Public Forum of a City Council meeting and noted that there had been no police officers present at a Pride Day event held in the City. He asserted that the City could be held liable if there was a shooter or mass casualty event at the Pride event, and essentially criticized the City for not having police officers present. His belief that the City could be liable was seemingly based on the argument that LGBTQ people are subjected to violence at a rate greater than the general public (this assertion may be true, and likely is, but the citizen did not provide documentation of this claim).

The bottom line is that the City would have no liability for a mass casualty event that happened at the Ames Pride Event or elsewhere.

Simply the fact that LGBTQ people have been targeted for violence does not mean that the City has an obligation to provide the presence of police officers at an LGBTQ event. I note that we've had no issues at Ames Pride Events in the past. Too, the organizers of the event have never requested police presence, so it's safe to assume they do not have concerns that would result in them requesting police to be present.

The potential liability issue cited by the citizen lacks “proximate cause.” A person (or the City) would be liable for harm only if proximate cause exists. “Proximate cause” is the primary or legally sufficient cause of an injury, establishing a direct link between an act and the resulting harm. Proximate cause is a standard used to determine whether a person’s actions (or inactions) are sufficiently connected to an injury to hold them legal responsible. It’s a question of whether the harm would have occurred “but for” a party’s actions, by considering whether the cause is foreseeable and not too remote to justify liability. There is no direct link between the City not providing a police presence at the event, when none was requested and no prior incidents had occurred, and any mass casualty situation.

Again, any mass casualty or terrorist event, in the absence of some specific reason to think a threat exists, would mean that proximate cause did not exist and the City would not be liable.

MEMO

Legal Department

To: Members of the Ames City Council & Mayor Haila

From: Mark O. Lambert, City Attorney

Date: May 8, 2026

Subject: Potential Municipal Infraction – Landlord causes tenant displacement (from 6/25/2024)

Motion: Moved by Beatty-Hansen, seconded by Rollins, to request a memo from staff “on what we might consider for either a Municipal Infraction for a landlord who is negligent in the upkeep of their property in such a way that it displaces someone” or “what kind of information we might proactively provide to tenants in a situation like that. Just to help educate them on their legal options and obligations.”

This referral resulted from actions taken by the City’s Inspections Department to revoke a landlord’s Letter of Compliance (LOC) issued under Chapter 13 of the Municipal Code. The result of this action was the displacement of multiple tenants on thirty-days’ notice at 228 & 232 Welch Avenue.

Existing law: **Myriad ordinances and state law regulate landlord-tenant relationships in Iowa. Additionally, private contracts (leases) typically memorialize this relationship between landlord and tenant and impose obligations between the parties to the lease.**

- A. Chapter 13 – Rental Housing Code This chapter of our Code comprehensively regulates rental housing in Ames, and creates a rental registration and inspection program that is administered by the City’s Inspections Division. Landlords are required to complete a rental registration application and receive a LOC as a condition to offer a unit for rent. Inspections of the units occur on a cycle, based largely upon results of prior inspections. §13.301(3). The purpose of rental inspections is “to

- B. secure compliance with all relevant codes and standards.” §13.302. The Rental Housing Code sets forth “minimum conditions and the responsibilities of persons for maintenance of structures, equipment and exterior property.” §§13.400-411. Light, ventilation, and occupancy limitations are set by Division V of the Code. §§13.500-503. Plumbing facilities and fixtures are set by Division VI of the Code, §§13.600-605; mechanical and electrical requirements are set by Division VII of the Code, §§13.700-704; and fire safety requirements are set by Division VIII of the Code, §§13.800-802.

Violations of any provision of the Rental Code may be prosecuted as Municipal Infraction. §13.104(2). The penalty is \$500 for a first offense, \$750 for a second offense, and \$1,000 for each succeeding offense. §5.501. The Building Official has emergency powers under §13.107 to close a structure that presents an imminent danger, and portions of the Building Code are also incorporated into the Rental Code enabling the Building Official to declare a structure dangerous and unfit for human habitation. §13.106.

- C. Chapter 5 – Building Code This chapter of our Code, in the context of rental properties, regulates the construction, alteration, replacement, enlargement, use and occupancy, and maintenance of every structure in Ames. §5.100. It establishes minimum safeguards for structures within the City, including but not limited to, accessibility, fire prevention, electrical, mechanical, plumbing, and gas piping. *Violations of any provision of the Building Code may be prosecuted as a Municipal Infraction. §5.500.* Penalties are \$500 for a first offense, \$750 for a second offense, and \$1,000 for each succeeding offense. Additionally, Division IV of the Building Code (Dangerous Buildings) sets forth standards and a process for the Building Official to declare a building dangerous and unfit for human occupancy.
- D. Chapter 30 – Public Nuisance Code Rental properties are also subject to the City’s Public Nuisance Code. See §30.2 (applies “to all properties within the City of Ames”). The nuisance conditions regulated are fairly far removed from those types of conditions that may “displace tenants,” and private leases may typically shift the burden for maintenance to the tenant. For example, a lease may shift the obligation to mow to a tenant. However,

violations of any provision of the Public Nuisance Code may be prosecuted as a Municipal Infraction. §30.3. Penalties are \$50 for a first offense, and \$100 for each succeeding offense.

- E. State Law (Chapter 562A) – Uniform Residential Landlord & Tenant Law (URLTA) With limited exception, the URLTA regulates every rental in the State. Tenant remedies are set forth in §§562A.21-26, and they include the tenant’s termination of the lease and recovery of monetary damages, and in some cases attorney fees, from the landlord. A full examination of URLTA is beyond the scope of this memorandum.

New Ordinance: As I understand the question, the City Council has asked whether the City could adopt a new ordinance that makes “the displacement of tenants” by a landlord a municipal infraction. **As set forth above, the Municipal Code already contains multiple avenues for holding a landlord responsible by municipal infraction.** Additionally, the City Council would have to consider carefully and define specifically what type of “tenant displacement” would result in an infraction to avoid an overlap of penalties for the same conduct. Furthermore, any infraction adopted must be rationally related to a legitimate governmental interest in public safety and health or welfare, and the conduct targeted cannot be vaguely defined.

Cities may adopt municipal infractions with civil penalties of up to \$750 for a first offense and up to \$1,000 for repeated violations. Iowa Code §364.22. The City Council will need weigh the efficacy of adding another penalty on landlord conduct resulting in tenant displacement considering the existing regulatory framework. **In my opinion, municipal infractions previously adopted by the City Council and a robust rental inspections program should adequately penalize landlords, as may be appropriate.**

Legal assistance/education for tenants The City Attorney’s office may not provide legal advice to private individuals. Our office will refer tenants to private attorneys, Story County Legal Aid, and the Iowa State Bar Association Find-A-Lawyer service when such questions are directed to our office. Other departments provide outreach to tenant organizations and educate both landlords and tenants about various City requirements.

As you may remember, the City Council has made the provision of legal services to low-income individuals a priority and allocated up to \$160,000 to Story County Legal Aid last fiscal year through the ASSET funding process.

MEMO

Legal Department

To: Ames City Council, Mayor Haila

From: Mark O. Lambert, City Attorney

Date: May 8, 2026

Subject: Right of Way at Crosswalks

Motion: Moved by Beatty-Hansen, seconded by Betcher, to refer to the City Attorney for memo on the issue of pedestrian safety as discussed by Mr. Colin Larter.

Mr. Larter suggested changes to ordinances to make clear that pedestrians in crosswalks have the right of way, and to require traffic to stop when a pedestrian is in the crosswalk. From his comments at the Council meeting, I understood that he wished traffic to stop if someone was waiting to enter a crosswalk, for example, if someone is in the median strip between crosswalks.

These requested changes cannot be done, as they would conflict with Iowa law. Pedestrians have the right of way once they enter the crosswalk, assuming there is sufficient time to cross considering oncoming traffic. Drivers are required to yield to pedestrians in the right of way at any marked crosswalk or any unmarked crosswalk at an intersection but are not required to yield to pedestrians otherwise. (See Iowa Code §§321.327 and 321.328). The City cannot change how this works because it is set by state law. And, a median, such as exists on part of Lincoln Way, is not part of the crosswalk, even if there is a crosswalk on each side of the median.

City of Ames Traffic Engineer Damion Pregitzer offered the following:

Traffic engineering staff support the idea of Iowa adopting legislation to become a "Stop" state for pedestrian crossings, as this would align with national best practices and provide a clearer legal standard that improves pedestrian safety. Under current law (Iowa Code §321.327), drivers are required to yield—

but not stop—for pedestrians already within a marked crosswalk, and not for those waiting to enter. This distinction creates ambiguity for all road users and limits the effectiveness of education and enforcement efforts.

Because Iowa Code §321.252 and Iowa Administrative Code 761—130.1(321) adopt the *Manual on Uniform Traffic Control Devices (MUTCD)* as the official standard for traffic control signage, including the R1-6 pedestrian crossing signs, any local ordinance requiring a full stop could result in conflicts with state law and MUTCD compliance. Regulatory signs must reflect enforceable state law, so a mismatch could reduce driver compliance or create legal challenges.

Additionally, Council should expect any cultural shift—whether resulting from code changes or new signage—to occur gradually. It will take time for motorists and cyclists to adjust their behavior and consistently stop for pedestrians, especially if such practices differ from long-standing expectations.

Finally, the City's Walk Bike Roll Plan comprehensively identifies pedestrian safety needs and outlines priority locations for improvements. The plan recommends more than 100 crossing enhancements and emphasizes safer intersection design as a central strategy to increase walking and biking across Ames.

The bottom line is that only pedestrians in a marked crosswalk or unmarked crosswalk at an intersection have the right of way currently. The City is bound by state law and cannot make any of the changes that Mr. Larter proposes.

MEMO

Legal Department

To: Ames City Council, Mayor Haila

From: Mark O. Lambert, City Attorney

Date: May 8, 2026

Subject: Engine Brake Ordinances

Motion: Moved by Beatty-Hansen, seconded by Gartin, to refer to the City Attorney for a memo on an Engine Brake Ordinance

Two citizens residing at 1405 Coconino Road wrote nearly identical emails to City Council complaining of an increase in semi-trucks using their engine brakes at the Highway 30 exit 144 onto South Dakota Avenue. Both individuals requested that City Council “think about or look into passing an engine-brake ordinance within City Limits or to please at least pass an ordinance on Exit 144.”

An engine brake ordinance is essentially a noise regulation that prohibits truck drivers from using unmuffled compression-release engine brakes (often referred to as “Jake Brakes”) or other transmission brake or engine retarding brake system. Engine brake ordinances have been passed in other jurisdictions in Iowa, either at the municipal level or county-wide. The efficacy of such ordinances is unclear. One jurisdiction, Avoca, installed a noise camera system last year to assist in the enforcement of their ordinance. In an Iowa Public Radio (IPR) article from 2018, the Sac County sheriff admitted that their ordinance was “really difficult to enforce”. To his knowledge, no citation had been issued over the three-year period that the Sac County ordinance had been in effect. Similarly, the Pottawattamie County sheriff also told IPR that he didn’t recall a time when an officer had issued a penalty for violating the Pottawattamie County ordinance.

While an engine brake ordinance could be enacted in the City, it would not have the desired effect at the exit ramp that is the subject of the complaint from the two

citizens. Half of that ramp from Highway 30 to South Dakota Avenue is outside of the City limits. The City has no jurisdiction outside of its city limits and would not be able to enforce the ordinance on half of the ramp. If City Council is interested in enacting an engine braking ordinance, more data should be collected to show the need for such an ordinance in the City. Additional information should also be gathered about the effectiveness of such an ordinance in the jurisdictions that have enacted them.

MEMO

Legal Department

To: Ames City Council, Mayor Haila

From: Mark O. Lambert, City Attorney

Date: May 8, 2026

Subject: Concerns Regarding Cigarettes and Smoking on Main Street

Motion: Moved by Beatty-Hansen, seconded by Rollins, to request a memo from the City Attorney regarding cigarettes and smoking on Main Street.

A citizen made a complaint to City Council regarding cigarette butts and cigarette smoke while walking east along the north side of Main Street from the former location of Marmalade Moon to Oak Lane Candles. The citizen wanted the bars to place their smoke pots in the alley behind the bar or establish a smoke room. Alternatively, the citizen proposed that “the City prohibit it and enforce it.” Presumably, the citizen is proposing that the City prohibit smoking on the sidewalks along Main Street.

The placement of smoke pots is up to the private business owner and/or the private property owner so long as the smoke pots are on private property and do not otherwise violate the City’s nuisance code. The City already has two ordinances addressing the deposit of cigarette stubs on public sidewalks.

Sec. 17.9. DEPOSITING GUM, TOBACCO.

(1) It is unlawful to deposit any gum, tobacco quid, cigar or cigarette stubs in, upon or against any sidewalk or upon the floor, of any public building, hallways, steps, cellarway, stairway, windows, public motor bus or depot platform.

(2) Violation of this Section shall be a municipal infraction punishable by a penalty of \$50 for a person’s first violation and \$100 for each repeat violation.

(3) Alternatively, a violation of this section can be charged by a peace officer of the City as a simple misdemeanor.

(emphasis added).

Sec. 17.10. DEPOSITING DEBRIS ON PUBLIC OR PRIVATE PROPERTY, IN VEHICLES.

(1) It is unlawful for any person to throw or deposit or allow to be thrown or deposited, any garbage, refuse, litter, or yard waste, into or upon any public or private property, or in or upon any motor vehicle or bicycle while parked on public property.

...

(3) Definitions. For the purpose of this section, the following terms shall have the meanings stated:

...

(b) "Litter" means any organic or inorganic waste material, or portion thereof, which has been discarded, whether made of aluminum, glass, plastic, rubber, paper, or other natural or synthetic material, or any combination thereof, including, but not limited to, any bottle, jar or can, hull, cigarette, cigar, match, newspapers, magazines, advertisements, dead animals, or intentionally or unintentionally discarded material of any kind.

(d) "Public or Private Property" means the right of way of any road or highway; any body of water or watercourse or the shores or beaches thereof; any park, playground, building, grounds of public buildings, public sidewalks and walkways, refuge, or conservation or recreation area; timberlands or forests; and residential, commercial, industrial, or farm properties.

(e) "Refuse": means all other miscellaneous waste materials except "yard waste" not specifically defined as garbage or litter.

...

(4) Violation of this section shall be a municipal infraction punishable by a penalty of \$100 for a person's first violation and \$200 for each repeat violation.

(5) Alternatively, a violation of this section can be charged by a peace officer of the City as a simple misdemeanor.

(emphasis added)

In addition to the ordinances prohibiting the deposit cigarette butts on public sidewalks, the City's public nuisance code (Chapter 30), also addresses waste materials on private property.

Sec. 30.5. NUISANCE DEFINED; CERTAIN ACTS, CONDITIONS DECLARED AS NUISANCES.

Nuisances shall include the following:

...

(2) Refuse, garbage, or junk that is not contained in a trash disposal container; noxious substances; or hazardous wastes remaining in any outdoor place for more than 72 hours.

...

The nuisance code provides the following definitions for refuse, garbage, junk, trash disposal container and outdoor area:

Refuse. All other miscellaneous waste materials except "yard waste" not specifically defined as garbage.

Garbage. Every waste accumulation of animal, fruit or vegetable matter, liquid or otherwise, that attends the preparation, use, cooking, dealing in or storing of meat, fish, fowl, fruit or vegetables, and including tin cans or similar food containers. Dead animals are not included in the term garbage.

Junk. Items including, but not limited to, building materials not part of an active building project authorized by a current city building permit, vehicle parts, miscellaneous steel, plastic, rubber or metal parts, tires, packing boxes, wooden pallets, discarded lumber (not including neatly stacked and cut fire wood), plastic tarps, or any other discarded or miscellaneous item or items.

Trash Disposal Container. A closed, water-tight, hard receptacle that cannot be ripped open by animals. Containers that shed rain when their lids are completely closed shall satisfy the requirement for a water-tight receptacle.

Outdoor Area. All exterior areas of a property, including porches, partially enclosed sheds, lean-tos or other structures not totally enclosed by structural walls, roof and properly functioning doors. A porch is not considered to be an outdoor area if it is completely enclosed by fully intact glass or fully intact screens.

If City Council wants to expand the locations of smoke free public places in Ames, it can do so under Iowa Code § 142D.5 of the Iowa Smokefree Air Act. Iowa Code § 142D.5 allows “an owner, operator, manager, or other person having custody or control of an area otherwise exempt from the prohibitions of section 142D.3 may declare the entire area as a nonsmoking place.” If an area has been declared as a nonsmoking place, signs would have to be posted for smoking to be prohibited in that area.

To: Mayor and Ames City Council

From: Justin Clausen, PE, Public Works Director

Date: May 12, 2026

Subject: Resource Recovery and Recycling Campus Update (R3C)

This memo is intended to provide the City Council with an update on recent activities at the R3C project. **No Council action is necessary.** Staff plans to provide project updates at major project milestones or when direction is necessary to continue with the project. These updates will likely not occur at regular intervals unless requested by the City Council.

RIBBON CUTTING:

Construction activities for the Resource Recovery and Recycling Campus (R3C) began shortly following the groundbreaking ceremony on April 9, 2026. It was exciting to see so many involved with the groundbreaking ceremony for this project!



R3C Groundbreaking Ceremony

SHOP DRAWINGS AND SUBMITTALS:

The City's construction manager, Story Construction Co., and design engineer, HDR, Inc., have been rapidly reviewing and processing shop drawings and submittal documents. Story Construction has prioritized reviews based on items on the project critical path. Currently, this includes the pre-engineered metal building and concrete foundation reinforcing drawings.

Review of major processing equipment and modifications made during the value engineering process is well underway to ensure timely delivery of major equipment to meet project milestones.

SITE PREPARATION:

Earthmoving equipment arrived the week of April 13 and site preparation activities commenced shortly thereafter. Work has progressed steadily through early spring weather and remains on schedule. The majority of onsite excavation has occurred for the stormwater detention ponds, and fill is being placed for the building pad in anticipation of site utility installation and building foundation work beginning in the next few weeks.

The previous use of the site primarily involved storage and yard waste processing. As such, a significant amount of partially deteriorated yard waste was encountered, particularly on the far eastern side of the project site. This material was located below the existing ground surface and is not suitable for use as fill or topsoil. Staff tested the material to determine whether it could be composted; however, the material was not suitable for that purpose. Staff identified an offsite disposal location for the material so construction activities could continue. A photo of this material is shown in Figure 1.

Additionally, contractors encountered an area containing buried concrete rubble that was not suitable for fill or construction purposes. The material was removed from the area, and staff identified onsite locations to relocate the rubble so it would not impact construction activities or any building foundation. This material is shown in Figure 2.



Figure 1



Figure 2

These two unforeseen conditions will require a change order for the additional work. Staff is currently evaluating the associated costs and working through the process to formalize the change order.

TRANSFER STATION EXTERIOR COLOR:

The pre-engineered metal building requires selection of exterior building colors. During design development, a combination of dark gray, light gray, and an accent red color was shown on the design plans as the color palette. This concept is illustrated in Figure 3 below. City staff received color samples from the pre-engineered metal building manufacturer and determined that the available red color differs significantly from the color shown during design development. Due to project budget constraints and future maintenance costs, staff believes it is better to utilize standard colors rather than painting the facility a custom color.



Figure 3

Staff recommends replacing the red accent color with a blue accent color. The blue would reflect on the color selected by the public for the recycling carts procured for the residential curbside recycling program. Additionally, due to maintenance concerns associated with light-colored panels near the base of the building, staff recommends extending the darker gray panels to ground level.

A photo of the color chips of the three selected colors is shown to the right. An updated rendering of the building with these specific colors and the alterations to the office area horizontal accent stripe is shown prepared and will be shared once available.



Figure 4

PROJECT SCHEDULE:

An overall project schedule has been assembled by Story Construction Co. indicating substantial completion in April 2027. Fabrication timelines for the major processing equipment and the pre-engineered metal building remain favorable to support the current project schedule.

Site work and building pad preparation are currently on or ahead of schedule based on current progress. Site utility work is anticipated to begin in mid-May, and foundation work for the transfer tunnel and pre-engineered metal building is anticipated to begin before the end of May, featuring multiple foundation crews working at once.

Onsite paving work is scheduled to commence in June. Paving of Freel Drive will begin later in the summer. Building erection will likely kick off in September with the goal of enclosing the building prior to the winter of 2026/27. This will allow for interior process equipment and office construction and finishes to be built during the winter months.



R3C Earthwork Overview

To: Mayor and Ames City Council

From: Justin Clausen, PE, Public Works Director

Date: May 12, 2026

Subject: Federal Railroad Administration (FRA) Grant Opportunity

BACKGROUND:

Staff has become aware of a grant opportunity through the Federal Railroad Administration (FRA) under the Railroad Crossing Elimination (RCE) Program. This federal program provides funding for planning and construction activities related to the elimination of railroad crossings. **The application window for this grant is very short. The Notice of Funding Opportunity was issued on April 27, 2026, and applications are due by June 8, 2026.**

DUFF AVENUE RAILROAD CROSSING:

City staff is currently conducting a corridor study along Duff Avenue between 6th Street and 16th Street. Data gathered through this study will help guide future planning efforts for the Duff Avenue corridor, particularly in relation to vehicular and multimodal transportation needs. Staff intends to present an initial review of the study and public input to the City Council during a workshop in July 2026, with finalization of the study anticipated in fall 2026.

There is a railroad crossing on Duff Avenue just south of the corridor study area. Initial public feedback has identified this crossing as an impediment to both vehicle and pedestrian traffic. One potential next step following completion of the Duff Avenue Corridor Study would be to evaluate the feasibility of a grade separated crossing. **A similar study was completed in 2003 to review options for a grade separated crossing at Duff Avenue; however, the project did not move forward at that time.**

Staff believes this FRA program could provide an opportunity to obtain grant funding for a planning level study of a grade separated crossing. Funding opportunities through this program are offered irregularly due to federal funding constraints, and it has been several years since the FRA last released a Notice of Funding Opportunity for this program.

While this grant program presents an opportunity to revisit this important crossing, several key challenges would need to be addressed before submitting an application:

- The current Duff Avenue Corridor Study has not yet been completed. It would be premature to rely on information from the study at this time, as several months of

additional work remain before the data and recommendations would be available for use in a grant application.

- The grant requires 20% local matching funding. Staff estimates that a grade separation study would cost approximately \$500,000, requiring a local match of \$100,000, which is not currently budgeted. Staff would need to present the City Council with options for reprioritizing and/or delaying other projects in order to accommodate the local match.
- The timeline for preparing the application and securing approval of the local match prior to the June 8, 2026 deadline is very limited. Staff would need additional time to prepare materials and bring the item before the City Council at its next regular meeting on May 26, 2026.

Additional FRA grant opportunities, while irregular in timing, are likely to become available in future years. Staff will continue to monitor and evaluate those opportunities as they arise.

LINC PEDESTRIAN BRIDGE RAILROAD CROSSING:

The proposed Linc development project along Lincoln Way between Clark Avenue and Kellogg Avenue includes the installation of a grade separated pedestrian bridge crossing over the railroad. **In order for this project to be considered for grant funding it would need to involve completely closing existing crossings or greatly improve the safety of the existing crossings. It is staff's understanding that the Linc project only proposes to include new crossing infrastructure.**

Several key challenges then exist in order to consider the Linc crossing project for the FRA grant:

- A planning level study would likely need to be programmed to study railroad crossings along the entire downtown corridor, including the crossings at Clark Avenue, Kellogg Avenue, and Duff Avenue to identify deficiencies and propose improvements at these locations. This would allow an application for grant funding that could meet the requirements to close or improve existing crossings in conjunction with the Linc's proposed grade separated pedestrian bridge.
- The grant requires 20% local matching funding. Staff estimates that this downtown corridor study would cost approximately \$750,000, requiring a local match of \$150,000, which is not currently budgeted. Staff would need to present the City Council with options for reprioritizing and/or delaying other projects in order to accommodate the local match
- Even with the corridor study, staff believes that the grant funding would require either the closure of or significant improvements to the existing crossings in the corridor. The costs of the improvements and/or implications of potentially closing any existing crossings have not been vetted at this time. There is no guarantee that any of the Linc's

improvements would score high enough to obtain grant funding, and guidance in the grant documents lead staff to believe by itself the Linc's pedestrian bridge crossing by itself is not likely to be awarded funding due to these constraints.

STAFF COMMENTS:

City staff recommends that the City Council pass on this grant opportunity during the current funding cycle due to the challenges noted above. Doing so would allow time for the completion of the Duff Avenue Corridor Study, provide the City Council with additional opportunity to consider whether further study of the railroad crossing is desired, and allow for potential programming of such a study in future fiscal years. Additionally, it is unlikely that grant funding for the Linc's pedestrian bridge crossing will be considered without considerable improvements or closing of other crossings in the area.

Should the City Council still desire to pursue this grant opportunity during the current funding cycle despite the challenges noted above, the Council should direct staff to place this item on the May 26, 2026 agenda for further discussion and direction.



Memo

TO: Mayor and City Council

FROM: Justin Moore, Planner

DATE: May 12, 2026

SUBJECT: Kwik Star request to initiate Zoning Text changes to increase the allowed number of fuel pumps within the “CGS” Convenience General Service Zone

On April 28th, City Council forwarded the request from Kwik Star to modify the cap on fueling points at convenience stores in the “CGS” Convenience General Service zone as a priority for the Planning Division to provide a background memo. The request seeks to modify the number of fueling points allowed for cars at convenience stores in the CGS zone.

The specific request is to raise the maximum limit from 10 to 20 fueling points, or effectively 5 pumps to 10 pumps. Under current standards in the CGS zone, a maximum of 10 vehicles can be filled at a given time at a convenience store where the maximum of 5 fuel points are constructed. (Section 29.810(3) CGS zoning table development standards)

The CGS standards were implemented in 2010. The zoning district was established for a commercial node at corner of Stange Road and Bloomington, which includes the Fareway Store, a Credit Union, Carwash and Caseys General Store, which was the only convenience store/gas station in a CGS zoning district. CGS was created to address commercial compatibility adjacent to residential development, which may differ from other areas of the City where HOC zoning applies to larger areas of commercial lands along arterial roadways.

Kwik Star intends to construct a store in a newly zoned CGS area at the corner of GW Carver and Cameron School Road. Their typical model for a facility in this type of context is for a maximum of 20 vehicles. Staff explored the use of the 20% alternative design rule for the project, which would allow one additional pump for a total of six pumps and 12 vehicles.

Staff has reviewed recent convenience store construction across Ames and the number of fueling points varies based on location and design. Many stores range from 5-10 fueling points with 10 being the maximum number identified by staff in Ames.

Options

Option 1-Initiate changes to CGS zoning standards for maximum Fueling Points (Kwik Star request)

This option would grant the request of Kwik Star and allow for them to apply for text amendment to increase the maximum to serve 20 vehicles. No outreach would be part of this process due to its minor nature. The process includes consideration by the Planning and Zoning Commission and approval by City Council of zoning text amendment ordinance.

Option 2- Eliminate the maximum limit of fueling points at convenience stores in CGS and create a Special Use Permit for review of convenience stores in CGS

This would eliminate the cap on the number of fueling points in the CGS zone and require that a convenience store go through a review for a Special Use Permit with Site Plan review at the Zoning Board of Adjustment. **The review process would determine that any proposed convenience store development be harmonious with the neighborhood and would consider the size and context of the use to determine its compatibility.** The applicant would apply for this text amendment.

Option 3 -Take No Action

This option would keep the current standards in place. **Kwik Star could pursue a 20% adjustment through Alternative Design Review which could allow Kwik Star to an additional fuel point that could serve up to 2 additional vehicles at a time bringing the allowed number of vehicles served at one time to 12 with 6 fueling points.** No text amendment would be needed.

Staff Comments

Staff notes that on all recent new convenience store sites Kwik Star has constructed in Ames, 10 fueling points for 20 vehicles were approved/constructed. Two of the recent sites were in the Highway Oriented-Commercial (HOC) zoning district along South Grand Avenue and Southeast 16th And Dayton Avenue and one was in the Community Commercial Residential (CCR) zone at South Dakota and Mortensen.

Staff believes that in this case, changing the allowed number of fuel points will not affect the size of the site design for Kwik Star at Cameron School Road and GW Carver Avenue based on the approved Preliminary Plat. The proposed extra pump area would be about 2500 square feet of additional canopy area on a 2+ acre site. The property size has already been set by the platting of the lot.

The key issue is if Council believes the extra vehicle service capacity could be detrimental to surrounding residential use due to additional, noise, traffic, etc. In that case Council would either consider the Special Use Permit process or make no changes. Option 1 would be selected if Council does not have concerns about compatibility and that CGS design standards would mitigate issues with landscaping, lighting controls, and other design requirements.

From a workplan prioritization viewpoint, all the options are minor in scope and could be done at any time.

Council Request Letter



Travis Small
Real Estate

PHONE 712-254-2213
EMAIL tsmall@kwiktrip.com

1626 Oak St., P.O. Box 2107
La Crosse, WI 54602

www.kwiktrip.com

March 13th, 2026

City of Ames, IA
515 Clark Avenue
Ames, IA 50010

RE: A portion of 3220 Cameron School Road and George Washington Carver Ave.

Dear Mayor and Members of the City Council,

We respectfully submit this letter to request a revision and amendment to the current Convenience General Services (CGS) Zone Development Standards, regarding the maximum size of gasoline service. The current code states that fueling points are to service not more than ten (10) vehicles at once. Specifically, we ask that the City and Council consider modifying the standard to allow for twenty (20) fueling points to be served at once, rather than the current limitation of ten (10) fueling points.

Fueling infrastructure and consumer demands have evolved significantly in recent years. Many modern service stations are designed to accommodate higher traffic volumes, improve vehicle circulation, better safety, and reduce congestion throughout the site. Allowing up to twenty fueling points would help better align the City's standards with what Kwik Trip sees as a need for their customers and the community. Kwik Trip guests tend to stay longer due to the larger assortment of items offered in our stores. Customers are then parked longer at the fueling points as they are shopping for their daily needs in one trip. This is another reason we offer twenty fueling points. Enhancing the fueling points also helps reduce waiting times for customers.

In conclusion, allowing twenty fueling points helps Kwik Trip better serve the community and customers while maintaining the City's commitment to safe and well-planned infrastructure. We respectfully request that the Mayor and City Council review the current code provisions and consider amending the maximum size of gasoline service to permit twenty fueling points.

Thank you for your time and consideration of this request. We appreciate the City's continued efforts to ensure that local regulations remain practical, forward-looking, and supportive of economic development. We welcome the opportunity to discuss this proposal further or provide additional information if helpful.

Sincerely,

A handwritten signature in black ink that reads "Travis Small".

Travis Small

Real Estate Development Manager

