



City of Lacey, Washington Lacey City Council Worksession Agenda

Refer to the bottom of the agenda for meeting information.

Tuesday, May 28, 2024

6:00 PM

Council Chambers and Online

1. Call to Order

2. Roll Call

3. Land Acknowledgment

We, the City of Lacey, are on the ancestral land of the Tribal People of the Treaty of Medicine Creek, including the Nisqually Indian Tribe and Squaxin Island Tribe. We acknowledge, and remember those Tribal People not recognized today who were absorbed or relocated into other tribes for survival. We recognize the ancestors and their descendants who are still here. We recognize and respect the Tribal People of the Treaty of Medicine Creek as the traditional stewards of this land since time immemorial and their role today in taking care of these lands in perpetuity. We recognize and have the responsibility to call attention to the histories of dispossession, forced removal, and abridged treaty rights that allowed our nation, state, and city to develop as they have today. We recommend that community members read the Medicine Creek Treaty of 1854.

4. Approval of the Agenda

5. Agenda Items

A. EV Charging Rates

Marcus Hoch, Management Analyst

B. 2024 Budget Amendment Update

Troy Woo, Finance Director

C. Parks Improvement Advisory Task Force

Rick Walk, City Manager

6. Adjourn

Meeting Information:

Attendance (Remote or In-Person)

The public may attend the meeting in-person, or you may view or listen to the meeting using one of the following platforms:

In-Person: Council Chambers at Lacey City Hall
420 College Street SE, Lacey, WA 98503

Zoom: <https://us02web.zoom.us/j/84814478660>

Website: <https://cityoflacey.org/government/public-meetings/>

Facebook: <https://www.facebook.com/cityoflacey>

YouTube: <https://www.youtube.com/watch?v=qdxzDWQ242A>

Phone: (888) 788-0099 or (877) 853-5247 (Webinar ID 848 1447 8660)

Verbal Public Comment

Verbal public comment is not scheduled for Worksessions. Verbal public comment may be provided at Regular City Council Meetings. Regular Council Meetings are held the first and third Thursdays of the month.

Written Public Comment

Public comments may be submitted for Worksessions by email to PublicComment@cityoflacey.org. The commenting period will close two hours before meeting time. Written comments will be provided to the City Council electronically prior to the Worksession meeting. Comments will not be addressed during the Worksession meeting; however, comments received will be added to the official record.





CITY OF LACEY COUNCIL WORKSESSION

May 28, 2024

SUBJECT: Electric Vehicle Charging Rates

RECOMMENDATION: Council briefing regarding electric vehicle charging station installation project and establishment of rates for vehicular charging. Based on City Council direction an ordinance establishing charging rates will be prepared for City Council action at the next available regular City Council Meeting

STAFF CONTACT: Rick Walk, City Manager *RW*
Scott Egger, Public Works Director *SE*
Marcus Hoch, Public Works Management Analyst *MH*

ORIGINATED BY: Public Works

ATTACHMENTS:

1. EV Charging Rate Options
2. EV Market Rate Study
3. EV Charging Locations

FISCAL NOTE: Revenue/Expense dependent on option selected.

WORK PLAN GOAL AND STRATEGY: K. Continue implementation of Climate Mitigation efforts

PRIOR REVIEW: Finance & Economic Development Committee, June 27, 2023

BACKGROUND:

The City of Lacey is currently in the process of upgrading and expanding its EV charging infrastructure. The current project is to replace the existing Level-2 charging stations at City Hall with two new Level-2 charging stations (4 charging ports), and one DC fast charging station, scheduled to be completed by the end of 2024. This project increases the number of EV parking spaces from four to five. As part of this project, one 2-port Level-2 and one DC fast charging station will be added at the Woodland Creek Community Center and one 2-port

Level-2 charging station will be added in the Timberland Regional Library parking lot. These stations should be online by Winter 2024. Under a separate project, six new charging stations have been installed with the completion of the RAC parking lot expansion and are ready to go on line in the Fall.

The table below shows the location and number of the new charging stations.

EV CHARGER SUMMARY			
LOCATION	Type Charger	Number	
		Chargers	Stalls
City Hall	Level-2	2	4
	DC Fast	1	1
Library	Level-2	1	2
Community Center	Level-2	1	2
	DC Fast	1	1
RAC Parking Lot	DC Fast	6	6
TOTAL:		12	16

The new stations, totaling 16 spaces will use the Chargepoint Network, which was selected because they met the criteria of the Buy America program, connecting drivers to our EV stations using the Chargepoint app. The app will provide users with information about each station, including location, availability, type of charger, and pricing. This should increase the visibility of our locations and increase the demand for usage. Users who do not have a Chargepoint account will be able to charge their vehicle as well.

The City will be able to monitor, update and control all the stations through the ChargePoint's Station Owner portal. This allows changes to pricing, availability, hours of operations and more, to be made for a specific station or to all locations. The portal will also provide usage information on power consumption, availability, charging times, and other features.

In researching EV charging stations in the Thurston County region, there were two types of payment methodology, pay by hour and pay by kWh. The disadvantage with the pay by hour is that a DC Fast charging station would fully charge an EV in less than an hour, while a level 2 station can take up to 4 hours or more, thereby charging the level 2 customer up to 3 hour more for the same amount of power consumed. The pay by kWh charges each customer based on the energy their vehicle consumes. Tesla and electrify/america also use this method for their DC Fast like charging stations, starting at a rate of \$0.50 kWh or more. The Level-2 Stations in the area, Private and Public Sectors, have a rate of \$0.18 to \$0.39 per kWh.

Below are 4 pricing options that should be considered when the new charging stations are online. Under each option, the assumption are, Level-2 stations will have 2 visits per day because of the longer charging time of 4 plus hours per session, while the DC Fast has a

faster charge time of less than an hour, would have more visits per day at 2.5 per station. The assumptions made for the estimated visits per day is based on internet research and observation. Chargepoint does not charge a monthly service fee, but a 10% transaction cost.

Option 1: Free usage: No Cost-Customers would charge for free and the City would not receive revenue for the usage of the charging stations and could cost the City approximately \$66,000 per year in energy costs or more. This plan could increase usage, especially on the DC Fast stations, which has a faster charging rate, thus increasing the energy costs for the City. The cost to the city per an average car would be approximately \$5.05 (Level-2) and \$7.58 (DC Fast).

Option 2: City recover energy and Chargepoint costs: The current cost of energy is \$0.12 per kWh and Chargepoint adds a 10% transaction fee, which currently would be \$0.02 per kWh. Using this option, the price charged to EV customers would be set to \$0.14. The cost to charge an average car would be approximately \$5.89 (Level-2) and \$8.84 (DC Fast).

Option 3: City recover energy, Chargepoint and charger replacement costs: A reserve would be created to fund the cost of replacing the station, which has a useful life of 10 years. At a 2.5% inflation rate, the Level-2 station has a replacement cost of \$9,800 and the DC Fast station replacement cost is \$93,665. In order to recover costs, the Level-2 Station rate would be \$0.19 per kWh and the DC Fast rate would be set at \$0.35 per kWh. The cost to charge an average car would be approximately \$8.00 (Level-2) and \$21.11 (DC Fast).

Option 4: Charge same rate as local governments in region: Set charges to market rate in line with the Port of Olympia which is currently \$0.25 for the level 2, and \$0.38 for the DC Fast or higher. The cost to charge an average car would be approximately \$10.53 (Level-2) and \$24.00 (DC Fast).

Idle/Overstay Fee & enforcement: Another feature that should be included in the Pricing Strategy is the Idle/Overstay Fee. This fee is charged when an EV has stopped charging, which motivates EV owners to move their vehicles and create an opportunity for others to charge their EVs. As an example, electrifyamerica at Wal-Mart utilizes an overstay fee of \$0.40 per minute. Additionally signing will be required to state that EV vehicles must be plugged into charger in order to park in space. This will prevent people from negating overstay fees by simply unplugging their vehicle. The signing will need to be supported by enforcement.

Staff recommends selecting the option 3 plus the Idle/Overstay fee of \$0.40 per minute with the City Manager having authority to make changes in the future due to market conditions and other considerations. Staff recommends Option 3 because it ensures that the city would not only cover daily operational cost of EV charging stations, it also addresses the future replacement cost of the stations or conversion to new technology for electrical vehicles in the event future grant funding is not available.

NEXT STEPS:

Option 1: Selecting one of the payment options for the City of Lacey EV stations that will be used for all public chargers, including adding Idle/Overstay fee and authorize the City Manager to update rates based on cost of energy or market factors

Option 2: Provide direction to City staff on other elements to consider in regards to this issue. After further diligence on these elements, City Staff would then return to the Lacey City Council to review.

EV Charging Rate Options

May 28, 2024

Level-2 Charger Rate Options

(Vehicle Charge Time: 4+ hrs)

EV per Charge (40kwh)		
Total Visits Per Day: (8 Level-2 parking spaces x 1.5 visits per day)		
Price Per kWh	Expense Per Year	Net
Option 1: No Charge to Customer (Lacey Cost = \$0.12 per kWh)	(\$13,978)	(\$13,978)
Option 2: Recover Energy & 10% Chargepoint Cost: (\$0.14 kWh)	(\$16,307)	\$0
Option 3: Recover Energy, EV Costs & Replacement (\$0.19 kWh)	(\$20,227)	\$1,904
Option 4: Market Rate w/Energy, EV Costs & Replacement (\$0.25/kWh)	(\$21,974)	\$5,399

DC-Fast Charger Rate Options

(Vehicle Charge Time: up to 1 hr)

EV per Charge (62.5 kwh)		
Total Visits Per Day: (2 parking spaces x 6 visits per day)		
Price Per kWh	Expense Per Year	Net
Option 1: No Charge to Customer (Lacey Cost = kWh @ \$0.12)	(\$52,416)	(\$52,416)
Option 2: Recover Energy & 10% Chargepoint Cost: (\$0.14 kWh)	(\$61,152)	\$0
Option 3: Recover Energy, EV Costs & Replacement (\$0.35kWh)	\$ (151,372)	\$1,508
Option 4: Market Rate w/ Energy, EV Costs & Replacement (\$0.38 kWh)	\$ (152,682)	\$13,302

Total Combined Annual Revenue and Expense

Level-2 Chargers and DC-Fast Chargers

Price Per kWh	Expense Per Year	Net
Option 1: No Charge to Customer	(\$66,394)	(\$66,394)
Option 2: Recover Energy & 10% Chargepoint Cost	(\$77,459)	\$0
Option 3: Recover Energy, EV Costs & Replacement	(\$171,599)	\$3,412
Option 4: Market Rate w/ Energy, EV Costs & Replacement	(\$172,909)	\$20,447

Type of Charger	Distance from City Hall	Location	Organization	Gov't	Locality	Chargers on site	Charge Method	Price per Hour	Per kWh	Est. Hourly Rate	Chargepoint	Notes
Level-2	3.46	505 14th Ave	FYI Properties	Non	Olympia	8	Consumption w/ Parking	N/A	0.38	2.51	Yes	
Level-2	3.75	700 Capitol Way N	Port of Olympia	Yes	Olympia	4	Consumption	N/A	0.25	1.65	Yes	
Level-2	3.75	103 Sid Snyder Ave	WA DES	Yes	Olympia	4	Consumption w/ Parking	N/A	0.39	2.57	Yes	
Level-2	4.7	601 4th Ave E	City of Olympia	Yes	Olympia	2	Consumption w/ per h	0.75	0.1	1.41	Yes	
Level-2	16.72	11509 Bridgeport Way	Lakewood Light & Pow	Non	Lakewood	2	Consumption	N/A	0.18	1.19	Yes	Idle Fee \$2.00/Hr
							Average		0.26			
DC FAST	1.5	501 Lilly Rd	Fast Fuel	Non	Olympia	2	Consumption	N/A	0.42	21	Yes	Express 250 Charger, same Model- RAC
DC FAST	32.3	111 River Rd	Korum Hyundai	Non	Puyallup	2	Consumption	N/A	0.38	19	Yes	Express 250, 125 kW/187.5 mi/hr
Ultra-Fast	3.4	1401 Galaxy Dr NE	electrify america / Wal	Non	Lacey	2	Consumption w/ Over	N/A	0.56	0	No	150 kW, Overstay \$0.40 per minute
Supercharger	0.06	665 Sleater Kinney Rd	Target/Tesla	Non	Lacey	6	Consumption w/ Over	N/A	0.5	0	No	250 kW/Fees non-Tesla
							Average		0.465			
NO CHARGE OR PRICE PER HOUR PRICING MODEL												
2	0.78	719 Sleater Kinney	DOL	Yes	Lacey	2	Free	N/A	0	0	Yes	
2	0.79	300 Desmond Dr	WA Ecology	Yes	Lacey	2	Free	N/A	0	0	Yes	
2	16.42	6010 Main St	DOL	Yes	Lakewood	4	Free	N/A	0	0	Yes	
2	4.41	2000 Lakeridge Dr	Thurston Co. Court	Yes	Olympia	4	Free w/Parking	N/A	0	0	Yes	One charger dedicated to employees
2	0.25	225 College NE	WSSDA	Non	Lacey	2	Hourly	2	0	0	Yes	
2	0.6	641 Sleater Kinney	Target	Non	Lacey	4	Hourly	2 hrs free, \$2	0	0	Yes	

PSE kwh is \$0.11143

Should round up to \$0.12

Recommendation: Charge by the kwh with an overstay policy in place, with a 15-30 min grace period, then a fee of \$X.00 per hour to promote turnover of each space. The consumption charge for the Level 2 should be from at least \$0.12 (cost of Energy) upto \$0.39, which is the highest rate in the area. For example to charge a kWH battery would be \$7.70 and \$23.40 respectively. If the purpose is to promote of these chargers is to promote the reduction of green house gas (GHG) by cutting emissions by 45%, then the City should not charge for the service like the State agencies in the area. This approach is to incentive employees, citizens and customers to move towards EV's.

EV CHARGING STATION LOCATIONS

City Hall

2-Level 2 Chargers (4 Stalls)
1-DC Fast Charger

Library

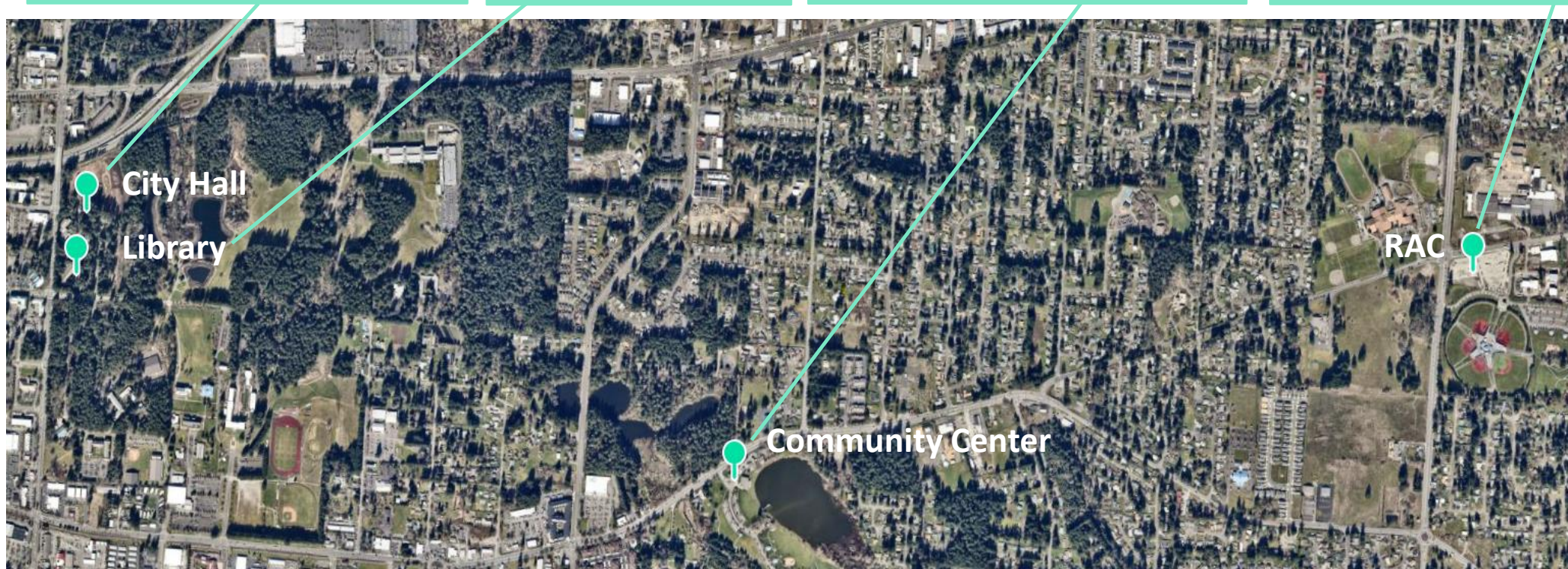
1-Level 2 Chargers
(2 Stalls)

Community Center

1-Level 2 Chargers (2 Stalls)
1-DC Fast Charger (1 Stall)

RAC

6-DC Fast Charger
(6 Stalls)



Level-2: 4 Chargers, 8 stalls
DC Fast: 8 Chargers, 8 stalls





LACEY CITY COUNCIL WORKSESSION May 28, 2024

SUBJECT: 2024 Budget Amendment Update

RECOMMENDATION: Review upcoming budget amendments to the 2024 adopted budget.

STAFF CONTACT: Rick Walk, City Manager *RW*
Troy Woo, Finance Director *TW*

ORIGINATED BY: Finance Department

ATTACHMENTS: None

FISCAL NOTE: As outlined in staff report.

**WORK PLAN GOAL
AND STRATEGY:** None

PRIOR REVIEW: None

BACKGROUND:

Throughout the year, adjustments to the budget become necessary as a result of City Council actions, activity levels that were not anticipated during budget development, and grant awards (or other receipts of outside funding). Historically, the budget has been amended once per year immediately prior to the final development of the next year's proposed budget document. It is staff's practice to communicate significant budget amendments leading up to the annual budget amendment process. The annual budget amendment ordinance adoption is scheduled for September.

The following are significant budget amendments that have been identified since the adoption of the 2024 Budget.

Current Expense Fund (General Fund)

- The Social Services Department requests the following enhancement to the 2024 Budget:
 - \$30,000 for support for the Lacey Genesis House

- \$10,000 for repairs and maintenance for the leased home provided to Homes First.
- The Community and Economic Development Department recently secured three grants. It is requested that budget be amended to accommodate both grant revenue and expenditures. The following grants were awarded:
 - \$175,000 Growth Management Act (GMA) Update Grant, which will include GMA review and update of the Comprehensive Plan and development regulations
 - \$350,000 Climate Grant, which includes the development of GMA climate change elements required by HB 1181.
 - \$75,000 Middle Housing Grant, which will develop policy and code adoption specific to implementing middle housing.

Regional Athletic Complex Fund (General Fund)

- A review of utility expenses indicates that the electricity and City of Lacey utilities budgets are not sufficient for the entire year. \$25,000 is requested for electricity and \$43,000 is requested for City of Lacey utilities expenses.

City Street Fund (General Fund)

- The City has been experiencing significant cost increases to crosswalk and traffic signal replacement supplies. Also, 2024 projects include a significant Intercity Transit priority signal replacement. An additional \$68,428 is requested for electrical supplies due to cost increases and to complete the Intercity Transit project.

Arterial Street Fund

- Budget amendments are needed for the completion of the following Arterial Street capital projects:
 - Electric Vehicle Chargers - \$28,000

Building Improvement Fund

- The City Building Access Controls project requires an amendment of \$107,137. Change orders for expanding the duress button system, additional licensing, and cabling were approved to complete the project.
- Due to a favorable bid environment, the alternate bid for the construction of the Police Training Center was able to be awarded with the construction of the new Police Station. The 2024 Adopted Budget did not include appropriations for the training center, so an additional \$164,299 is requested.

Regional Athletic Complex Capital Fund

- Following the April 23 City Council Worksession when the Regional Athletic Complex (RAC) Phase 3 design concept and financing was discussed, the predesign, design, permitting, debt issuance, and construction timeline for the Regional Athletic Complex (RAC) Phase 3 was refined. To ensure there is adequate time to address mitigation, wetland, and environmental requirements, staff recommends beginning the predesign of the project in 2024. \$250,000 is requested to begin the selection and contract process with a consultant during the second half of 2024.

Wastewater Operations Fund

- \$196,786 is requested for the replacement of three liftstation pumps, each over 20 years old. They have reached the end of their operational life, and the projected maintenance and repair expenses suggest that replacing them is the most cost-effective solution. Although rehabilitation for these lift stations is planned, it is not scheduled for another five years or more. These pumps can be utilized for the rehabilitation will mitigate inflationary increases associated with pump replacement.

Water Capital Fund

- Budget amendments are needed for the completion of the following Water capital projects:
 - 2022 Overlay Utilities - \$28,000
 - 2024 Annual Valves program - \$225,000
 - Lake View Meadows Watermain - \$220,000
 - Source 4 Well Site demolition - \$80,000

Wastewater Capital Fund

- Budget amendments are needed for the completion of the following Wastewater capital projects:
 - 2024 Annual Valve program - \$170,000
 - Liftstation 19 (Willamette Dr. and Commerce Place Dr.) - \$33,975

Equipment Rental Fund

- An unscheduled police vehicle replacement is needed due to an accident. The replacement will be funded from an insurance recovery. The cost of the police vehicle replacement is \$95,626.

Joint Animal Services Fund

- The Joint Animal Service Commission approved a \$30,000 amendment for a space needs analysis contract. The additional provisions include Public Works Engineering project time, an appraisal, and critical area evaluation.

The purpose of this update is to inform the City Council of significant proposed amendments. Additional budget amendment reports will be provided as needed. The City Council is scheduled to consider the final approval of these proposed amendments in September.



LACEY CITY COUNCIL WORKSESSION

May 28, 2024

SUBJECT: Parks Improvement Funding Work Group

RECOMMENDATION: “Next Steps” section of this staff report provides four (4) options for the Lacey City Council to consider.

Option 1 is recommended:

Direct City staff to prepare a resolution to establish a Parks Improvement Funding Work Group to recommend funding strategies to the Lacey City Council for implementation of the Parks, Culture and Recreation Parks Improvement Program.

STAFF CONTACT: Rick Walk, City Manager *RW*
Jen Burbidge, Parks, Culture & Recreation Director *JB*

ORIGINATED BY: Parks, Culture & Recreation Department

ATTACHMENTS: None

FISCAL NOTE: None

PRIOR REVIEW: City Council Worksession – April 23, 2024

**WORK PLAN GOAL
AND STRATEGY:**

Vibrant Place to Live, Work & Play:

C. Complete Greg Cuoio Park & Greenways – Phase 1A (and future completion of Phase 1 and future phases)

E. Continue initiatives to advance indoor recreation & cultural opportunities

Vibrant & Diverse Economy:

F. Focus on RAC Phase III & other sport facility developments

BACKGROUND:

In 2020, the Lacey City Council (City Council) directed Lacey Parks, Culture and Recreation Department (LPCR) to conduct extensive outreach and communication with

the public regarding priorities and to inform the 2023-2029 LPCR Comprehensive Plan update.

Over 3-years starting in 2021 through 2023, LPCR engaged in an extensive two-year public outreach and engagement process with a consultant, the Parks, Culture and Recreation Board (Parks Board), and a special Parks Outreach Team.

This work included in-person and online surveys, public presentations, and Worksessions by the Parks Board, Historical Commission, Commission on Equity, Lacey Youth Council, and the City Council. These efforts informed the development of the 2023-2029 LPCR Comprehensive Plan, which provides policy direction for recreational facilities, parks improvements, and maintenance needs. The LPCR Comprehensive Plan strategic goals align with City Council Work Plan Vision Areas as identified above.

The 2023-2029 LPCR Comprehensive Plan was adopted by the City Council on [August 17, 2023](#). The LPCR Comprehensive Plan identifies a six-year, parks capital improvement program to expand parks programs (known as the Parks Capital Improvement Program or PCIP), facilities, services and develop undeveloped parks properties to meet the future needs of the community based on community feedback. The LPCR Comprehensive Plan also outlines the opportunities and challenges ahead for LPCR and associated maintenance and operations, including:

- Providing adequate facilities to keep up with Lacey's significant amount of growth and the increased impact on aging parks facilities. The demand for parks exceeds our capacity for maintenance and improvements.
- Continuing to move from a predominately "property acquisition era" to a greater emphasis on parks access, improvement, and development phase.
- Solidifying a sustainable future funding strategy for development and ongoing maintenance.

The following is an excerpt from the LPCR Comprehensive Plan:

All of the projects [in the PCIP] will require public funding. Therefore, serious consideration must be given to establishing dedicated parks, culture and recreation funds (i.e., bond issues, sales and/or property tax or park district options).

At the April 23, 2024 Worksession, the City Council was briefed on the list of park improvement priorities identified in the PCIP over the next six-years. The briefing included an overview of the 3-year public engagement process, a review of the estimated capital cost, and long-term operation and maintenance costs. It also included an overview of potential funding options to finance the implementation of the 6-year parks capital improvement program. The range of funding options discussed included sponsorships/donations, user fees, grants, general fund, lodging tax, G.O bonds, Metropolitan Park District (MPD), and Public Facilities District (PFD).

As a result of the Worksession discussion, the City Council directed City staff to prepare forming a Parks Improvement Funding Workgroup with the purpose of: 1) conducting a deeper study of funding options to implement the PCIP, 2) to prioritize the \$67.6M in new and replacement parks projects identified in the PCIP, and 3) present a recommendation to the City Council. The City Council requested City staff prepare recommendations on the formation, structure and timeline for the proposed workgroup.

Parks Improvement Funding Workgroup Framework

A general framework should be considered when establishing a workgroup with a specific focus. Consideration should be given to purpose, timeframe, process and structure. The following provides a draft framework for City Council consideration.

Purpose: Based on the discussion at the April 23, 2024 Worksession, the intent of the workgroup is to focus specifically on the following purpose:

“Review parks expansion and replacement projects identified in the six-year PCIP, analyze available funding options, and recommend to the City Council funding sources to implement a prioritize list of parks capital projects.”

Timeframe: It is anticipated the workgroup would be formed for approximately 6-months of work following the following preliminary timeline:

- June 4th resolution creating the committee
- June: Call for applications
- July: Workgroup members selected
- August – November: Up to 8 meetings
- November/December: Recommendation to Council

Once the workgroup makes their recommendation they would dissolve.

Process: City staff will provide logistical support and facilitate the workgroup discussion. It is anticipated the workgroup would have a minimum of eight meetings to work through the following steps:

1. Orientation, roles, and purpose
2. Information on the parks system, PCR Comprehensive Plan, and community engagement
3. Current parks operations, maintenance, and capital financial conditions
4. Review of six-year Parks Capital Improvement Program
5. Research and analysis of potential funding sources
6. Develop recommendation

Structure/Selection: In terms of the workgroup structure and selection process, there are several options that City Council could consider.

At the May 28, 2024 Worksession, City staff will highlight options for workgroup size, preferred qualifications, voting/non-voting roles, and selection options for the City Council to consider to achieve a diverse and well round workgroup.

Based on the decisions of the City Council regarding the make up of the workgroup, City staff will begin the steps to prepare a Resolution for City Council consideration at the June 4, 2024 City Council meeting. If adopted, the City would officially establish the workgroup and begin the recruitment process.

Next Steps: Upon review, the Lacey City Council could consider one of the following options:

- Option 1:** Direct City staff to prepare a resolution to establish a Parks Improvement Funding Work Group to recommend funding strategies to the Lacey City Council for implementation of the Parks, Culture and Recreation Parks Improvement Program.
- Option 2:** Do not direct City staff to prepare a resolution to establish a Parks Improvement Funding Work Group.
- Option 4:** Provide direction to City staff on other elements to consider. After further diligence on these elements, City staff would then return to the City Council to review additional materials for consideration.
- Option 5:** Some other option not contemplated in the above options.