

FENDALTON/WAIMAIRI COMMUNITY BOARD
WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE
AGENDA

MONDAY 22 FEBRUARY 2010

AT 8.00AM

IN THE BOARDROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS

Committee: Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon

Community Board Adviser
Edwina Cordwell
Phone 941 6728 DDI
Email: edwina.cordwell@ccc.govt.nz

- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

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22. 2. 2010

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- 1. APOLOGIES**

- 2. DEPUTATIONS BY APPOINTMENT**

- 3. STAFF BRIEFINGS**



4. PROPOSED SIGNALISED PEDESTRIAN CROSSING AT BISHOPDALE SCHOOL – GREERS ROAD

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Authors:	Jack Wormald, Capital Programme, Project Manager Mike Thomson, Senior Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Works, Traffic and Environment Committee's recommendation that the Board recommends to the Council that a signalised pedestrian crossing replace the existing zebra pedestrian crossing and 40 kilometre per hour school zone at Bishopdale School on Greers Road.
2. Note this will be a joint recommendation to the Council with the Shirley/Papanui Community Board.

EXECUTIVE SUMMARY

3. The Fendalton/Waimairi Community Board requested a signalised crossing at the Bishopdale School in a submission to the 2009/19 LTCCP and it appears as a pedestrian safety initiative for delivery in the 2009/10 financial year.
4. Council staff from the project team are recommending that the Signalised Crossing be installed at Bishopdale School as shown in **attachment 1**.
5. The School staff and pupils are having trouble managing the operation of the school patrol on this ring road with increasing traffic volumes.
6. The introduction of the Signalised Crossing will enable the safe and efficient operation of this busy school crossing at peak traffic flow times.
7. Specific consultation has been carried out with the School and directly affected residents on the implementation of the proposed Signalised Crossing.
8. The existing 40 kilometre per hour school zone on Greers Road is now 10 years old and the electronic signs are in need of an upgrade. This zone was one of the first five zones set up as a trial when Christchurch sought approval of these to become a traffic control device on New Zealand roads outside schools.
9. Following implementation, the New Zealand Police education officer advised of the increased difficulty for school children to operate the school patrol when the 40 kilometre per hour zone is operating. This is due to the reduced headway (gap between vehicles) when traffic speeds are lower.
10. The combination of a 40 kilometre per hour zone and signals has the potential to create a safety issue. This is where persons crossing away from the signals may believe the motorists are travelling slower than they actually are and then choose an inappropriate gap to cross the roadway. Research has proved that motorists quickly forget about signage they have passed by, particularly when interrupted by traffic signals. Where the motorist has stopped for the signals and then accelerates away, they may not necessarily adhere to the 40 kilometre per hour maximum speed requirement.
11. There are some alterations to parking restrictions required as part of this project.

4. Cont'd

FINANCIAL IMPLICATIONS

12. Funding for this project is provided within the 2009/10 Transport and Greenspace Capital Programme – Road Safety at Schools. Based on current estimates, staff believe there is sufficient funding to complete the installation of this project. Pricing information is included in the public excluded section of this agenda.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

13. Yes. Funding for this project is provided in the 2009/19 LTCCP, page 247 – Road Safety at Schools Programme, which has a total budget of \$238,000.

LEGAL CONSIDERATIONS

14. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices. The Community Boards do not have the delegated authority to approve the traffic signals as Greers Road is a Minor Arterial.
15. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

18. As above.

ALIGNMENT WITH STRATEGIES

19. The recommendations align with the Council Strategies including the Road Safety Strategy 2004, the Safer Christchurch Strategy 2005, and the Pedestrian Safety Strategies 2001.

Do the recommendations align with the Council's Strategies?

20. As above.

CONSULTATION FULFILMENT

21. Consultation has been carried out at the school and directly affected residents on the proposed Signals and alterations to parking restrictions. All are in support of the proposal. In particular, the removal of the school zone has been discussed with school officials who are in support of the overall proposal to replace the zebra crossing and school zone with the signalised pedestrian crossing.

4. Cont'd

STAFF RECOMMENDATION

It is recommended that the Works, Traffic and Environment Committee recommend that the Board recommend to Council to approve:

- (a) That the existing no stopping of vehicles at any time on the north west side of Greers Road commencing at a point 93 metres south west from its intersection with Paprika Place and extending in a south westerly direction for a distance of 47 metres be removed;
- (b) That the existing no stopping of vehicles at any time on the south east side of Greers Road commencing at a point 118 metres north east from its intersection with Langdons Road and extending in a north easterly direction for a distance of 41 metres be removed;
- (c) That the zebra pedestrian crossing on Greers Road located at a point 103 metres south west from its intersection with Paprika Place be removed;
- (d) That a pedestrian crossing, controlled by traffic signals be installed on Greers Road located at a point 104 metres south west from its intersection with Paprika Place;
- (e) That the stopping of vehicles be prohibited at any time on the north west side of Greers Road commencing at a point 74 metres southwest from its intersection with Paprika Place and extending in a south westerly direction for a distance of 30 metres;
- (f) That the stopping of vehicles be prohibited at any time on the north west side of Greers Road commencing at a point 107 metres southwest from its intersection with Paprika Place and extending in a south westerly direction for a distance of 34 metres;
- (g) That the stopping of vehicles be prohibited at any time on the south east side of Greers Road commencing at a point 102 metres northeast from its intersection with Langdons Road and extending in a north easterly direction for a distance of 30 metres;
- (h) That the stopping of vehicles be prohibited at any time on the south east side of Greers Road commencing at a point 135 metres northeast from its intersection with Langdons Road and extending in a north easterly direction for a distance of 30 metres;
- (i) That the 40 kilometres per hour variable speed limit located on Greers Road, at Bishopdale School be removed.

5. MAKORA STREET RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Lorraine Correia, Consultation Leader, Capital Development Unit

PURPOSE OF REPORT

1. The purpose of this report is to seek the Works, Traffic and Environment Committee's recommendation that the Board approves the Makora Street renewal project, as shown in the **attached** plan (TP316501).

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in 2009/10 and involves the replacement of existing kerb and dish channel over the full length of Makora Street and the full reconstruction of the carriageway.
3. The primary objectives for the project are:
 - (a) To replace the kerb and dish channel with kerb and flat channel.
 - (b) To upgrade street lighting, drainage and water mains.
 - (c) To maintain or improve safety for all road users.
 - (d) To enhance the landscaping.
 - (e) To complete the project within the allocated budget.
 - (f) To complete construction within the 2010/11 financial year.
4. A concept was developed to meet these objectives. Two options were considered:
 - (a) An option to renew along the existing alignment and reduce the width of the carriageway at the southern end (the preferred option);
 - (b) An option of providing a traffic platform at the Fendalton Road/Makora Street intersection as a traffic calming mechanism, road narrowing to 6 metres around the Waimairi Stream to enhance the streetscape and reducing the width of the carriageway at the southern end.
5. The concept was distributed with a Public Information Leaflet to the affected community. The consultation received 14 responses, which is a moderate response rate. Most submissions were received from local residents. The proposal has a good level of community support, with a number of submitters raising issues that they would like considered by the project team.
6. The key issue raised in consultation relates to the proposed design for the Makora Street/Fendalton Road intersection, some residents preferred to see the entrance into Makora Street widened because they considered that would make it safe for traffic turning into Makora Street.
7. The project team reviewed this option and have found that there have been no recorded accidents at this intersection, a traffic speed survey also indicated that on average vehicles travelled approximately 39 kilometres per hour going southbound. Increasing the radius of the north east corner would be unsuitable as it would widen the crossing distance for pedestrians and potentially increase the speed of turning traffic into Makora Street.

5. Cont'd

8. There are currently 56 existing unmarked parking spaces along the length of Makora Street. The existing no parking lines along the bends will be retained and extended slightly – no kerbside parking will be lost. Car parking capacity at the bowling and croquet clubs has recently been increased.
9. Footpaths will be provided along both sides of the street, the western side of the carriageway will be at a maximum width of 1.8 metres which would reduce to 1.4 metres, to allow for power poles and berms. The footpath on the eastern side of the carriageway will now be located against the kerb and will measure 2 metres wide and will reduce to 1.4 metres around the existing power poles.
10. Paperbark Maple trees are included on grass verges along the southern end of the street; the species chosen are medium in size.
11. The recommended concept for the Makora Street Renewal project is **attached** (TP316501).
12. These works are scheduled for implementation in the 2010/11 financial year.

FINANCIAL IMPLICATIONS

13. The funding for the proposed kerb and channel renewal works on Makora Street is recommended in the 2009-19 LTCCP Street Renewal Programme. Pricing information is included in the public excluded section of this agenda.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. Yes. Based on current estimates there is sufficient budget allocated in the 2009-2019 LTCCP to implement the project which is programmed for the 2010/2011 financial year.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

15. There are no land ownership issues associated with this project. The project is within existing land boundaries.
16. No Resource Consents are required.
17. Community Board resolutions are required to approve the new no stopping restrictions. The Land Transport Rules provide for the installation no stopping restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. This project aligns with the Transport and Greenspace Unit's Asset Management Plan of the Capital Works Programme for the 2009-19 LTCCP (page 247).

ALIGNMENT WITH STRATEGIES

17. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

5. Cont'd

CONSULTATION FULFILMENT

Consultation Process and Outcome

18. An initial issues questionnaire was sent out to all the residents on Makora Street and key stakeholder groups in August 2009 requesting information from the residents on various factors in their street relating to traffic congestion, road, pedestrian and cycle safety, on-street parking and landscaping.
19. In September 2009 a response was sent to all respondents acknowledging that their submissions had been received, the letter also advised the residents that there is no funding available from the Council's Capital Works Programme budget for the under grounding of overhead wires on Makora Street. The residents were also given the contact details for Orion Group, which manages the power services in the street. The infrastructure that provides utility services (telecom/power) are not Council assets. The Council has prioritised budgeting to improve and maintain the City's infrastructure.
20. One resident also requested high speed fibre optic cabling, a response was sent advising him that Enable Networks were informed of the upcoming street renewal and that they would be in contact with the Christchurch City Council should they consider installing this cabling.
21. A seminar was held with the Fendalton/Waimairi Community Board on 7 October 2009. The publicity pamphlet which included the initial concept plan and a feedback form was distributed to residents and other stakeholders for consultation. The consultation period was open from 30 October to 13 November 2009, submissions received until 20 November 2009 were also accepted and were included in the consultation document. The consultation document has been circulated separately to the Board members.
22. There are approximately 44 properties on Makora Street. The consultation received 14 responses and community feedback was in general support of the proposal with some residents indicating they had mixed views. One submitter who supported the plan also had mixed views.
 - six submitters responded "YES – I support the concept plan".
 - nine submitters responded "MIXED VIEWS".
23. The submissions that indicated that they had *mixed views* cited the following reasons:
 - Concerns about the inclusion of the grassed area between the footpath and the road on the east side, would like this changed to reflect that on the west side i.e. the footpath against the kerb.
 - Concern that once the southern end of Makora Street has been narrowed to 9 metres this would reduce the number of kerbside parking spaces.
 - Request to widen the turn in from Fendalton Road
 - Request to make the parking bay on Fendalton Road into a left hand turn lane
 - Request for orange cobblestones at the Fendalton Road end, to make the street more visible
 - Request to extend the no parking lines opposite a driveway to allow for easy access out of driveway

5. Cont'd

24. Below are the project team's responses to the above concerns and changes to the proposal:
- The concept plan has been amended to show the footpath directly adjacent to the kerb on the east side.
 - No parking spaces will be lost as part of the road narrowing at the southern end of Makora Street.
 - The option of widening the turn into Makora Street was reviewed and the team have found that there have been no recorded accidents at this intersection. A traffic speed survey also indicated that vehicles do not generally travel at high speeds when turning into the Street. In addition to this, by increasing the radius of the north east corner is unsuitable as it would widen the crossing distance for pedestrians and potentially increase the speed of turning traffic into Makora Street.
 - Changing the parking bay on Fendalton Road into a left hand turning lane is outside the scope of this project, which relates to an upgrade of Makora Street.
 - Orange cobblestones at the Fendalton Road intersection are not required because of the low traffic volumes and speed on Makora Street.
 - The no stopping lines have been extended along the bends, this should alleviate any issues this resident is facing when backing up his driveway.
25. All respondents have been sent a final letter together with a copy of the revised plan and the consultation document with the project team's response. Details of the Fendalton/Waimairi Works, Traffic and Environment Committee meeting (date, time and venue) were provided to residents wishing to make a deputation to the Board prior to a decision being made; a copy of this letter has been circulated separately to the Board members.
26. The final concept plan, which includes the above amendments, is attached (TP316501) and is recommended for approval by the Board.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the Makora Street Renewal project, as attached (TP316501),
- (b) Approve the following parking restrictions to take effect following completion of construction:

REVOKE EXISTING NO STOPPING

- (i) That all existing no stopping resolutions on the west side of Makora Street between Fendalton Road and Weka Street be revoked.
- (ii) That all existing no stopping resolutions on the east side of Makora Street between Fendalton Road and Weka Street be revoked.

NEW NO STOPPING

- (i) That the stopping of vehicles be prohibited at any time on the west side of Makora Street commencing at its intersection with Fendalton Road and extending in a southerly direction for a distance of 18 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Makora Street commencing at its intersection with Fendalton Road and extending in a southerly direction for a distance of 15 metres.

5. Cont'd

- (iii) That the stopping of vehicles be prohibited at any time on the west side of Makora Street commencing at a point 92 metres south from its intersection with Fendalton Road and extending in a southerly direction for a distance of 31 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Makora Street commencing at a point 135 metres north from its intersection with Weka Street and extending in a northerly direction for a distance of 31 metres.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Makora Street commencing at a point 71m from its intersection with Weka Street and extending in a northerly direction for a distance of 31 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Makora Street commencing at its intersection with Weka Street and extending in a northerly direction for a distance of 14 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Makora Street commencing at its intersection with Weka Street and extending in a northerly direction for a distance of 17 metres.

5. Cont'd

BACKGROUND (THE ISSUES)

27. Makora Street is located off Fendalton Road and Weka Street. The street is classified as a local road serving residential dwellings and providing access to the Fendalton Bowling Club and the Fendalton Park Croquet Club. The street is approximately 330 metres long and connects with Fendalton Road to the north and Weka Street to the south.
28. Makora Street has a low volume of traffic. The road width is almost 9 metres at the northern end with the width increasing to 14 metres at the southern end. The proposed new kerb and channel will go along the existing alignment from the intersection with Fendalton Road to the Waimairi Stream (number 35 Makora Street), and then the carriageway would be narrowed to 9 metres from Waimairi Stream to Weka Street.
29. A traffic count taken outside No. 2 and 4 Makora Street was undertaken in August 2009 shows Makora Street carries on average 270 vehicles per day, with the majority of the traffic travelling north. The speed survey revealed that the 85 percentile speed of 44.5 kilometre per hour for vehicles travelling northbound and 39.2 kilometre per hour for vehicles travelling southbound.
30. There is an existing traffic calming feature at the Weka Street end to slow traffic entering and leaving Makora Street, this will remain and minor amendments will be made.
31. There are no land ownership issues associated with this project. The project is located within the road reserve.

6. BURNSIDE PARK DRAFT MANAGEMENT PLAN

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Asset and Network Planning Unit Manager
Author:	Eric Banks, Parks and Waterways Planner

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Works, Traffic and Environment Committee that the Board approve the release of the draft management plan for Burnside Park, which has been **separately circulated** to members and the **attached** draft consultation plans, for public comment in accordance with their delegated authority and process of section 41 of the Reserves Act 1977.

EXECUTIVE SUMMARY

2. A meeting with stakeholder clubs was held on-site on 23 May 2007 to ascertain issues and ideas towards the preparation of the draft plan. On 2 June 2007, the Council publicly notified, with advertisements in the public notices of The Press, its intention to prepare a Management Plan for Burnside Park in accordance with section 41 of the Reserves Act 1977. Following an update for the Board, an information leaflet was distributed to stakeholders and local residents and their ideas and comments invited.
3. Submissions were received from 90 individuals and organisations at the issues gathering stage of the development of the Burnside Park draft management plan. All of those that have left contact details have been acknowledged. The submissions were then analysed and processed to create the draft management plan.
4. In February 2008, the Board resolved to recommend the Council classify the one remaining lot within the park (occupied by the bowling club) which had not been previously classified. Council subsequently classified this lot (Lot 30 DP24410) as recreation reserve. This action was required as a prerequisite of publicly advertising the draft plan and to ensure that the management plan is a legally binding document under the Reserves Act 1977 when the plan becomes operative.
5. The planned consultation process will involve the following methods (note the intended timeline for the process is included):
 - (a) Public notification of the draft management plan in accordance with the Reserves Act 1977, this will include advertising in local newspapers, this being the official opening of the draft submissions period, this period running for no less than two calendar months in accordance with the Reserves Act. Following this an officer's report on the submissions accompanies the draft plan and is put before the hearings panel. The hearings panel is set to meet in May 2010 to form its recommendations to Council for what should be included in the adopted management plan following hearing and viewing of verbal and written submissions.
 - (b) Information session to be held at Burnside Park Lions Club, Thursday 18 March 7pm, for the public to meet Council officers face to face to better understand the process and ask questions about the plan. This will take place during the two month submission period.
 - (c) The draft management plan to be displayed on the Council's 'Have Your Say' website and at the Fendalton Service Centre inviting comment. This to coincide with the public notification.

All previous submitters and groups of interest to be contacted directly at the time of the public notice with information about the release of the draft plan.

6. Cont'd

6. Consultation on the management plan must follow the procedures set out in the Reserves Act 1977 which requires that the plan be publicly notified and that interested parties be given at least two months to make submissions. The Act also allows for a hearing if required. All written submissions and hearings will be considered in development of the final plan. The management planning officer will summarise the submissions and make recommendations for the hearings panel to consider. Following the hearings, the panel will make its recommendations for any alterations to the plan. The management planning officer will then take an officer's report accompanied by the panel's recommended version of the plan to the Council for a final decision. Once the Council has approved the recommendations the plan will have final and operative status.
7. The main themes or issues raised during the suggestions for the management plan were as follows:
 - (a) Preferences for trees and other vegetation
 - (b) Removal of former nursery house desired
 - (c) Preferences for car parking and formalising BMX site
 - (d) Tidy club buildings; no more buildings or encroachment on park
 - (e) Mostly in favour of upgrading Avonhead Road playground and closing one by the tennis courts

FINANCIAL IMPLICATIONS

8. The draft plan details funding that will need to be sourced from the 2012/22 LTCCP or subsequent LTCCP's. The details of this can be found in the accompanying draft plan. With the adoption of the draft plan there is no commitment to Council to supply this funding as it is an LTCCP process that decides the funding.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. The only funding at present is \$150,000 for the tree replacement programme for the park over 10 years and playground renewal of \$10,000 for 2013/14 and \$80,000 for 2014/15. Any expenditure listed in the plan would have to be sought from future LTCCP's. This is clearly stated in the draft plan.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

10. All types of reserves (except local and Government purpose reserves) under the control of or vested in an administering body must be covered by an approved management plan, or plans, under s.41 of the Reserves Act 1977.

In exercising its functions the administering body of a reserve under the Reserves Act 1977, is required to comply with the management plan for the reserve and any approved amendments of it (s.41(11)).

An administering body is required to keep the management plan(s) over reserve(s) for which it responsible under continuous review (s.41(4)). The intention is that the plan be adapted to changing circumstances or increased knowledge. Generally, plans should be reviewed at a minimum of 10 year intervals and need not involve a complete rewriting.

Section 41 of the Reserves Act 1977 requires that consultation be undertaken on land that is classified under the Act.

6. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. The Burnside Park Management Plan is compatible with the Council's Community Outcomes of Recreation, a Safe City and a Healthy City. Page 120 of the LTCCP states, "Provide a network of safe, accessible and attractive multi-purpose sports parks, as reflected in the Activity Management Plan".

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

12. Yes, the draft management plan supports the provision of recreation facilities, and proportion of customers satisfied with a range of recreation opportunities available on parks ($\geq 90\%$ customers satisfied each year with the range of recreation facilities available at sports parks).

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

13. Biodiversity Strategy 2008 - 2035, Physical Recreation and Sport Strategy 2002, Christchurch Active Living Strategy 2004, Cycling Strategy 2004, Draft Public Open Space Strategy 2010 - 2040, Safer Christchurch Strategy 2005, Parks and Waterways Access Policy 2002, Waterways and Wetlands Natural Asset Management Strategy 1999. In addition, the City Plan - Section 14 sets objectives and policies for the provision of open space and recreational facilities.

CONSULTATION FULFILMENT

14. The consultation will fulfil the requirements of the Section 41, Reserves Act 1977.

STAFF RECOMMENDATION

- (a) It is recommended that the Works' Traffic and Environment Committee recommends to the Board that the Board approve the release of the Draft Burnside Park Management Plan for public consultation as set out in s41(6) of the Reserves Act 1977.
- (b) It is further recommended that the Works, Traffic and Environment Committee recommend to the Board that it appoints a representative to be considered for the hearings panel. (Should the Board wish to make a submission to a hearings panel on the draft plan, then representatives on the panel appointed by the Council should not be from this Board due to potential for conflict of interest to arise and a perceived bias on the part of the panel member).

7. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.