



## Christchurch City Council

# SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

7 JUNE 2005

AT 5.00 PM

IN THE BOARDROOM,  
SOUTH LIBRARY, SERVICE CENTRE AND LEARNING CENTRE,  
66 COLOMBO STREET, CHRISTCHURCH

**Community Board:** Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Paul de Spa, Chris Mene, Sue Wells and Megan Woods.

**Community Board Principal Adviser**

Lisa Goodman

DDI: 941-5108

Email: [lisa.goodman@ccc.govt.nz](mailto:lisa.goodman@ccc.govt.nz)

**Community Board Secretary**

Elaine Greaves

DDI: 941-5105

Email: [elaine.greaves@ccc.govt.nz](mailto:elaine.greaves@ccc.govt.nz)

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**PART B - REPORTS FOR INFORMATION**

**PART C - DELEGATED DECISIONS**

### INDEX

**PART C 1. APOLOGIES**

**PART C 2. CONFIRMATION OF REPORT TO COUNCIL: 17 May 2005**

**PART B 3. YOUTH DEVELOPMENT FUND RECIPIENT REPORT**

Tim Norris will report back on his participation in the New Zealand Soccer International Player Development Programme.

**PART B 4. DEPUTATIONS BY APPOINTMENT**

4.1 Chrissie Williams, Enviroschools Facilitator, will inform the Board of the Enviroschools programme and which schools are participating in the Spreydon/Heathcote community (see attached).

**PART C 5. PROPOSED TREE REMOVAL – ANTIGUA RESERVE, BROUGHAM STREET**

The purpose of this report is to respond to a request to remove the poplar tree in Antigua Reserve (adjacent to 157 Brougham Street) as outlined in Mrs Pamment's deputation to the Board meeting of 17 May 2005. Approval is also being sought to remove a semi-mature ash tree and birch tree from the same reserve.

**We're on the Web!**

[www.ccc.govt.nz/Council/Agendas/](http://www.ccc.govt.nz/Council/Agendas/)

- PART C 6. SHARP TRUST – APPLICATION FOR FUNDING**  
The purpose of this report is to provide information in relation to an application from the SHARP (Spreydon Holiday, After-school and Recreation Programmes) Trust – for \$2,500 from the Board’s 2004/2005 Discretionary Fund.
- PART C 7. PORT HILLS ROAD – PROPOSED ‘NO STOPPING’ RESTRICTION**  
The purpose of this report is to seek the Board’s approval for the installation of a single section of “no stopping” on the north side of Port Hills Road on a bend opposite the Alderson Avenue intersection.
- PART C 8. SOMERFIELD STREET – PROPOSED “P10” PARKING RESTRICTION**  
The purpose of this report is to seek the Board’s approval for the conversion of an existing taxi stand to a P10 parking restriction on the south-east side of Somerfield Street, south of the Strickland Street intersection.
- PART C 9. URBAN DEVELOPMENT STRATEGY**  
A copy of the Board’s draft submission on the Urban Development Strategy as lodged with Council on 3 June 2005 is attached for ratification.
- PART C 10. SUBMISSION – ENVIRONMENT CANTERBURY’S DRAFT 2005/06 ANNUAL PLAN**  
A copy of the Board’s submission on ECan’s draft 2005/06 Annual Plan as lodged on 30 May 2005 is attached for ratification.
- PART B 11. UPDATE OF BOARD FUNDS**  
Attached are schedules with up-to-date information regarding the Board’s 2004/05 Project, Discretionary, SCAP and Youth Development Funds, together with a copy of the Board’s Outcomes and Measures.
- PART B 12. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER**  
The Community Board Principal Adviser will update the Board on current issues.
- PART B 13. BOARD MEMBERS’ INFORMATION EXCHANGE**  
Board members will have an opportunity to provide updates on community activities/ Council issues.
- PART C 14. MEMBERS’ QUESTIONS**
- PART C 15. RESOLUTION TO EXCLUDE THE PUBLIC**

**1. APOLOGIES**

**2. CONFIRMATION OF REPORT TO COUNCIL: 17 MAY 2005**

The report of the meeting of 17 May 2005 has been circulated under separate cover.

**STAFF RECOMMENDATION**

That the report to Council of the meeting of 17 May 2005 be confirmed as a true and accurate record of that meeting.

**3. YOUTH DEVELOPMENT FUND RECIPIENT REPORT**

Tim Norris will report back on his participation in the New Zealand Soccer International Player Development Programme.

**4. DEPUTATIONS BY APPOINTMENT**

4.1 Chrissie Williams, Enviroschools Facilitator, will inform the Board of the Enviroschools programme and which schools are participating in the Spreydon/Heathcote community (see attached).

**5. PROPOSED TREE REMOVAL – ANTIGUA RESERVE, BROUGHAM STREET**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Greenspace Manager
<b>Author:</b>	Ann Liggett, Parks & Waterways Area Advocate, DDI 941-5111 and Tony Armstrong, Arborist, DDI 941-8578

**PURPOSE OF REPORT**

1. The purpose of this report is to respond to a request to remove the poplar tree in Antigua Reserve (adjacent to 157 Brougham Street) as outlined in Mrs Pamment's deputation to the Board meeting of 17 May 2005. Approval is also being sought to remove a semi-mature ash tree and birch tree from the same reserve.

**EXECUTIVE SUMMARY**

2. A request has been received, via the Community Board, from the resident of 157 Brougham Street, to remove the poplar tree in Antigua Reserve.
3. Antigua Reserve is situated on the corner of Brougham Street and Antigua Street and the tree is dominant in the reserve and immediate landscape.
4. Staff met with Mrs Pamment and the neighbour from 34 Antigua Street on Tuesday 10 May 2005 on site. The concerns raised by the neighbours are ones of nuisance, ie leaves/debris, which when wet create a potential slip hazard, and the threat posed by the size, situation and nature of the tree.
5. During this site visit, two other trees (a semi-mature birch tree and ash tree) were also identified as being suitable for removal at the same time, as the species seem inappropriate due to the "native planting" theme of the reserve, as well as the potential problems the trees will create over time.

**5 Cont'd**

6. The poplar tree is maturing, planted approximately 20 years ago. It has attained a height of approaching 20 metres with a similar canopy spread, and a girth of approximately 3 metres (1 metre diameter).
7. The poplar tree is a healthy tree showing vigour and vitality, but with some minor deadwood in the canopy. Other observations of the canopy noted pruning wounds, particularly in branch unions and bark inclusions and ribbing, indicating potential stresses. A large wound was evident from previous branch failure, on a limb over the pathway. This branch will need to be removed creating a wound on the trunk of approximately 40cm diameter at 2 metres on the trunk.
8. The trunk otherwise exhibited no visible abnormalities whilst the root zone may have been modified due to construction of a pathway and other landscaping. Overall the tree appears fairly typical for a poplar of this age.
9. Records indicate that the tree has previously been assessed and maintained, including pruning of the lower branches to lift the canopy (principally for clearance of the carriageway) and, the removal of broken branches.
10. The option to do nothing and leave the poplar tree as is was not considered by staff due to the potential health and safety risks.
11. Due to the inherent structure of the canopy of the poplar tree and it's previous pruning history, it will continue to be problematic as it grows further into maturity. The need to remove a 12 metre long branch, due to potential failure over a public walkway will compromise the tree's health due to the size of the trunk wound, as well as decrease the amenity value of the tree.
12. Further branch failure could be anticipated, with few remedial pruning options available to help reduce this probability. Given the location of the tree, in a public reserve adjacent to a State Highway and private residential property, the option of continued maintenance is not suitable due to the risk of continued branch failure being high.
13. Staff believe the option of removal is the best solution as the tree is no longer suitable, having outgrown it usefulness for this site and presenting a potential health and safety issue.
14. As mitigation for the loss of landscape amenity, planting of a suitable replacement species is advised.
15. Should approval be granted for the removal of the semi-mature birch and ash trees the proposal would be to also plant species more in keeping with the theme of the reserve.

**FINANCIAL AND LEGAL CONSIDERATIONS**

16. Funding for the removal and replanting of the trees will be available in the 2005/06 capital works programme of the Greenspace Unit.
17. The trees are not listed as protected under the City Plan.
18. If the poplar tree remains in its current condition it will continue to pose a health and safety risk with potential liability to Council.
19. All work will be carried out by a Council approved contractor.

**STAFF RECOMMENDATIONS**

It is recommended that the Board:

- (a) Approve the removal of the poplar tree in Antigua Reserve, with the replacement planting of a suitable species in keeping with the "native" theme of the reserve.

5 Cont'd

- (b) Approve the removal of the semi-mature birch and ash trees, in order to plant tree species more in keeping with the “native” theme of the reserve.

**CHAIRPERSON’S RECOMMENDATION**

For discussion.

**6. SHARP TRUST – APPLICATION FOR FUNDING**

<b>General Manager responsible:</b>	General Manager Community Services
<b>Officer responsible:</b>	Unit Manager Community and Recreation
<b>Author:</b>	Maria Moran, DDI 941-5107

**PURPOSE OF REPORT**

1. The purpose of this report is to provide information in relation to an application from the SHARP (Spreydon Holiday, After-school and Recreation Programmes) Trust – for \$2,500 from the Board’s 2004/2005 Discretionary Fund.

**EXECUTIVE SUMMARY**

2. The Spreydon/Heathcote Community Board at its last meeting requested background information on SHARP and the programmes they run in order to make an informed decision about the group’s funding request.
3. The SHARP Trust have recently added children’s holiday camps (“Kids Camps”) to the list of services they provide to the local community. These camps provide holiday care for children who are nominated by the Principal of their school as “needing a holiday”. The camps are one week long with two camps planned for this year. \$2,500 is requested to assist with the cost of staff wages from a total programme cost of \$36,186.

**BACKGROUND ON SHARP TRUST – APPLICATION FOR FUNDING**

4. SHARP has been operating as a Charitable Trust since 1999. Its purpose is to serve the local families by providing quality low-cost out-of-school care. The activities and services they provide include:
- Before School Care
  - After School Care: five programmes for children aged between five and 13 years
  - Holiday Programmes: five programmes catering for 120 children per week for eight weeks of the year
  - Kids Camps
5. Council support towards SHARP over the past two years has been through Board Project Funding as follows:

<b>Funding Stream</b>	<b>Year</b>	<b>Amount</b>	<b>Purpose</b>
Community Board Project Funds:	2003/2004	\$10,130	Staff costs (After School Programme)
	2004/2005	\$14,625	Staff costs (After School Programme)
	2004/2005	\$5,000	Staff costs (Holiday Programme)

**6 Cont'd**

6. The SHARP Trust employ three full-time staff and six part-time staff which equates to 220 hours per week. In addition there are 12 casual staff employed totalling 64 hours per week. They have 110 volunteers who assist with this work which equates to an estimated 420 hours per week.
7. The Trust has developed strong relationships with families and schools in the area. The number of programmes that the Trust operates is increasing in response to community need. This new programme demonstrates this responsiveness.

**OPTIONS**

8. In relation to this application the Community Board could choose to;
  - (a) Grant \$2,500 to SHARP – to assist with the cost of staff wages for “Kids Camps”
  - (b) Grant a portion of the amount requested
  - (c) Decline the application.

**PREFERRED OPTION**

9. Given that the outcomes of SHARP align significantly with Community Outcomes, Council Policies and Community Board Objectives, the preferred option is to grant the amount requested. The group has a stable history, they have developed good relationships with schools in the area and have strong support from the Spreydon Baptist Church. Funds are sourced for the programmes they deliver from a wide range of funding providers.
10. In conclusion, the SHARP Trust has developed over the past six years in response to community need and this new programme will provide targeted children from the area with a much-needed “holiday” experience. In addition, the Trust’s outcomes align strongly with desired Council and Community Board outcomes.

**STAFF RECOMMENDATION**

That the Spreydon/Heathcote Community Board allocate \$2,500 from its 2004/05 Discretionary Fund to SHARP for the purpose of assisting with the cost of staff wages for the “Kids Camp” programme.

**CHAIRPERSON’S RECOMMENDATION**

That the officer’s recommendation be supported.

**7. PORT HILLS ROAD – PROPOSED ‘NO STOPPING’ RESTRICTION**

<b>General Manager responsible:</b>	General Manager of City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Jeff Owen, Senior Traffic Engineer, DDI 941-8971

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board’s approval for the installation of a single section of “no stopping” on the north side of Port Hills Road on a bend opposite the Alderson Avenue intersection (see attached).

**EXECUTIVE SUMMARY**

2. The Council has received complaints from motorists and residents concerning the blocking of through-traffic created by parked cars and right turning traffic into Alderson Avenue from Port Hills Road.

**7 Cont'd**

3. The complaints have been investigated and it can be confirmed that there are often vehicles parked on this bend associated with the adjacent residential properties. Whilst these properties all have off-street parking, discussions with residents reveal that the parked cars often belong to visitors. The presence of these parked vehicles, on a section of road with reasonably high vehicle operating speeds, creates a number of adverse effects. Not least of these is that through-traffic can be significantly and abruptly impeded when a motorist is waiting to turn right into Alderson Avenue. There are also concerns with the safety for cyclists travelling wide on the curve to avoid parked cars and the safety to motorists exiting their vehicles.
4. Two options were considered to rectify the problem including the "status quo" (refer (a) and (b) below).
5. The views of affected residents have been obtained (refer paragraph 15).
6. The installation of a broken yellow "no stopping" line on the northern side of the road for a distance of some 60 metres around the curve in the road is considered the most cost effective and practical solution to the problem.

**FINANCIAL AND LEGAL CONSIDERATIONS**

**Cost**

7. No stopping installation cost = 62m @ \$1.00/m = \$62.00.

**Legal Considerations**

8. The Traffic Regulations 1976 provide for the control of parking by way of restrictions of this type.

**BACKGROUND ON THE PORT HILLS ROAD – PROPOSED 'NO STOPPING' RESTRICTION**

9. The Council has received complaints from motorists and residents concerning the blocking of through traffic created by parked cars and right turning traffic into Alderson Avenue from Port Hills Road.
10. As noted above there are essentially three areas of concern associated with this parking. Firstly the disruption it can cause when a right turning vehicle is waiting to turn into Alderson Avenue. The roadway is not sufficiently wide enough to allow through-traffic between the parked cars and the turning vehicle. The roadway measures only 5.4 metres from the centre line to the kerb. This is a reasonably common problem which is why the traffic regulations do not allow parking within 6 metres of an intersection. However, this is seldom enforced on the main through-leg of a "T" intersection; and 6 metres from the intersection is seldom sufficient to avoid disruption to through-traffic when a right turning vehicle is queued. The second concern relates to cycle safety. This section of Port Hills Road forms part of a popular recreational cycle route. Parked cars on the bend can force cyclists wide presenting possible conflicts with the traffic stream. The Council has identified a need to install cycle lanes along this route. This is currently occurring over various sections in conjunction with other capital projects. The linking of these sections and the completion of lanes over the entire route is expected to be some time away. Thirdly, motorists exiting their vehicles from the drivers' side are exposed to the through-traffic stream that tends to "hug" the corner.
11. It should be noted that an attempt to resolve this issue by asking residents to encourage their visitors to park elsewhere had little effect on parking habits.
12. A recent search of the Land Transport NZ crash data base (CAS) reveals two reported crashes on this section of road within the last five years (see attached). Both of these crashes involved west bound vehicles on Port Hills Road losing control on the bend. In both case alcohol was a factor. It is acknowledged that any removal of kerb-side parking will not prevent this type of crash occurring, but will reduce the position for cornering vehicles to veer across the centre-line, particularly at high speeds.

**7 Cont'd**

**OPTIONS**

13. Two options were considered to address the problem. These are outlined as follows;

(a) **Status Quo**

The problem only arises when vehicles park on the north side of the bend. Generally, people parking on this bend are visiting residential properties. Leaving the situation as it is retains parking but does not address the safety issues.

(b) **Remove Parking from the North Side**

Removing the right to park on the north side of the bend, over a sufficient length to avoid the problem occurring, requires the installation of a broken yellow "no stopping" line. This option will improve road safety for through-traffic, particularly cyclists, and will ensure unimpeded movement of through-traffic, therefore significantly reducing the likelihood of vehicle conflicts arising.

**PREFERRED OPTION**

14. After careful consideration, **Option B** is favoured as it provides a cost effective solution to the problem. Option B involves the removal of kerbside parking along the northern side of Port Hills Road covering a distance of approximately 62 metres. This provides a sufficient length to cover the bend.

**CONSULTATION**

15. This proposal was discussed with all affected residents on the north side of Port Hills Road through a "door knocking" exercise. All residents supported the proposal but were keen to ensure that only the minimum amount of parking was removed to resolve the problem.

**CONCLUSION**

16. It is concluded that vehicles parking on the north side of Port Hills Road on the bend opposite Alderson Avenue significantly reduces the level of road safety, particularly to cyclists. The installation of a broken yellow "no stopping" line on the northern side of the bend for a distance of some 62 metres is considered the most cost effective and practical solution to the problem.

**STAFF RECOMMENDATIONS**

It is recommended that the Board approve that the stopping of vehicles be prohibited at any time on the northern side of Port Hills Road commencing at a point 24.7 metres in an easterly direction from the Lucienne Place intersection and extending in an easterly direction for a distance of 61.8 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the officer's recommendation be supported.

**8. SOMERFIELD STREET – PROPOSED "P10" PARKING RESTRICTIONS**

<b>General Manager responsible:</b>	General Manager of City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Malcolm Taylor, DDI 941-8604

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the conversion of an existing taxi stand to a P10 parking restriction on the south-east side of Somerfield Street, south of the Strickland Street intersection.

**8. Cont'd**

**EXECUTIVE SUMMARY**

2. The Council has received a request from the owner of the commercial properties on the south-west corner of the intersection of Colombo Street, Strickland and Somerfield Streets for a short-term parking area to service the refurbished commercial buildings to be used as a small restaurant (see attached). This restaurant will have a "takeaway" component and, as such, will generate a short term parking demand.
3. The area that the owner would like as a short-term parking restriction is currently utilised by two taxi stands, one either side of a vehicle entrance servicing the neighbouring motor vehicle repair workshops. The stand to the north accommodates up to three taxis, while the stand to the south accommodates a single space only. Discussions with the Taxi Federation reveal that they wish to retain the larger of the two stands, but are comfortable losing the smaller stand. They also suggest that the larger stand could be relocated to the opposite side of Somerfield Street to "free up" further spaces for the restaurants and the motor vehicle workshops. However, consultation with the residents directly affected by such relocation reveals that they are not supportive of this suggestion.
4. Three options were considered to meet some of the short-term parking demand, including the status quo.
5. The views of key stakeholders have been obtained.
6. The conversion of the existing single space taxi stand to a "P10 At Any Time" parking restriction is considered the most cost effective and practicable method of meeting the request.

**FINANCIAL AND LEGAL CONSIDERATIONS**

**Cost**

6. Less than \$500.

**Legal Considerations (refer to attachment for complete references)**

7. The Land Transport Rule, Road User 2004 Rule 61001 Part 6 Stopping and Parking and Land Transport Rule, Traffic Control Devices 2004 Rule 54002 Section 12 Stopping, Standing and Parking, provide for the control of parking by way of restrictions of these types.

**BACKGROUND ON SOMERFIELD STREET – PROPOSED "P10" PARKING RESTRICTION**

8. The Council has received a request for a short-term parking restriction to provide convenient and accessible parking for customers of the new restaurants located on the southern corner of Colombo, Strickland and Somerfield Streets. The owner of the neighbouring motor vehicle workshops has also expressed a desire for more customer parking. Currently on-street parking on Somerfield Street, directly outside the restaurants and workshops is unavailable due to a broken yellow "no stopping" line. The balance of the kerbside is occupied by two taxi stands which extend south down Somerfield Street and are located outside the neighbouring motor vehicle repair workshops.
9. The Council receives regular requests for parking restrictions throughout the City. These requests are managed with reference to the "Parking Strategy". This strategy provides a sound basis for determining what priority to give a particular request in the context of the conflicting demands on kerbside space.
10. In this case, as the request is located within a commercial area, "short stay parking for business and retail needs" is fifth in the priority for kerbside space, behind bus stops and taxi/shuttle stops, loading zones and disabled persons parking. Therefore, the use of the space as a taxi stand has priority over the use for the short-term customer parking.

## 8. Cont'd

11. It follows that the Taxi Federation would need to consider the stand surplus or redundant before it could be utilised for a lower priority use. Discussions with the Taxi Federation reveal that there is an existing demand for a stand in the current location. However, such a stand need only

accommodate two taxis. As such there is scope to convert part of the larger stand or the entire smaller stand to a short-term parking restriction. The Taxi Federation would prefer to retain the larger stand but suggest that it could be relocated to a position directly opposite on the north-west side of Somerfield Street and reduced in size to accommodate two taxis.

### OPTIONS

12. Three options were considered to address the problem. These are outlined as follows;

(a) **Status Quo**

The status quo is likely to result in illegal parking such as parking over driveways or parking within the existing taxi stands. This is likely to cause a nuisance to local businesses, residents and taxi drivers.

(b) **Convert both Taxi Stands to P10, Relocating the Larger Stand to a Position Directly Opposite on Somerfield Street**

This will result in a greater number of spaces being available for the restaurants and motor vehicle workshops. However the residents directly affected by the relocation of the larger stand to the opposite side of Strickland Street are not supportive. They consider that the taxi stand is better located in its existing position outside the commercial activity rather than outside the residential properties.

(c) **Leave the Larger Taxi Stand as it is and Convert the Smaller Taxi Stand to P10**

This option involves the status quo for the larger of the two stands and the conversion of the smaller stand to P10. The option provides a good balance between the requirements of the restaurant owner, the workshops, the Taxi Federation and the residents across the road.

### PREFERRED OPTION

13. After careful consideration, **Option C** is favoured as it provides a cost effective and practicable solution to the problem.

### CONSULTATION

14. This proposal was discussed with the Taxi Federation, the commercial building owner, the motor vehicle repair workshops and affected residents. All support the preferred option. Both the restaurant and workshop operators/owner would have preferred a greater number of spaces but are comfortable with a single space at present.

### CONCLUSION

15. The owners of the commercial restaurant properties and motor vehicle workshops on the south-west corner of the intersection of Colombo Street, Strickland and Somerfield Streets have requested a short term parking area for customers. This request can be met through the conversion of a taxi stand that is surplus to requirements.

### STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) That the taxi stand located on the south-east side of Somerfield Street commencing at a point 45 metres in a south-westerly direction from the Strickland Street intersection and extending in a southerly direction for a distance of 7 metres be rescinded.

**8. Cont'd**

- (b) That the parking of vehicles be restricted to a maximum of 10 minutes at any time on the south-east side of Somerfield Street, commencing at a point 45 metres in southerly direction from the Strickland Street intersection and extending in a southerly direction for a distance of 7 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the officer's recommendations be supported.

**9. URBAN DEVELOPMENT STRATEGY**

A copy of the Board's draft submission on the Urban Development Strategy as lodged with Council on 3 June 2005 is attached.

**STAFF RECOMMENDATION**

That the Board ratify its submission to the Urban Development Strategy.

**10. SUBMISSION – ENVIRONMENT CANTERBURY'S DRAFT 2005/06 ANNUAL PLAN**

A copy of the Board's submission on ECan's draft 2005/06 Annual Plan is attached and was lodged by the closing date of 30 May 2005. If the Board is unable to ratify its submission at today's meeting it can be withdrawn.

**STAFF RECOMMENDATION**

That the Board ratify its submission to Environment Canterbury's draft 2005/06 Annual Plan.

**11. UPDATE OF BOARD FUNDS**

Attached are schedules with up-to-date information regarding the Board's 2004/05 Project, Discretionary, SCAP and Youth Development Funds, together with a copy of the Board's Outcomes and Measures.

**12. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER**

The Community Board Principal Adviser will update the Board on current issues.

**13. BOARD MEMBERS' INFORMATION EXCHANGE**

Board members will have an opportunity to provide updates on community activities/Council issues.

**14. QUESTIONS FROM MEMBERS (if any have been submitted in accordance with Standing Orders 4.1.1 to 4.1.5)**

**15. RESOLUTION TO EXCLUDE THE PUBLIC**

Attached.

