





LEGEND

Regraded Area

Flow path

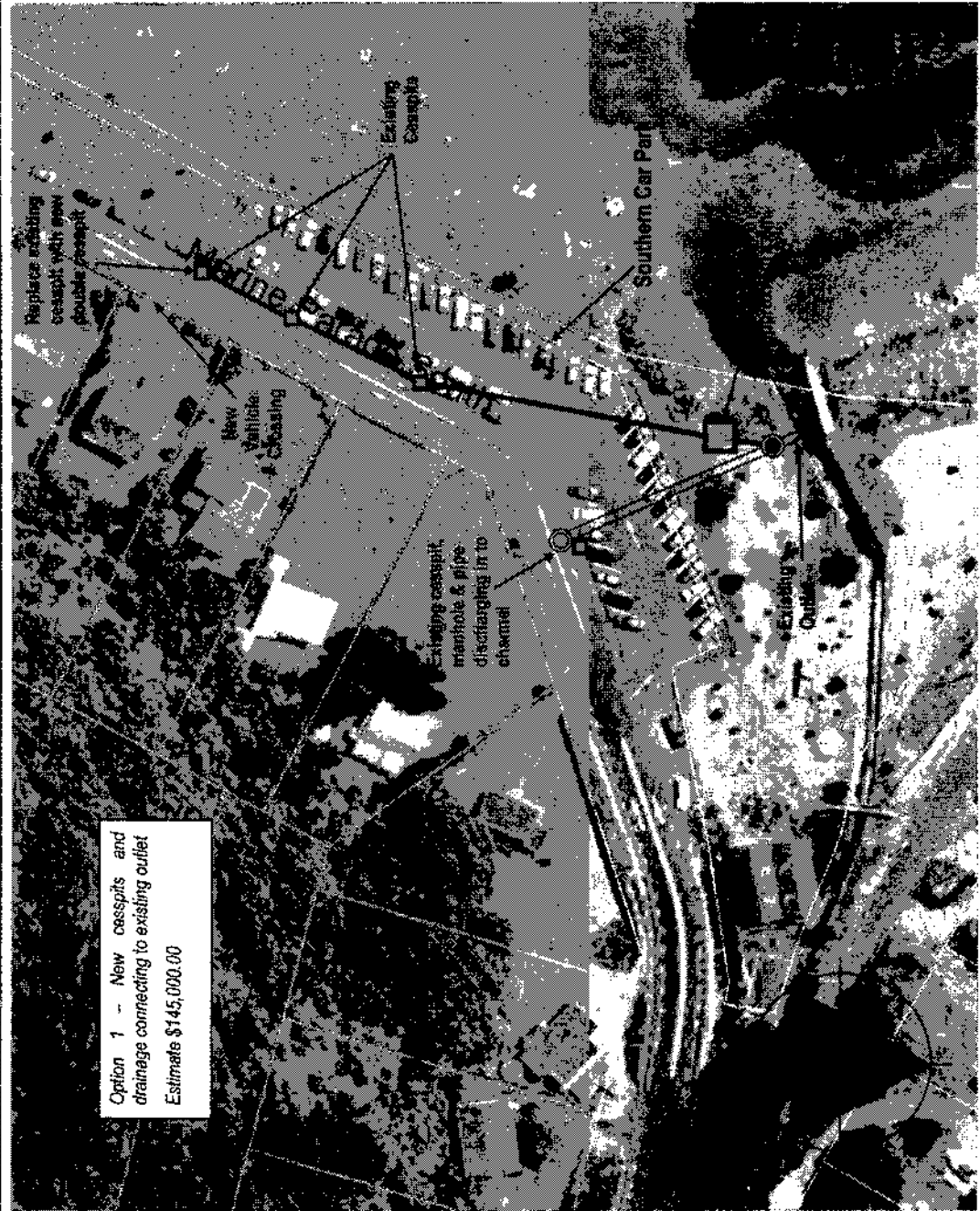
Option 1 - Form an overland flowpath via concrete dish drain to existing concrete lined channel.
 Estimate \$165,000.00

	Drawn: Scott Lambert Drafting Checked: Simon Karl Approved: Aaron Andrew Location: Northern Car Park, Marine Parade South Scale (at A3 size): N/A Project No. A-0060066.01	PIHA STORMWATER UPGRADE – PRELIMINARY DRAINAGE OPTIONS	Reference: This plan is based on MapInfo Proviewer, 2001	Rev. A
	 <p>ANDREW STEWART <small>ENGINEERING & CONSTRUCTION</small></p>	Figure 1: Preliminary Drainage Option 1 – Northern Car Park		


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Option 1 - New cesspits and drainage connecting to existing outlet
Estimate \$145,000.00

 <p>ANDREW STEWART CIVIL ENGINEERS & ARCHITECTS</p>	<p>Drawn: Scott Lambert Drafting Checked: Simon Karl Approved: Aaron Andrew</p>	<p>PIHA STORMWATER UPGRADE - PRELIMINARY DRAINAGE OPTIONS</p>	
	<p>Location: Southern Car Park, Marine Parade South Scale (at A3 size): N/A Project No. AAO60086.01</p>	<p>Figure 3: Preliminary Drainage Option 1 - Southern Car Park</p>	<p>Reference: This plan is based on MapInfo Proviewer, 2001</p>



Option 3 - New pipes and drainage which discharges to FVA Stream
 Estimate \$2,000,000.00

Option 2 - Stormwater pipe to stream for a cost of \$150,000

 ANDREW STEWART <small>Professional Engineers, Geotechnical Engineers</small>	Drawn: Scott Lambert Drafting Checked: Simon Karl Approved: Aaron Andrew	 Winnipeg City Council <small>City of Winnipeg</small>
	Location: Northern Car Park, Manito Parade South Scale (at A3 size): N/A Project No. AA050085.01	
Figure 2: Preliminary Drainage Options 2 & 3- Northern Car Park		Reference: This plan is based on MapInfo Proviewer, 2001
		Rev. A

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Analysis of Submissions and Recommendations

Issues Raised by Submitters Opposed to the Proposal

No.	Issue raised	Raised by the following submitters	Comments	Recommendations
1.	<p>Traffic Issues</p> <ul style="list-style-type: none"> - There is insufficient area on the site for 120 members. - Corner site - building located on the site would restrict visibility. - Corner site - blind entry and exit to site would be dangerous. 	<p>McIntosh Napier (on behalf of Frank and Celia Blind of Blind Motors Limited) McIntosh Napier / Warwick Jones McIntosh Napier</p>	<p>Council's Transport Assets team has advised that the indicative design reduces any traffic issues subject to any details required through the resource consent process. It is believed that the design also allows for the required number of car parks together with the proposed car parks for the proposed community facility subject to resource consent requirements.</p>	<p>That the indicative design will reduce any traffic related issues and car parking issues to the satisfaction of Transport Assets</p>
2.	<p>Open Space</p> <ul style="list-style-type: none"> - That the open space should be enhanced rather than permitting buildings to be located on the site. - That the proposed activity is not one of the purposes for which the reserve was vested in Council. 	<p>McIntosh Napier Warwick Jones</p>	<p>Corban Green currently has little open space value other than as a visual 'green' buffer. The indicative design shows how the amenity value of Corban Green can be enhanced through the location of the building. The reserve was vested in Council as part of a reserve contribution and can therefore be used for an appropriate purpose under</p>	<p>That the indicative design shows that amenity value of Corban Green will not be negatively impacted through the location of the building and could provide some enhancement through planting and for recreational use of a currently under-utilised reserve.</p>