

3. COMBINED SEWAGE STORAGE TUNNEL ENVIRONMENTAL ASSESSMENT – NOTICE OF COMPLETION – OTTAWA RIVER ACTION PROJECT NO. 3

ÉVALUATION ENVIRONNEMENTALE DU SYSTÈME DE CAPTAGE ET STOCKAGE DES EAUX USÉES MIXTES – AVIS D'ACHÈVEMENT – PLAN D'ACTION DE LA RIVIÈRE DES OUTAOUAIS, PROJET 3

COMMITTEE RECOMMENDATIONS

That Council:

1. Receive the results of the Class Environmental Assessment Study for the Combined Sewage Storage Tunnel, Project No. 3 of the Ottawa River Action Plan, as detailed in Documents 1 and 2; and
2. Direct staff to proceed with Notice of Study Completion for a 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment Schedule "C" process.

RECOMMANDATIONS DU RAPPORT

Que le Conseil :

1. Reçoit les résultats de l'Étude d'évaluation environnementale de portée générale du tunnel du système de captage et de stockage des eaux usées mixtes, projet 3, du Plan d'action de la rivière des Outaouais, comme l'indiquent les documents 1 et 2; et
2. Charge le personnel de diffuser l'Avis d'achèvement d'étude pour une période d'examen public de 30 jours, conformément au processus d'évaluation environnementale de portée générale de l'Ontario (annexe C).

DOCUMENTATION / DOCUMENTATION

1. Nancy Schepers, Deputy City Manager, Planning and Infrastructure report dated 8 January 2013 / Rapport de la Directrice, Urbanisme et Infrastructure daté du 8 janvier 2013 (ACS2013-PAI-INF-0002).
2. Extract of Draft Minute, 15 January 2013.

Report to/Rapport au :

Environment Committee
Comité de l'environnement

and Council / et au Conseil

January 8, 2013
8 janvier 2013

Submitted by/Soumis par : Nancy Schepers, Deputy City Manager / Directrice
municipale adjointe, Planning & Infrastructure / Urbanisme et Infrastructure

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SOMERSET (14), RIDEAU-VANIER (12)

Ref N°: ACS2013-PAI-INF-0002

SUBJECT: COMBINED SEWAGE STORAGE TUNNEL ENVIRONMENTAL
ASSESSMENT – NOTICE OF COMPLETION – OTTAWA RIVER
ACTION PROJECT NO. 3

OBJET : ÉVALUATION ENVIRONNEMENTALE DU SYSTÈME DE CAPTAGE
ET STOCKAGE DES EAUX USÉES MIXTES – AVIS D'ACHÈVEMENT
– PLAN D'ACTION DE LA RIVIÈRE DES OUTAOUAIS, PROJET 3.

REPORT RECOMMENDATIONS

That the Environment Committee recommend Council:

1. Receive the results of the Class Environmental Assessment Study for the Combined Sewage Storage Tunnel, Project No. 3 of the Ottawa River Action Plan, as detailed in Documents 1 and 2; and
2. Direct staff to proceed with Notice of Study Completion for a 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment Schedule "C" process.

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'environnement recommande au Conseil :

1. **De recevoir les résultats de l'Étude d'évaluation environnementale de portée générale du tunnel du système de captage et de stockage des eaux usées mixtes, projet 3, du Plan d'action de la rivière des Outaouais, comme l'indiquent les documents 1 et 2; et**
2. **De charger le personnel de diffuser l'Avis d'achèvement d'étude pour une période d'examen public de 30 jours, conformément au processus d'évaluation environnementale de portée générale de l'Ontario (annexe C).**

EXECUTIVE SUMMARY

The Combined Sewer Storage Tunnel (CSST) Project is one of 17 projects under the Ottawa River Action Plan (ORAP). The Project is being implemented as a Schedule C project in accordance with the requirements of the Municipal Class Environmental Assessment (EA) process. The purpose of the CSST Project, in conjunction with other ORAP projects, is to achieve Council's objective of having zero combined sewer overflow (CSO) events during the Control Period (defined in the Ministry of the Environment's Procedure F-5-5 as April 15 to November 15) for the Design Year (also referred to as the average year).

A wide range of conceptual alternatives were considered, including storage tanks, storage shafts, in-river storage, short and long tunnels of various alignments, as well as combinations of tanks and tunnels. A formal screening and evaluation process was developed and followed, and a preferred alternative was identified. The preferred alternative includes three major components, to be implemented in two phases:

Phase 1:

- a Core Tunnel, capturing overflows in Lebreton Flats (from the West End Regulators), at the Rideau Canal north of Wellington (from the Rideau Canal Regulator), and in New Edinburgh (the Keefer Regulator).
- a North-South tunnel along Kent Street, interconnected to the Core Tunnel near Slater

In conjunction with other ORAP projects, Phase 1 provides sufficient storage to achieve CSO control targets mandated by Council. These two tunnels total over 6 km in length providing over 42,000 cubic metres of storage (including allowances for growth and climate change). The alignment for Phase 1 is shown in Document 2.

Phase 2:

- an East Tunnel from the Keefer Regulator to the Robert O. Pickard Environmental Centre

Phase 2 is to be implemented in the future, subject to funding. This Phase will improve significantly the overall reliability of the sewer system by creating redundancy for the Interceptor Outfall Sewer and will further improve CSOs control (for rainfall events larger than those found in the Design Year).

The planning level cost estimate for Phase 1 is \$175 million (2012 dollars), including allowances for construction, engineering, project delivery and land costs. It is important to note that this project is only at the EA and functional design stage and that refinement will occur through the preliminary and detailed design process. It is also noted that this project is expected to be built between 2015 and 2018 and the current cost estimate is in 2012 dollars. Therefore, further inflationary pressures will increase the project cost. Based on current inflation rates, this could add \$15-\$20 million to the project by the time it is built. That amount could increase further if construction timelines are extended beyond 2018. It is recommended that this inflationary pressure be taken into consideration when seeking funding from other levels of government.

Subject to approval from federal departments regarding the use of federal lands for some components of the project, an aggressive implementation timeline for Phase 1 components (excluding components in Lebreton Flats being implemented by the Rideau Transit Group the Light Rail Transit Consortium) is presented below:

- Preliminary, Detailed Design and Value Engineering Q2/2013 to Q4/2014
- Tendering and Contract Award Q1/2015 to Q2 015
- Construction Q3/2015 to Q2/2018
- Commissioning Q3/2018

Following Council approval, the Combined Sewage Storage Tunnel Environmental Assessment Study Report (Document 1) will be made available to the public for a 30-day review period. Construction of the CSST alignment being coordinated with the Light Rail Transit (LRT) project and preliminary design for the remaining portion of the Project will occur following Council approval.

RÉSUMÉ

Le tunnel du système de captage et de stockage des eaux usées mixtes est l'un des 17 projets élaborés dans le cadre du Plan d'action de la rivière des Outaouais (PARO). Le projet est mis en œuvre tel que prescrit dans l'annexe C, et respecte les critères du processus d'évaluation environnementale municipale de portée générale. L'évaluation environnementale, ainsi que les projets du PARO, vise à réaliser les objectifs du

Conseil quant à l'élimination des surverses d'eaux usées mixtes (SEU) pendant la période de réglementation (soit du 15 avril au 15 novembre, conformément à la procédure F-5-5 du ministère de l'Environnement) dans l'année de conception (aussi nommée année moyenne).

Plusieurs solutions conceptuelles ont été considérées, notamment divers bassins de stockage, puits d'entreposage, tunnels courts et longs de divers alignements, ainsi que des combinaisons de bassins et tunnels. Un processus officiel de sélection et d'évaluation a été élaboré et suivi, et une solution privilégiée a été retenue. La solution privilégiée comprend trois volets principaux qui seront mis en œuvre en deux phases :

Phase 1 :

- un tunnel principal, pour capter les débordements des plaines LeBreton (soit des régulateurs du secteur ouest), au canal Rideau au nord de Wellington (à partir du régulateur du canal Rideau), et dans New Edinburgh (le régulateur Keefer).
- un tunnel suivant l'axe nord-sud le long de la rue Kent, et lié au tunnel principal près de Slater

En plus des autres projets du PARO, la phase 1 procure suffisamment de capacité d'entreposage pour atteindre les niveaux de SEU cible prescrits par le Conseil. Ces deux tunnels s'étendront sur plus de 6 km, procurant ainsi plus de 42 000 mètres cube d'entreposage (y compris une marge de manœuvre pour la capacité d'agrandissement et les changements climatiques). L'alignement de la phase 1 est illustré dans le document 2.

Phase 2 :

- un raccordement est, du régulateur Keefer au Centre environnemental Robert-O.-Pickard

La phase 2 sera mise en œuvre plus tard, sous réserve du financement. En plus, d'améliorer de façon marquante la fiabilité du système d'égouts par la création de redondance à l'égard de l'émissaire d'évacuation, elle améliorera le contrôle des SEU (en cas de ruissellement de pluie plus abondant que ce qui est décrit dans l'année de conception).

Le financement de la phase 1 est estimé à 175 millions de dollars (en dollars de 2012), y compris la marge de manœuvre pour la construction, l'ingénierie, le coût de livraison du projet et les coûts liés au terrain. Il faut noter que le projet est uniquement au niveau de l'évaluation environnementale de portée générale et de conception fonctionnelle, et que des révisions seront apportées pendant les phases préliminaire et détaillée de conception. De plus, le projet devrait être mis en œuvre entre 2015 et 2018, et les valeurs sont estimées selon des dollars de 2012. Par conséquent, l'inflation viendra

gonfler les coûts du projet. Selon les taux actuels, il pourrait coûter entre 15 et 20 millions de dollars de plus au moment de l'achèvement. Ce montant pourrait être plus élevé si la construction s'étend au-delà de 2018. Il est recommandé de tenir compte de l'inflation pendant la recherche de financement auprès d'autres paliers de gouvernement.

Sous réserve de l'approbation des ministères fédéraux quant à l'utilisation de terrains fédéraux pour certains volets du projet, le calendrier de mise en œuvre accélérée de la phase 1 (à l'exception des volets des plaines LeBreton qui seront dirigés par le regroupement du réseau de train léger) est présenté comme suit :

- | | |
|--|-------------------|
| • Conception préliminaire et détaillée, ingénierie | T2 2013 à T4 2014 |
| • Appel d'offres et attribution de contrat | T1 2015 à T2 2015 |
| • Construction | T3 2015 à T2 2018 |
| • Désaffectation | T3 2018 |

À la suite de l'approbation du Conseil, le rapport de l'Étude d'évaluation environnementale de portée générale sur le tunnel du système de captage et de stockage des eaux usées mixtes (document 1) sera soumis au public pour une période d'examen de 30 jours. La construction du tunnel étant coordonnée au projet du réseau de train léger, la conception préliminaire de la portion restante du projet aura lieu après l'obtention de l'approbation du Conseil.

BACKGROUND

On 24 February 2010, Council approved the Ottawa River Action Plan (ORAP), a collection of 17 projects to improve the overall health of the Ottawa River and to bring the City in compliance with all provincial targets and, in some cases, exceed those targets. The ORAP was developed in accordance with the Municipal Class Environmental Assessment (EA) master planning requirements with public consultation held in the fall of 2009. This fulfilled Phase 1 of the Class EA process for the Combined Sewage Storage Tunnel (CSST) Project.

The purpose of the CSST Project, in conjunction with other ORAP projects, is to achieve Council's objective of having zero combined sewer overflow (CSO) events during the Control Period (defined in the Ministry of the Environment's Procedure F-5-5 as 15 April to 15 November) for the Design Year (also referred to as the average year).

The schedule for implementing this project has been coordinated with the construction of LRT components in and around LeBreton Flats, which must be completed before or concurrently with some CSST components. Those CSST components that impact on, or are impacted by LRT works have been included as a "cash allowance project" to be completed by the Rideau Transit Group (RTG). This means that the component of the

CSST included in the “cash allowance project” would be built by the RTG as a cost outside of the current LRT costs. The inclusion of this “cash allowance project” remains subject to negotiations with the RTG. The EA needs to be finalized before the “cash allowance project” can proceed to construction.

DISCUSSION

The CSST project is being implemented as a Schedule ‘C’ project in accordance with the requirements of the Municipal Class Environmental Assessment (EA) process. Initial planning for this project was completed through the ORAP consultation process. This stage identified and described the problem and service level target: to achieve a service level for combined sewer overflows (CSO) of zero overflows during the swimming season in the “Design Year” (1 June to 30 September), while accepting some overflows during years with more severe wet weather than the Design Year and/or during very large rain events.

The EA and Functional Design have now been completed (Document 1). A wide range of conceptual alternatives were considered, including storage tanks, storage shafts, in-river storage, short and long tunnels of various alignments, as well as combinations of tanks and tunnels. A formal screening and evaluation process was developed and followed, and a preferred alternative was identified. The preferred alternative includes three major components, to be implemented in two phases:

- Phase 1:
 - a Core Tunnel, capturing overflows in Lebreton Flats (from the West End Regulators), at the Rideau Canal north of Wellington (from the Rideau Canal Regulator), and in New Edinburgh (the Keefer Regulator).
 - a North-South tunnel along Kent Street, interconnected to the Core Tunnel near Slater

Phase 1 is to be implemented in the near-term, following the preliminary timeline discussed below. In conjunction with other ORAP projects, Phase 1 provides sufficient storage to achieve CSO control targets mandated by Council. These two tunnels total over 6 km in length providing over 42,000 cubic metres of storage (including allowances for growth and climate change). The alignment for Phase 1 is shown in Document 2.

- Phase 2:
 - an East Tunnel from the Keefer Regulator to the Robert O. Pickard Environmental Centre

Phase 2 is to be implemented in the future, subject to funding. This Phase will improve significantly the overall reliability of the sewer system by creating

redundancy for the Interceptor Outfall Sewer and will further improve CSOs control (for rainfall events larger than those found in the Design Year).

During the development of this project, staff identified a cost-saving opportunity to integrate this project with the O'Connor Flood Control Measures. Several low-lying areas in the Glebe/O'Connor area have been previously identified as being at risk of flooding. To reduce this risk, a flood mitigation plan was previously developed that consisted of several large sewers and other measures to be implemented over many years. The preliminary estimated cost to implement this plan is over \$120 million (2012 dollars). The integration opportunity found by staff consists of using the North-South tunnel along Kent Street as a major flood-relief pipe during rare, extreme rainfall events, to channel excessive runoff away from flood-prone areas to the Ottawa River. By integrating the CSST into the Glebe/O'Connor flood mitigation plan, several components of that plan can be eliminated or scaled down significantly, resulting in a \$65 million saving to the flood mitigation plan. This integration will not affect the CSST's ability to achieve CSO control targets mandated by Council.

The planning level cost estimate for Phase 1 is \$175 million (2012 dollars), including allowances for construction, engineering, project delivery and land costs. It is noted that at the time of developing the ORAP program, the cost for the CSST, at the conceptual stage, was estimated at \$140 million (2009 dollars). Through the early phases of the Class EA that amount was revised to \$150 million to account for the two-tunnel configuration that will provide flood relief for the O'Connor/Glebe area. These estimates did not include any provisions for land costs as the tunnel alignment was still being defined. Now that the EA and Functional Design are complete, the \$175 million estimate reflects allowances for land, enhanced odour control, known difficult soil conditions, modifications to staging areas to reduce impacts on federal lands, and inflationary pressures since 2009. The costing details will be refined through the next phases of the design process.

It is important to note that this project is expected to be built between 2015 and 2018 and the current cost estimate is in 2012 dollars. Therefore, further inflationary pressures will increase the project cost. Based on current inflation rates, this could add \$15-\$20 million to the project by the time it is built. That amount could increase further if construction timelines are extended beyond 2018. It is recommended that this inflationary pressure be taken into consideration when seeking funding from other levels of government.

Implementation of the CSST will have impacts on operating and maintenance costs. It will also increase the City's lifecycle capital requirements. These will be better defined through a detailed analysis to be undertaken during the design phase of the project.

Subject to approval from federal departments regarding the use of federal lands for some components of the project, an aggressive implementation timeline for Phase 1

components (excluding components in Lebreton Flats being implemented by the LRT consortium) is presented below:

- Preliminary, Detailed Design and Value Engineering Q2/2013 to Q4/2014
- Tendering and Contract Award Q1/2015 to Q2/2015
- Construction Q3/2015 to Q2/2018
- Commissioning Q3/2018

A more detailed preliminary schedule is shown in Document 3. The 2018 timeline reflects the longer timeline for completing the EA and the complexity of the project coordination requirements. The overall project timeline could change given the complexity of the undertaking, the requirements for funding from other levels of government and coordination with the LRT project.

Complete study documentation is provided in the Combined Sewage Storage Tunnel Environmental Assessment Study Report (Document 1).

RURAL IMPLICATIONS

This project has no rural impacts.

CONSULTATION

Extensive consultation has taken place as part of this project, and in several cases exceeded Municipal Class EA requirements:

- Public Open Houses in November, 2009 undertaken as part of ORAP.
- Notice of commencement published in November of 2009.
- Public Open Houses in March/April of 2010.
- Public Open Houses in June of 2010.
- Public Open House in June of 2012
- Communications and meetings with Ward Councillors.
- Presentations to the Business Advisory and Environment Advisory Committees in the late-summer/early-fall of 2010.
- Communications with key representatives of the Ottawa Riverkeeper.
- Communications and a July 2012 meeting with Kitigan Zibi First Nations community.
- Communications with First Nations via the Algonquins of Ontario consultation office.
- Communications and meetings with various federal departments; extensive communications and meetings with National Capital Commission (NCC).
- Communications with provincial agencies.
- Communications and meetings with the Rail Implementation Office.

- Project information web page on Ottawa.ca.
- Mailing list of over 80 identified public interest groups and individuals wishing to be part of the Project contact list.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Holmes and Councillor Fleury are aware of the recommendations and contents of this report.

LEGAL IMPLICATIONS

There are no impediments to implementing the recommendations in this report. The *Canadian Environmental Assessment Act, 2012* came into force on July 6, 2012 and substantially reformed the federal environmental assessment process so that, among other matters, a federal assessment is not required for this project, as indicated in the Environmental Implications section of this report. Once the Notice of Completion is published, the Study Report will be subject to a 30-day review period during which individuals may raise concerns and request a Part II Order be issued by the Minister of the Environment to elevate the status of the project.

RISK MANAGEMENT IMPLICATIONS

This project will significantly reduce the risk of non-compliance with Provincial targets on CSO Control. In conjunction with components of the O'Connor Flood Mitigation Plan, it will also significantly reduce the risk of basement flooding in the O'Connor/Glebe areas. In addition, the recommended tunnel alignment will provide redundancy for the Interceptor Outfall Sewer (IOS) between Lebreton Flats and New Edinburgh. The IOS, built in the early 1960s, does not currently have redundancy. This lack of redundancy increases the City's risk of sewage spills.

As with large infrastructure undertakings, this project has cost and scheduling risks. Efforts have been made to identify and mitigate those risks, including provisions for unforeseen costs and inflationary pressures. Efforts have also been made to avoid construction on key federal lands during the 150th anniversary celebrations. To reduce those risks, Value Engineering will be undertaken as part of the design phase of this project.

Since part of the CSST alignment is located under or immediately adjacent to the LRT alignment, the part of the CSST located within the vicinity of the LRT alignment is being coordinated with the Rail Implementation Office as a "cash allowance" project.

Discussions are ongoing with the RTG and delays in implementation could impact the overall project cost and schedule.

There is a need to negotiate with federal agencies since short sections of the tunnel alignment are located under federal lands, the City will require access to federal lands during construction and the City will require access to chambers post-construction. Discussions with various federal partners are ongoing and to date have been positive. However, failure to reach the required agreements and permits could impact the project cost and schedule.

While efforts have been made to keep the tunnel alignment within City-owned corridors, there is a need to negotiate sub-surface easements with a small number of property owners in the lower-town area (Ward 12). Should the City not be able to negotiate easement agreements, then expropriation would be required which could impact the project cost and schedule. Negotiations will begin after the project has been approved.

FINANCIAL IMPLICATIONS

The updated value of the project will form part of the 2013-2014 Rate Capital Budget which is to be tabled at the February 19, 2013 Environment Committee meeting. The 2013 Capital Budget request of \$17.5M includes detailed design work and alignment with the LRT project. The 2014 capital budget request for tendering of the construction contract and final commissioning will be subject to the City securing funding agreements with its senior government partners. Given the significant investment involved and benefits accruing to all jurisdictions the City expects that costs will be shared equally between the three levels of government.

It is expected that the City's share of the project would now increase by approximately \$18M. Additionally, the City will benefit over the long term from reduced levels of investments related to the Glebe/O'Connor flood mitigation plan. The asset management group estimates this to be a \$65M savings over a 20-25 year period.

ACCESSIBILITY IMPACTS

This project has no accessibility impacts.

ENVIRONMENTAL IMPLICATIONS

The project has been subject to a Schedule C Class Environmental Assessment. Short term environmental impacts are expected and mitigation measures have been identified. Overall, the project, in conjunction with other ORAP projects, will significantly

reduce the frequency and volume of CSOs to the Ottawa River. This will lead to improvements to the quality and health of the Ottawa River, to the ultimate benefit of the natural environment and all communities that enjoy and depend on it.

Most potential environmental effects resulting from the Project following implementation of mitigation measures will be small in size and temporary in nature. Numerous mitigation measures have been proposed to reduce or eliminate effects on Valued Environmental Components (VECs) through all phases of the Project (i.e. site preparation, construction and operation).

VECs were determined based on consultation, standard EA scoping methods and derived from the criteria developed for evaluating alternatives. The following is a list of all VECs considered for this EA:

Physical Environment:

- Air quality/Odour/Dust
- Ambient Noise

Terrestrial Environment:

- Vegetation
- Animals
- Avifauna

Aquatic Environment:

- Fish and fish habitat

Socio-economic Environment:

- Heritage/Historical
- Archaeology
- Recreation
- Aesthetics
- Local Economy
- Land Use
- Safety

Despite implementation of best practices and mitigation through good design, some residual environmental effects will remain. For those cases additional monitoring and follow-up programs have been recommended and are detailed in the Environmental Assessment Study Report (Document 1).

With recent changes, there is no longer a requirement to undertake a federal EA in addition to the provincial EA. There continues to be, however, a need to meet the

requirements of the various federal agencies. Those discussions are ongoing and will be finalized as part of the design phase for the Project.

TECHNOLOGY IMPLICATIONS

There are no technology implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project is consistent with the 2011-2014 Term of Council priorities related to the environment. The project will improve the quality and health of the Ottawa River and improve the reliability of the City's sewer system, and will be a key component to achieving service excellence.

SUPPORTING DOCUMENTATION

Document 1: Combined Sewage Storage Tunnel Environmental Assessment Study Report (*previously issued and held on file with the City Clerk*)

Document 2: Combined Sewage Storage Tunnel Alignment (*previously issued and held on file with the City Clerk*)

Document 3: Preliminary Project Schedule (*previously issued and held on file with the City Clerk*)

DISPOSITION

Following Committee and Council approval, the Combined Sewage Storage Tunnel Environmental Assessment Study Report (Document 1), which describes the entire environmental assessment process and study recommendations, will be made available to the public for a 30-day review period. The public will be notified through the posting of a 'Notice of Study Completion' appearing in local daily newspapers and the City's website for this project. Additionally, the Notice will be forwarded to the Project's contact list.

Construction of the CSST alignment being coordinated with the LRT project and preliminary design for the remaining portion of the project (Phase 1) will occur following Council approval.

EXTRACT OF DRAFT
MINUTES 22
15 JANUARY 2013

EXTRAIT DE L'ÉBAUCHE
DU PROCÈS-VERBAL 22
LE 15 JANVIER 2013

**COMBINED SEWAGE STORAGE TUNNEL ENVIRONMENTAL
ASSESSMENT – NOTICE OF COMPLETION – OTTAWA RIVER ACTION
PROJECT NO. 3
ÉVALUATION ENVIRONNEMENTALE DU SYSTÈME DE CAPTAGE ET
STOCKAGE DES EAUX USÉES MIXTES – AVIS D'ACHÈVEMENT – PLAN
D'ACTION DE LA RIVIÈRE DES OUTAOUAIS, PROJET 3**

The **Ottawa River Action Plan – Status Update and the Combined Sewage Storage Tunnel Environmental Assessment – Notice of Completion – Ottawa River Action Project No. 3** were considered concurrently.

Dixon Weir, General Manager of Environmental Services introduced the following staff:

- Wayne Newell, General Manager of Infrastructure Services,
- Alain Gonthier, Manager of Asset Management,
- Ryan Polkinghorne, Service Water Management Branch, and
- Hana Nader-Maher, Legal Services.

Messrs. Polkinghorne and Gonthier spoke to a PowerPoint presentation, a copy of which is held on file with the City Clerk.

Following the presentation, Councillors questioned staff regarding various issues and provided a direction to staff, which is listed below.

The report recommendations for items 5 and 6 (Ottawa River Action Plan – Status Update and Combined Sewage Storage Tunnel Environmental Assessment – Notice Of Completion – Ottawa River Action Project No. 3) were then put to Committee and were RECEIVED, as presented.

DIRECTION TO STAFF:

Staff to report back to Finance and Economic Development Committee (and/or the Environment Committee) and Council with an overview of an enhanced cost estimating process.