

## Report to Civic Works Committee

**To:** Chair and Members  
Infrastructure and Corporate Services Committee  
**From:** Kelly Scherr, P. Eng., MBA, FEC  
Deputy City Manager, Environment & Infrastructure  
**Subject:** Meadowlily Environmental Assessment - Notice of  
Completion  
**Date:** March 23, 2026

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the Meadowlily Schedule 'B' Municipal Class Environmental Assessment:

- a) The Meadowlily Road Area Schedule "B" Municipal Class Environmental Assessment Executive Summary, attached as Appendix 'A', **BE RECEIVED**;
- b) The Notice of Study Completion for the Project **BE FILED** with the Municipal Clerk; and,
- c) The Municipal Class Environmental Assessment Schedule B Project File for the Meadowlily Road Area Class EA **BE PLACED** on public record for a 30-day review period;

## Executive Summary

The Meadowlily Road Area has experienced increasing development interest and represents a strategic opportunity for infill and intensification within London's built-up area. The area is currently not serviced by municipal sanitary infrastructure, with existing properties relying on private systems. The area also contains a gap in the City's active transportation network between the Meadowlily Bridge and the Citywide Sports Park.

To address these needs, the City initiated a Schedule "B" Municipal Class Environmental Assessment (EA) in May 2022. The study evaluated alternative sanitary servicing strategies, including the potential construction and location of a new municipal sanitary pumping station, as well as alternative alignments for a multi-use pathway along the Meadowlily Road corridor.

The EA identified a preferred sanitary servicing solution and pathway alignment within the Study Area. This report recommends filing the Notice of Completion to initiate the statutory 30-day public review period.

## Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan by contributing to the following outcomes:

- London manages growth sustainably, strategically, and to support economic development
  - London's infrastructure and servicing are planned to support future development efficiently while balancing economic, environmental, and community needs
  - London's infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community.

# Analysis

## 1.0 Background Information

### 1.1 Previous Reports Related to this Matter

Civic Works Committee, *Appointment of Consulting Engineer for RFP 21-59 - Meadowlily Road Area Environmental Assessment*, November 16, 2021 (2.7/14/CWC).

## 2.0 Discussion and Considerations

### 2.1 Background

The study area covers approximately 167 hectares (412 acres) of mixed-use land along both sides of the south branch of the Thames River, encompassing natural and cultural heritage areas, limited mid- to late-20th-century residential development, and key sites such as Meadowlily Woods ESA, Meadowlily Nature Preserve, and the Citywide Sports Park. The Meadowlily Road Area is generally bounded by Highbury Avenue South to the west, Commissioners Road East to the south, and Hamilton Road and the Thames River to the north, and includes portions of Meadowlily Road North and South, the Meadowlily Bridge, the Thames Valley Parkway, and the Citywide Sports Park. Significant natural features include the Meadowlily Woods ESA and the Thames River valley. The absence of municipal sanitary infrastructure has limited development potential in the area, while the lack of a continuous, safe active transportation facility along Meadowlily Road prevents full connectivity between the Thames Valley Parkway and Commissioners Road East.



Figure 1: EA Study Area Map

## **3.0 Key Issues and Considerations**

### **3.1 Problem Statement**

The Meadowlily Road area has experienced increasing interest for future development; however, municipal service in the area is currently limited and existing properties rely on private sanitary systems.

In addition, there is a significant gap in the City's recreational and active transportation network between the Meadowlily Bridge and the Citywide Sports Park. The existing pathway network does not meet current City design standards for the Thames Valley Parkway or multi-use pathways and does not provide a safe, accessible connection for pedestrians and cyclists.

The Meadowlily Schedule "B" Municipal Class Environmental Assessment was undertaken to identify a preferred municipal sanitary servicing alternative and establish improved recreational and active transportation connectivity, while balancing environmental protection, community impacts, technical feasibility, and cost effectiveness.

### **3.2 Alternative Solutions and Evaluation**

#### Sanitary Servicing Alternatives

The EA evaluated several options to provide municipal sanitary servicing for the Meadowlily Road area. The alternatives explored different ways to collect wastewater from the area and convey it to the existing municipal system, considering both the location of infrastructure and methods for crossing the Thames River, which bisects the study area.

Key options included:

- A sanitary pumping station on the south side of the river, with a siphon under the Thames River to service land on both sides of the Thames River.
- Two sanitary pumping stations; one on each side of the Thames River, with a forcemain attached to the Meadowlily bridge to service land on both sides of the Thames River. It is noted that this option would require structural bridge upgrades.
- A sanitary pumping station and forcemain to service lands on the south side of the Thames River only.
- A "Do Nothing" option.

#### Multi-Use Pathway

The pathway alternatives focused on creating a safe and accessible connection for pedestrians and cyclists between the existing bridge and the city sports park. These routes were designed to follow the road or utilize city-owned corridors to provide better community connectivity.

### **3.3 Preferred Solution and Evaluation Summary**

#### Sanitary Servicing:

Based on the evaluation of alternatives, sanitary servicing for lands on the south side of the Thames River was selected as the preferred option, as shown in Figure 2 below. This alternative includes the construction of a new municipal sanitary pumping station on Meadowlily Road South to service Meadowlily Road South only (south of the

Thames River), with a sanitary forcemain connection to the existing downstream system.

### 3.3.1 Consideration for land north of the Thames River

During the evaluation of alternatives, the project team considered sanitary servicing options to service land on both sides of the Thames River. These options were carefully evaluated but were not selected as the preferred alternative for the following reasons:

- Limited development potential: The land north of the river is largely within a floodplain or owned by London Hydro, restricting future development.
- Cost-benefit considerations: High capital, operating, and maintenance costs could not be justified given the limited development potential.
- Environmental and technical risks: Conveying wastewater across the river would require either a siphon or a sewer suspended from the Meadowlily Bridge, creating increased environmental and technical challenges which the cost of addressing would not be offset by the development potential of the lands north of the river.

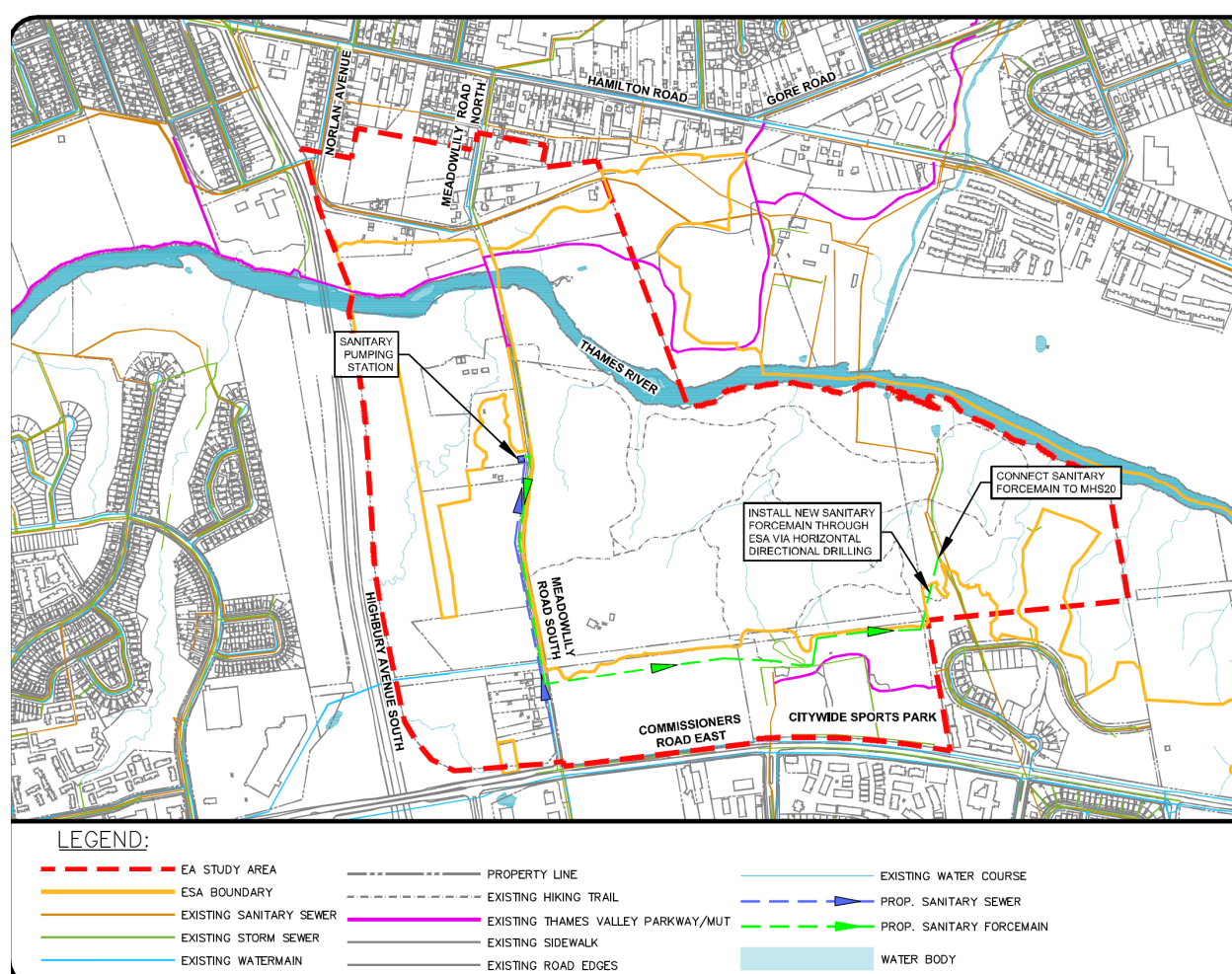


Figure 2: Preferred Sanitary Servicing Alternative

### Multi-Use Pathway:

The preferred Multi-Use Pathway (MUP) alternative includes the construction of a new MUP on the west side of Meadowlily Road, both north and south of the Thames River, with a direct east-west connection to the Citywide Sports Park. This alternative provides a safe and efficient active transportation link and improves access to existing and future developments.

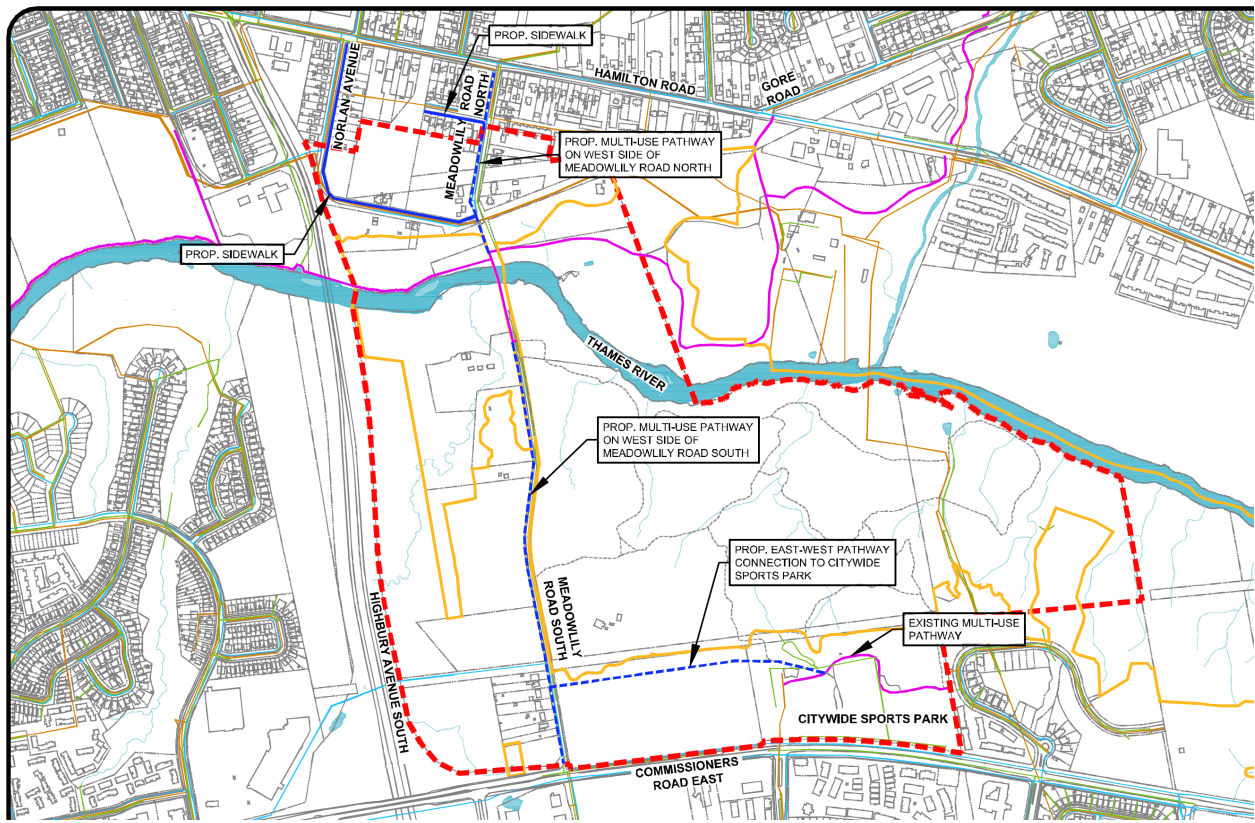


Figure 3: Preferred Multi-Use Pathway Alternative

The sanitary servicing and MUP alignments have been deliberately coordinated to reduce environmental disturbance and improve construction efficiency. By aligning the sanitary forcemain and the MUP within the same corridor, opportunities exist to minimize community disruption, streamline construction activities, and reduce overall project costs.

### 3.4 Public Consultation

A Notice of Study Commencement was posted on the City of London’s website on May 2, 2022, and mailed to nearby property owners and stakeholders to invite early review and comment. An in-person Public Information Centre (PIC) was held on December 8, 2022, at the Pond Mills Library, where the project team presented design alternatives, evaluation criteria, and the preferred solution. Public feedback was received through written comment forms and email submissions and generally supported the preferred sanitary servicing and multi-use pathway (MUP) alternatives, with comments focused on safety, environmental protection, and minimizing impacts to surrounding lands. Following Council approval, a Notice of Study Completion will be issued, initiating a 30-day public review period for the final Project File Report.

### 3.5 Agency Comments

Notifications for the project were circulated to applicable Federal, Provincial, County, Ministry, and Municipal agencies throughout the study process. Agency input was considered in the evaluation of alternatives and the development of the preferred solution to ensure consistency with applicable policies, standards, and regulatory requirements. At the time of the publishing of this report, no formal comments have been received by agencies. If any comments are received prior to the publishing of the Notice of Completion, they will be addressed in the Project File.

### 3.6 First Nations & Indigenous Engagement

The City encouraged early and ongoing engagement with Indigenous communities throughout the study. Eight Indigenous communities were notified of the Notice of Study Commencement and the Public Information Centre, including the Oneida Nation of the Thames, Chippewas of the Thames First Nation, and the Munsee Delaware Nation. Opportunities were provided for review and comment at key stages of the study in

accordance with the Municipal Class Environmental Assessment process. Chippewas of the Thames First Nation met with the City in January 2023 and subsequently confirmed they had no further comments or concerns after reviewing the technical reports.

### **3.7 Natural Heritage, Archeological, and Cultural Considerations**

Environmental studies within the Meadowlily study area have identified sensitive natural heritage features on and adjacent to the site, including environmentally significant areas, provincially significant wetlands, valley lands, significant wildlife habitat, and aquatic features associated with the Thames River. An assessment of the Natural Heritage was performed as part of this EA and an Environmental Impact Study (EIS) was prepared to identify natural heritage constraints and opportunities within the study area.

A Stage 1 Archeological Assessment was conducted as part of the Class EA. A Stage 2 Archaeological Assessment will be required during detailed design, prior to construction.

Indigenous communities have requested involvement in the planning and execution of future assessments.

### **4.0 Financial Impacts/Considerations**

The preliminary construction cost for the sanitary servicing is estimated to be \$6,000,000, which includes the municipal sanitary pumping station and associated forcemain. The Multi-Use Pathway preliminary cost estimate is \$650,000. These estimates will be refined through future detailed design.

The preferred alternatives for sanitary servicing and for the Multi-Use Pathway are planned to be implemented concurrently to improve efficiency, minimize community disruption, and reduce overall construction costs.

Construction timing will be determined by the 2028 One Water Development Charges Background Study and the City's future Growth Management Implementation Strategy.

## **Conclusion**

The Meadowlily Road Area Municipal Class Environmental Assessment has been completed in accordance with the requirements of the Municipal Class EA process. The preferred sanitary servicing and Multi-Use Pathway solutions provide a coordinated, sustainable approach. This coordinated solution also avoids sensitive crossings of the Thames River, provides essential municipal infrastructure to support future growth, and closes a key gap in the City's recreational and active transportation network.

Staff recommend that the preferred alternatives identified in the EA be posted for the 30-day public review period.

**Prepared by:** Kyle Chambers, P.Eng.,  
Division Manager, Sewer Engineering

**Submitted by:** Ashley M. Rammeloo, MMSc,  
Director, Water, Wastewater, & Stormwater

**Recommended by:** Kelly Scherr, P. Eng., MBA, FEC  
Deputy City Manager, Environment & Infrastructure

cc. P. Kavcic, J. Bruin, JP McGonigle

## E0 EXECUTIVE SUMMARY AND RECOMMENDATIONS

### E0.1 Executive Summary

The City of London has completed a Schedule “B” Class Environmental Assessment (EA) Study to identify the preferred alternative for a new municipal sanitary pumping station to service future developments within the Meadowlily Road area. In addition, the EA also assessed the most appropriate means of establishing primary recreational linkages between Meadowlily Bridge and the Citywide Sports Park within the Meadowlily Road South and Commissioners Road East, Right of Ways (ROWS).

The Meadowlily Road area is located within the City of London, bounded by Highbury Avenue to the west, Commissioners Road to the South and Hamilton Road to the north. The Thames River bisects the Study Area. The study area of the Municipal Class EA is approximately 167 hectares (ha) (412 acres (ac)), with the Meadowlily Woods Environmentally Significant Area (ESA) located mostly on the south side of the Thames River.

The Meadowlily Road Area has recently gained development interest within the City of London and represents a viable opportunity for infill and intensification within the Built Area of the City. However, there is currently no municipal sanitary servicing along Meadowlily Road to accommodate future development. The EA is a requirement under the EA Act to allow for the evaluation of a location for a new municipal sanitary pumping station to service this area.

The scope of this EA Study included the identification of the constraints and opportunities within the study area for evaluation by the project team. Utilizing this information, the project team developed alternative solutions for the servicing of the Meadowlily Road area. All solutions were then evaluated in a manner consistent with the Municipal Class EA process for Schedule “B” projects, with the primary objective to identify a “Preferred Alternative” for servicing this area.

The problem statement developed for this study is as follows:

***“The Meadowlily Road Area (Study Area) has gained interest for future development opportunities within the City of London. Currently, the Study Area has limited municipal servicing, and existing properties are serviced through private systems.***

***In addition, consistent with the Cycling Master Plan Environmental Assessment, there is a need to address the gap in the recreational pathway system between the Meadowlily Bridge and the Citywide Sports Park on Commissioners Road East within the Right of Ways that meets all City design standards for the Thames Valley Parkway, multi-use pathway.***

***The City of London has initiated a Class Environmental Assessment Study for a new municipal pumping station to facilitate the servicing of future developments within the Study Area and determine the most appropriate means of establishing primary recreational pathway linkages between Meadowlily Bridge and the Citywide Sports Park within the Meadowlily Road South and Commissioners Road East, Right of Ways (ROWS).***



***Through the Municipal Class Environmental Assessment Schedule “B” process (Class EA), a review of design alternatives will be conducted to determine a preferred alternative for servicing and providing a recreational pathway system within the Study Area, while maintaining the objectives of: protection of the environment; minimal disruption to residents and surrounding areas; optimizing costs; engaging a broad range of community groups; and documenting the study process in compliance with the Municipal Class Environmental Assessment Schedule “B” process.”***

To guide the decision-making process for this Class EA Study, a Project Team was assembled consisting of representatives of the City of London and a consultant team led by MTE Consultants Inc. (MTE). Project Team meetings were held throughout the duration of the study.

A formal "Notice of Study Commencement" was posted to the City of London's EA webpage on May 2, 2022, to invite the public to review and comment on the identification of a sanitary sewage servicing solution. Alternatives, evaluation criteria, and assessment of alternatives were presented at an in-person Public Information Centre (PIC) held at Pond Mills Library on December 8, 2022. Prior to the PIC, a "Notice of Public Information Centre" was mailed to nearby property owners and was also advertised on the City's Webpage that was created for the Meadowlily Road Area EA.

Feedback received from the public during the PIC was generally in favour of Sanitary Alternatives 3A and 3B. Public feedback received for the Multi-Use Pathway (MUP) Alternatives were varied based on connectivity to developments, natural landscape impacts, and future MUP routing through private property. This was taken into consideration during the selection of the "Preferred Alternative".

The preferred sanitary servicing alternative is Alternative 3B; Sanitary Pumping Station (SPS) on Meadowlily Road South - Only Services Meadowlily Road South (Sanitary Forcemain Connection to MH S20 [Manhole reference in Meadowlark Subdivision Site Plans]). The general feedback from the Public was supportive of the "Preferred Alternative", with a portion of the forcemain alignment to be defined through the future subdivision at the 168 Meadowlily Property. The preferred Multi-Use Pathway alternative is Alternative 3A; MUP on West Side of Meadowlily Road North and South with an East-West Connection to the Citywide Sports Park. The general feedback from the Public was supportive of the "Preferred Alternative", with most of the public's comments focused on safety of active transportation and automobile users and avoiding negative impacts to cultural heritage and natural resources. The intent of the MUP on the west side of Meadowlily Road South is to maximize direct access to the MUP without having to cross the road at the front of each development (as future development is proposed on the west side of Meadowlily Road South). The preferred alternatives for the sanitary and the MUP are generally aligned to be implemented together to minimize disturbance, increase efficiency, and reduce construction costs.

All public correspondence and subsequent responses have been documented in this final Class EA Schedule "B" Project File Report. The EA Study has been completed in accordance with the Environmental Assessment Act. This Meadowlily Road Area Class EA Study – Project File Report will be presented to the City of London Council for approval. Pending Council approval, the "Notice of Study Completion" will be advertised, and this report will be made available for public viewing on the [getinvolved.london.ca](http://getinvolved.london.ca) webpage with a hyperlink to this site included on



the City of London's Environmental Assessment webpage for the mandatory 30-day review period.

## **E0.2 Recommendations**

Based on the results of this Class EA Study, the following are recommended:

### **Sanitary Pumping Station**

- A new municipal sanitary pumping station be constructed on the west side of Meadowlily Road South, outside the existing City right of way, and outside the ESA.
- New gravity sewers be installed to convey wastewater to the new municipal sanitary pumping station.
- A new forcemain be installed to discharge wastewater to the manhole located near the Meadowlark Ridge subdivision. Forcemain alignment to coincide with preferred MUP alignment.
- A preliminary design of the Preferred Alternative be completed, taking into account the foregoing recommendations; and
- The City of London solicit an engineering consulting firm to undertake the detailed design of the Preferred Alternative.

### **Multi-Use Pathway**

- A new MUP be constructed on the west side of Meadowlily Road North and South, with the Meadowlily Bridge connecting Meadowlily Road North to South.
- Construct an East-West Connection MUP from Meadowlily Road South to the Citywide Sports Park. MUP alignment to coincide with preferred sanitary forcemain alignment.
- Parts of the Meadowlily Road South corridor consisting of both the road Right-of-Way (ROW) and a buffer were identified as a potential cultural heritage landscape. A Heritage Impact Assessment (HIA) for road construction (as well as for the MUP) would be required to assess any impacts to this Cultural Heritage Landscapes (CHL's).
- A preliminary design of the Preferred Alternative be completed, taking into account the foregoing recommendations; and
- The City of London solicit an engineering consulting firm to develop the detailed design of the Preferred Alternative.