



# Preliminary Financial Impact Analysis

**PREPARED FOR:**

**Official Plan Amendment  
The Cook Group**  
695 Rupert Street, Unit B

File no. 21207D

**February 20, 2026**

***Your Vision***

*Designed | Planned | Realized*

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# 1.0 Introduction

On behalf of our client, 'the Cook Group', we are pleased to submit this Preliminary Financial Impact Analysis in support of the proposed Official Plan Amendment (OPA) application for the lands municipally known as 730 King Street North, 58 Regional Road 15, and 985 Bridge Street West in the Township of Woolwich (the 'subject lands'), which are also referred to as the "Gateway Employment Lands".

The subject lands are located east of King Street North, north of Bridge Street West, and north of the urban area of the City of Waterloo. The subject lands are comprised of three (3) contiguous land parcels, totaling approximately 43 hectares (107 acres) located adjacent to the northeast boundary of the City of Waterloo. The subject lands have approximately 408 metres of frontage along Bridge Street West and 30 metres of frontage along King Street North.

The Gateway Employment Lands are envisioned to provide a mix of prestige employment uses while respecting and protecting the natural area at the north portion of the property, achieve high quality design and architecture and create a new employment cluster in the Township of Woolwich that builds on surrounding employment lands.

An Official Plan Amendment is proposed to include the lands as part of the Township's Settlement Area by introducing a new land use designation and Site-Specific Policy Area referred to as 'Gateway Employment Lands – Urban Area'.

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# 2.0 Purpose of Preliminary Financial Impact Analysis

The purpose of the Preliminary Financial Impact Analysis is to:

- a) Identify the potential servicing options for the development of the lands and preliminary financial considerations associated with the potential servicing options;
- b) Provide preliminary information on the potential for collection of development charges, tax revenue, and other fees by the Township associated with the proposed development;
- c) Provide an estimate of the preliminary cost associated with the proposed infrastructure for the development; and,
- d) Provide general conclusions and recommendations for consideration of the Official Plan Amendment and future planning applications.

The Preliminary Financial Impact Analysis is provided for general information purposes as part of the Official Plan Amendment application that has been submitted to the Township. The Official Plan Amendment application is establishing the proposed land use only. Details associated with the infrastructure requirements, design and construction will be determined at as part of the future plan of subdivision or site plan approval stage, as it is dependent on the specific development proposal(s)

that will come later. The information in this analysis is limited to the current information on the proposed development concepts and a general understanding of the infrastructure needs at a high level. Further detailed analysis will occur in consultation with the Township as the development of the lands proceeds through the draft plan of subdivision and site plan approvals process. Updates to this analysis and conclusions may be required.

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## 3.0 Proposed Development Concepts

The Gateway Employment Lands intend to introduce a mix of employment uses while preserving the environmental features at the north portion of the property associated with Martin Creek. A total of approximately 138,500 square metres of building floor area is proposed with approximately 4.5 hectares reserved for natural features and buffers.

The Official Plan Amendment submission includes two (2) potential development options for the Gateway Employment Lands as the basis for the preparation of supporting studies. While these concepts provide a general intent for development, it is noted that the proposed development concept may evolve as the development moves forward with more detailed planning applications (i.e., zoning and plan of subdivision and/or site plan). Through discussions with the Township of Woolwich, it was determined that the Township's preferred concept for the review of the proposed Official Plan Amendment includes the realignment of Bridge Street West through the southwest corner of the lands (Concept Plan 2). A rendering of Concept Plan 2 is included as Appendix 'B' for reference.

Concept Plan 2 proposes a realignment of Bridge Street West to ultimately improve the existing road network and minimize impacts to the Highway 85 interchange located northwest of the subject lands. A portion of Bridge Street West that currently intersects King Street North is proposed to be closed, while the remaining portion of Bridge Street West to the east is proposed to be redirected through the subject lands as Street 'A' and connect to the signalized intersection at King Street North. Two secondary access streets, Street 'B' and Street 'C', provide access to the Gateway Employment Lands. An additional street, Street 'D', which is isolated from the subject lands generated traffic, provides local access to Martin Grove Road. A total of four (4) vehicular accesses are provided in this design. Concept Plan 2 also proposes a park block between Street 'A' and Street 'D' where Martin Grove Road meets King Street North.

## 4.0 Overview of Potential Servicing Options for Proposed Development Concepts

The proposed Official Plan Amendment has established the potential for several development build-out options for the subject lands. Development through a plan of subdivision will be required in the future with all lots/blocks on full municipal services and will include the Bridge Street West re-alignment, internal public roads, and municipal water and sanitary servicing.

There may be the potential for development through site plan application(s) for the lands, based on larger land users within large blocks. This approach could result a gravity sanitary service option or a hybrid sanitary service option (including a private pumping station and a gravity sanitary service) connected directly to existing City sanitary infrastructure without the need for a pumping station. Therefore, the sanitary servicing options under this development include:

| Sanitary Servicing Option | Approach                                                                                                                                                                                                                                                                                                                                          | Financial Contributions for Capital Costs                                                                                       |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| Option 1                  | Municipally owned gravity sewer system on Gateway Employment Lands, servicing <u>only</u> the Gateway Employment Lands, with gravity drain to City system on McMurray.                                                                                                                                                                            | - Developer Cost                                                                                                                |
| Option 2                  | Combination of a privately owned pumping station and municipally owned gravity sewer system on the Gateway Employment Lands, servicing <u>only</u> the Gateway Employment Lands, with private pumping station force main discharge to municipally owned gravity sewer on Gateway Employment Lands, with gravity drain to City system on McMurray. | - Developer Cost for Pumping Station                                                                                            |
| Option 3                  | Municipally owned Sanitary Pumping Station (SPS) on the Gateway Employment Lands, servicing the Gateway Employment Lands and potentially the lands to the immediate east (Kuntz) and northwest (Martin Grove) with force main discharge to City system on McMurray.                                                                               | - Municipal Development Charges (DCs) (with portion to Developer Cost and Benefit to Existing with other lands to be allocated) |

The road network options include:

| Road Network Option                                                                                                               | Financial Contributions for Capital Costs                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Re-alignment of Bridge Street West through the Gateway Employment Lands                                                           | - Municipal DCs (with portion to Develop Cost and Benefit to Existing)<br>or<br>- Developer Cost |
| Development of internal local / public roads                                                                                      | - Developer Cost                                                                                 |
| Development of internal private roads through site plan approval, should the ultimate use be one (1) or two (2) large land users. | - Developer Cost                                                                                 |

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## 5.0 Opinion of Probable Costs Associated with the Development Options

WalterFedy has prepared an opinion of probable costs for infrastructure for the proposed development of each of the development options for the Gateway Employment Lands. The details of the opinion of probable costs are attached as Appendix 'A'. The opinion of probable costs are preliminary and subject to detailed review. The opinion of probable costs are subject to change depending on the final development option and timing of development.

In summary, the probable costs for internal and external services range from \$14 million to \$21 million. The difference in the costs is primarily related to the costs associated with the alternative for sanitary servicing. Based on the opinion of probable costs, the sanitary pumping station is \$4,940,000 and the re-alignment of Bridge Street West is approximately \$683,000. These costs represent an example of the preliminary potential costs that could be funded by the Township should an update to the DC By-law and Capital Budget be approved to include these infrastructure elements as development charge recoverable costs.

The calculation of annual incremental operating costs for roads, water, and sanitary sewer is difficult to determine, as the final details of the development will be determined through future plan of subdivision or site plans.

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## 6.0 Current Status of Township Capital Budget & Development Charges Background Study

The Township of Woolwich Capital Budget outlines the Township's plan for long-term projects. The Township Capital Budget shows a 10-year capital plan. The Capital Budget indicates that only the first year is adequately funded and the years beyond 2026 are included for information only. The 2026 Capital Budget does not identify any municipal infrastructure, roads, water, sanitary as budget items to accommodate the proposed development for the years 2026 to 2034. Therefore, there are no municipal funds available for a municipally owned pumping station for the proposed development. At the time of the preparation of the Township Budget and Capital Budget, the Gateway Employment Lands were not proposed for development and not included within any background study or analysis. The Capital Budget indicates that in 2026, the Township will embark on a corporate wide exercise to develop a reliable 10-year capital plan with identified funding sources. A review of the Township Budget and Capital Budget occurs each year and future discussions can occur with the Township on the potential to identify the lands as a Development Charge item.

The Township of Woolwich Development Charges (DC) Background Study was approved by Township Council in May 2024. The Background Study resulted in an updated DC by-law (39-2024) in May 2024. It is understood that the Township will be reviewing the Development Charges and updating the Background Study in the future (i.e., 2029). A review and update of the DC Background Study could identify that all or portions of these costs could be attributed to growth, benefit to existing development, benefit to post development and/or a local service (developer cost).

The Township of Woolwich DC by-law establishes a development charge for various types of uses, including 'non-residential uses'. Non-residential uses are defined as:

*"a building or structure of any kind whatsoever used, designed, or intended to be used for other than a residential use"*

The Township may impose development charges on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:

- i. *the passing of a zoning by-law or of an amendment to a zoning bylaw under section 34 of the Planning Act;*
- ii. *the approval of a minor variance under section 45 of the Planning Act;*
- iii. *a conveyance of land to which a by-law passed under subsection 50(7) of the Planning Act applies;*
- iv. *the approval of a plan of subdivision under section 51 of the Planning Act; a consent under section 53 of the Planning Act;*
- v. *the approval of a description under section 50 of the Condominium Act, R.S.O. 1990, Chap. C.26, as amended, or any successor thereof; or*

vi. *the issuing of a permit under the Building Code Act in relation to a building or structure.*

It is anticipated that the development charge will be payable at the time of a future building permit for any building(s) proposed on the Gateway Employment Lands.

Based on the proposed development concepts, having a total of 138,500 square metres (approx. 1,490,800 square feet), the potential development charges (based on 2026 rates) would be:

|                        |                      |              |
|------------------------|----------------------|--------------|
| Total General Services | \$5.89 / square foot | \$8,780,812  |
| Water                  | \$2.30 / square foot | \$3,428,840  |
| Wastewater             | \$1.34 / square foot | \$1,997,672  |
| Stormwater             | \$0.08 / square foot | \$119,264    |
| Total Full Services    | \$9.61 / square foot | \$14,326,588 |

Where the infrastructure is a Developer cost the construction costs will be established through Plan of Subdivision and secured through a Letter of Credit. There is no financial contribution from the Township for the capital cost of the infrastructure. The long-term maintenance costs would be attributed to the Township, upon acceptance of the infrastructure through the Subdivision Agreement process.

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## 7.0 Analysis of Potential Future Tax Revenue & Other Fees Revenue

This section provides an overview of the methodology for determining a preliminary annual fiscal impact of development:

### a) Future Potential Assessment and Revenue

Information on municipal assessment was received from the Township to assist with the analysis. The information was for 13 existing properties in the employment area in Elmira that are used for industrial purposes, with a range in size from 0.25 hectares to 3.9 hectares. The property assessment ranges from approximately \$1.4 million per hectare to \$3.0 million per hectare, with an average value of approximately \$2.2 million per hectare. The total area for development within the Gateway Employment lands is 30.652 hectares. Based on this information, the total assessment value could range between \$42,912,800 to \$91,956,000 with an average value of \$67,434,400 in assessment value for the Township.

In January 2026, the 2026 Budget was approved by the Township. The 2026 final rates have not been provided, therefore, the 2025 final tax rates (0.00593808) should be utilized for a general calculation. At this time, the total building area and building type is not known. Based on the potential of 138,500 square metres (approx. 1,490,800 square feet) of building floor area and a

range for construction cost of \$100 to \$300 per square foot construction cost (subject to building type), a total estimated construction cost of value of \$149,080,000 to \$447,240,000 could be created. The construction of the infrastructure and buildings would directly and indirectly support the local economy through the supply of material and construction jobs.

These potential values will be more detailed as the development proceeds and once the use of the buildings, number of buildings and type of buildings are determined.

## **b) General Comment on Future Potential Township Fees**

In addition to the property tax revenues generated annually by the proposed development, the development will also generate a variety of annual non-tax revenues for the Township. These non-tax revenues include Township fees for items such as licenses, permits and review fees. For example, some of these fees will be on a development-wide basis or site-specific building basis and are listed below (based on 2025 fees by-law) for general information:

|                                       |                                                                                                   |
|---------------------------------------|---------------------------------------------------------------------------------------------------|
| Infrastructure Engineering            |                                                                                                   |
| - Municipal Access Agreement          | \$4,500                                                                                           |
| - Service Connection Fee              | \$1,400 / connection                                                                              |
| - Permits                             | \$3,240 / building                                                                                |
| - CLI-ECA SWM Facility                | \$6,000                                                                                           |
| - CLI-ECA Pump Station                | \$6,000                                                                                           |
| Development Engineering Admin Fee     | 6% of Development Costs                                                                           |
| Subdivision Application & Review Fees | \$560 / block                                                                                     |
| Site Plan & Review Fees               | \$5,000 + \$2,060 + 1% of construction Value (construction value fee not to be less than \$1,000) |
| Zoning Application & Review Fees      | \$5,500 + \$1,550                                                                                 |
| Building Permit Review (per lot)      | \$620                                                                                             |

# 8.0 Summary Recommendations & Conclusions

- The Official Plan Amendment application is establishing the proposed land use only and details associated with the infrastructure requirements, design and construction will be determined at a future plan of subdivision or site plan approval stage. The information in this analysis is limited to the current information on the proposed development concepts and general understanding of the infrastructure needs at a high level.

- Based on the analysis presented in this report, it is concluded that the development of the Gateway Employment Lands will generate significant positive revenue for the Township through the collection of development charges and annual tax revenues.
- Currently, there are no funds in the Capital Budget allocated for infrastructure for development of the Gateway Employment Lands. The DC Background Study does not include any projects associated with the development of the Gateway Employment Lands. It is recommended that discussions be initiated between the landowner and the Township on the potential for consideration of the infrastructure requirements within the DC Background Study as part of the future DC review. Should there be changes associated with the potential for consideration of DCs for infrastructure through an updated Development Charges Background Study, the financial responsibility could be updated through a future Township Capital Budget.
- Preliminary analysis on the opinion of probable costs indicates that the anticipated DCs that could be collected by the Township on full build-out of the Gateway Employment lands would result in a surplus of funds to the Township in the Option where the SPS and Bridge Street West re-alignment are municipally funded.
- Further determination of the financial responsibility of the infrastructure is recommended to occur as more details of the development are established through plans of subdivision and/or site plans.

# A

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## **Appendix A: Preliminary Opinion of Probable Costs**

**Option 1: Municipally owned gravity sewer system on Gateway Employment Lands, servicing only the Gateway Employment Lands, with gravity drain to City system on McMurray.**
**Construction Estimate**

| <b>Internal:</b>                                                                                                                                 |               |            |             |    |                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-------------|----|-------------------|
| <b>Description</b>                                                                                                                               | <b>Length</b> | <b>ROW</b> | <b>\$/m</b> |    | <b>Amount</b>     |
| Street A (Standard Roadway and Sewers/Watermain)                                                                                                 | 191           | 26         | \$3,370     | \$ | 643,670           |
| Street A (Standard Roadway/Watermain and Sanitary Sewer. Premium Storm Sewer (size and depth) - 1200mm dia)                                      | 229           | 26         | \$4,790     | \$ | 1,096,910         |
| Street B (Standard Roadway/Watermain, Sanitary Sewer and Premium Storm due to depth)                                                             | 727           | 20         | \$5,120     | \$ | 3,722,240         |
| Street C (Standard Roadway and Sewers/Watermain)                                                                                                 | 188           | 20         | \$2,960     | \$ | 556,480           |
| Street C (Standard Roadway/Watermain/Sanitary Sewer. Premium Storm Sewer - 1200mm dia)                                                           | 194           | 20         | \$3,810     | \$ | 739,140           |
| Street D (Standard Roadway and Sewers/Watermain)                                                                                                 | 171           | 20         | \$3,140     | \$ | 536,940           |
| 2nd Watermain connection at King/Hwy 85                                                                                                          | 80            | 26         | \$2,590     | \$ | 207,200           |
| SWM Related Construction Costs (Structures only). Earthworks included in the Earthworks section below (Estimate)                                 |               |            |             | \$ | 630,000           |
| <b>Internal Sub-Total</b>                                                                                                                        |               |            |             | \$ | <b>8,132,580</b>  |
| <b>NOTE: Extra depth storm sewers required within roadways due to large amount of earthworks required to allow sanitary gravity drain system</b> |               |            |             |    |                   |
| <b>External:</b>                                                                                                                                 |               |            |             |    |                   |
| <b>Description</b>                                                                                                                               |               |            |             |    | <b>Amount</b>     |
| Road Re-Construction Costs - Bridge and McMurray (Estimate)                                                                                      |               |            |             | \$ | 638,490           |
| Watermain Extension (King Street N./Northland Road)                                                                                              |               |            |             | \$ | 2,615,500         |
| <b>External Sub-Total</b>                                                                                                                        |               |            |             | \$ | <b>3,253,990</b>  |
| Estimating Contingency (internal and external works) - 30%                                                                                       |               |            |             | \$ | 3,415,971         |
| <b>TOTAL (including contingency)</b>                                                                                                             |               |            |             | \$ | <b>14,802,541</b> |

**Watermain extension (King St. N./Northland Road)**

|                                                             |             |
|-------------------------------------------------------------|-------------|
| 1. 300 mm Watermain – 990 m x \$ 450/m                      | \$445,500   |
| 2. Restoration King Street/Bridge Street – 990 m x \$2000/m | \$1,980,000 |
| 3. Meter Chamber for CBSA – \$190,000                       | \$190,000   |
| 4. Total Opinion of Cost                                    | \$2,615,500 |

Note: Estimates based on drawings contained in FSR report dated: January 30, 2026

- Excludes Engineering Fees
- Excludes construction costs of SWM pond Cleanout
- Excludes construction costs for Landscaping
- Excludes design of landscaping, noise mitigation, electrical traffic signals (if reqd)
- Excludes Layout
- In providing opinions of probable cost, it is recognized that neither the Client nor WalterFedy has control over the costs of labour, equipment or materials, or over the Contractor's methods of determining prices or bidding. The opinion of probable costs is based on WalterFedy's reasonable professional judgment and experience and does not constitute a warranty, expressed or implied, that the Contractor's bids or the negotiated price of the Work will not vary from the Client's budget or from any opinion of probable cost prepared by WalterFedy.
- Above noted fees are based on Concept plan prepared by MHBC
- Excludes Utility distribution systems (light poles, transformers, bell, gas etc)
- Excludes Earthworks

**WALTERFEDY****Gateway Employment Lands****Opinion of Probable Costs (Construction Estimate)**

**Option 2: Combination of a privately owned pumping station and municipally owned gravity sewer system on the Gateway Employment Lands, servicing only the Gateway Employment Lands, with private pumping station force main discharge to municipally owned gravity sewer on Gateway Employment Lands, with gravity drain to City system on McMurray.**

**Construction Estimate****Internal:**

| <b>Description</b>                                                                                                                               | <b>Length</b> | <b>ROW</b> | <b>\$/m</b> | <b>Amount</b>     |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-------------|-------------------|
| Street A (Standard Roadway and Sewers/Watermain)                                                                                                 | 191           | 26         | \$3,370     | \$ 643,670        |
| Street A (Standard Roadway/Watermain and Sanitary Sewer. Premium Storm Sewer (size and depth) - 1200mm dia)                                      | 229           | 26         | \$4,790     | \$ 1,096,910      |
| Street B (Standard Roadway/Watermain, Sanitary Sewer and Premium Storm due to depth)                                                             | 727           | 20         | \$5,120     | \$ 3,722,240      |
| Street C (Standard Roadway and Sewers/Watermain)                                                                                                 | 188           | 20         | \$2,960     | \$ 556,480        |
| Street C (Standard Roadway/Watermain/Sanitary Sewer. Premium Storm Sewer - 1200mm dia)                                                           | 194           | 20         | \$3,810     | \$ 739,140        |
| Street D (Standard Roadway and Sewers/Watermain)                                                                                                 | 171           | 20         | \$3,140     | \$ 536,940        |
| 2nd Watermain connection at King/Hwy 85                                                                                                          | 80            | 26         | \$2,590     | \$ 207,200        |
| SWM Related Construction Costs (Structures only). Earthworks included in the Earthworks section below (Estimate)                                 |               |            | \$          | \$ 630,000        |
| Private Pumping Station and Forcemain Required for Option 2                                                                                      |               |            | \$          | \$ 750,000        |
| <b>Internal Sub-Total</b>                                                                                                                        |               |            | \$          | <b>8,882,580</b>  |
| <b>NOTE: Extra depth storm sewers required within roadways due to large amount of earthworks required to allow sanitary gravity drain system</b> |               |            |             |                   |
| <b>External:</b>                                                                                                                                 |               |            |             |                   |
| <b>Description</b>                                                                                                                               |               |            |             | <b>Amount</b>     |
| Road Re-Construction Costs - Bridge and McMurray (Estimate)                                                                                      |               |            | \$          | \$ 638,490        |
| Watermain Extension (King Street N./Northland Road)                                                                                              |               |            | \$          | \$ 2,615,500      |
| <b>External Sub-Total</b>                                                                                                                        |               |            | \$          | <b>3,253,990</b>  |
| Estimating Contingency (internal and external works) - 30%                                                                                       |               |            | \$          | \$ 3,640,971      |
| <b>TOTAL (including contingency)</b>                                                                                                             |               |            | \$          | <b>15,777,541</b> |

**Watermain extension (King St. N./Northland Road)**

|                                                             |             |
|-------------------------------------------------------------|-------------|
| 1. 300 mm Watermain – 990 m x \$ 450/m                      | \$445,500   |
| 2. Restoration King Street/Bridge Street – 990 m x \$2000/m | \$1,980,000 |
| 3. Meter Chamber for CBSA – \$190,000                       | \$190,000   |
| 4. Total Opinion of Cost                                    | \$2,615,500 |

Note: Estimates based on drawings contained in FSR report dated: January 30, 2026

- Excludes Engineering Fees
- Excludes construction costs of SWM pond Cleanout
- Excludes construction costs for Landscaping
- Excludes design of Landscaping, noise mitigation, electrical traffic signals (if reqd)
- Excludes Layout
- In providing opinions of probable cost, it is recognized that neither the Client nor WalterFedy has control over the costs of labour, equipment or materials, or over the Contractor's methods of determining prices or bidding. The opinion of probable costs is based on WalterFedy's reasonable professional judgment and experience and does not constitute a warranty, expressed or implied, that the Contractor's bids or the negotiated price of the Work will not vary from the Client's budget or from any opinion of probable cost prepared by WalterFedy.
- Above noted fees are based on Concept plan prepared by MHBC
- Excludes Utility distribution systems (light poles, transformers, bell, gas etc)
- Cost of Block 2 pumping station and forcemain to be borne by the developer of Block 2
- Excludes Earthworks

**Gateway Employment Lands  
Opinion of Probable Costs (Construction Estimate)**

**Option 3: Municipally owned SPS on the Gateway Employment Lands, servicing the Gateway Employment Lands and potentially the lands to the immediate east (Kuntz) and northwest (Martin Grove) with force main discharge to City system on McMurray.**

**Construction Estimate**

| <b>Internal:</b>                                                                                                     |               |            |             |                   |
|----------------------------------------------------------------------------------------------------------------------|---------------|------------|-------------|-------------------|
| <b>Description</b>                                                                                                   | <b>Length</b> | <b>ROW</b> | <b>\$/m</b> | <b>Amount</b>     |
| Street A (Standard Roadway and Sewers/Watermain)                                                                     | 191           | 26         | \$3,370     | \$ 643,670        |
| Street A (Standard Roadway/Watermain and Sanitary Sewer. Premium Storm Sewer - 1200mm dia)                           | 229           | 26         | \$4,440     | \$ 1,016,760      |
| Street B (Standard Roadway and Sewers/Watermain)                                                                     | 549           | 20         | \$5,040     | \$ 2,766,960      |
| Street B (Standard Roadway/Watermain and Sanitary Sewer plus Premium Sanitary Forcemain)                             | 178           | 20         | \$5,310     | \$ 945,180        |
| Street C (Standard Roadway/Watermain/Sewers including Sanitary Forcemain)                                            | 188           | 20         | \$3,240     | \$ 609,120        |
| Street C (Standard Roadway/Watermain/Sanitary Sewers including Sanitary Forcemain. Premium Storm Sewer - 1200mm dia) | 194           | 20         | \$4,090     | \$ 793,460        |
| Street D (Standard Roadway and Sewers/Watermain)                                                                     | 171           | 20         | \$3,140     | \$ 536,940        |
| External (East Street B Cul-de-sac)                                                                                  | 110           | N/A        | \$1,180     | \$ 129,800        |
| 2nd Watermain connection at King/Hwy 85                                                                              | 80            | 26         | \$2,590     | \$ 207,200        |
| Pumping Station Construction Costs (Estimate)                                                                        |               |            |             | \$ 4,940,000      |
| SWM Related Construction Costs (Structures only). Earthworks included in the Earthworks section below (Estimate)     |               |            | \$          | \$ 630,000        |
| <b>Internal Sub-Total</b>                                                                                            |               |            | <b>\$</b>   | <b>13,219,090</b> |
| <b>External:</b>                                                                                                     |               |            |             |                   |
| <b>Description</b>                                                                                                   |               |            |             | <b>Amount</b>     |
| Road Re-Construction Costs - Bridge and McMurray (Estimate)                                                          |               |            | \$          | \$ 682,965        |
| Watermain Extension (King Street N./Northland Road)                                                                  |               |            | \$          | \$ 2,615,500      |
| <b>External Sub-Total</b>                                                                                            |               |            | <b>\$</b>   | <b>3,298,465</b>  |
| Estimating Contingency (internal and external works) - 30%                                                           |               |            | \$          | \$ 4,955,267      |
| <b>TOTAL (including contingency)</b>                                                                                 |               |            | <b>\$</b>   | <b>21,472,822</b> |

**Watermain extension (King St. N./Northland Road)**

|                                                             |             |
|-------------------------------------------------------------|-------------|
| 1. 300 mm Watermain – 990 m x \$ 450/m                      | \$445,500   |
| 2. Restoration King Street/Bridge Street – 990 m x \$2000/m | \$1,980,000 |
| 3. Meter Chamber for CBSA – \$190,000                       | \$190,000   |
| 4. Total Opinion of Cost                                    | \$2,615,500 |

Note: Estimates based on drawings contained in FSR report dated: January 30, 2026

- Excludes Engineering Fees
- Excludes construction costs of SWM pond Cleanout
- Excludes construction costs for Landscaping
- Excludes design of landscaping, noise mitigation, electrical traffic signals (if reqd)
- Excludes Layout
- In providing opinions of probable cost, it is recognized that neither the Client nor WalterFedy has control over the costs of labour, equipment or materials, or over the Contractor's methods of determining prices or bidding. The opinion of probable costs is based on WalterFedy's reasonable professional judgment and experience and does not constitute a warranty, expressed or implied, that the Contractor's bids or the negotiated price of the Work will not vary from the Client's budget or from any opinion of probable cost prepared by WalterFedy.
- Above noted fees are based on Concept plan prepared by MHBC
- Excludes Utility distribution systems (light poles, transformers, bell, gas etc)
- Cost of Pumping Station based on design flow rate of 50 L/s. Does not include any gravity infrastructure to collect West or East Lands. Does not include for premiums related to deeper wet well, pumps, etc. to accomodate external lands. City of Waterloo has only confirmed 50 L/s of flow can be accomodated downstream. Any additional flow will require remodelling by the City of Waterloo.
- Sanitary pumping station does not reflect any cost sharing for the SPS from adjacent properties
- Excludes Earthworks

# B

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## Appendix B: Conceptual Rendering (Concept 2)



# CONCEPTUAL MASTER PLAN

GATEWAY EMPLOYMENT LANDS  
TOWNSHIP OF WOOLWICH

JANUARY 2026



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE