

WINGECARRIBEE OUR FUTURE

STRATEGIC PLAN

PART 7

PAYING FOR GROWTH

(Meeting the Challenge Of Infrastructure)

October 2002

DISCLAIMER

Any information (numerical or otherwise), representation, statement, opinion or advice expressed or implied in this publication is made in good faith but on the basis that the Council of the Shire of Wingecarribee, its agents and employees are not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in respect of any information, representation, statement, or advice referred to above.

PAYING FOR GROWTH: Meeting the challenge of Infrastructure

(i) Infrastructure planning

Infrastructure assessment and planning is fundamental to land use planning and its capacity to achieve the desired planning outcomes.

For instance, a ‘town water’ supply can influence the extent and location of new development (be it residential, commercial or industrial). Town water is required to support the needs of ‘places’ that are comparatively intensively developed.

Roads, public transport, cycleways and footpath infrastructure directly affect the level of accessibility between different ‘places’, and access to employment, services and facilities, by new residents.

Some infrastructure, like storm-water drainage management, protects development from environmental risks like flooding and pollution. At the same time, it can protect the natural environment from the impacts of development like erosion and water quality diminution.

People require access to support (community) services to provide for their social well-being. Schools, health care centres, like hospitals, libraries, child care centres, senior citizens centres etc, all contribute significantly to lifestyle quality.

Theoretically, development in itself creates a demand for new infrastructure to either protect the environment, or to maintain a level of amenity for existing and future users of services and facilities.

Sometimes there is spare capacity within infrastructure to accommodate additional users or the impacts of new development (or the people that occupy that infrastructure).

Often, however, infrastructure systems are not of sufficient capacity or condition, to accommodate the demands stemming from existing development and communities. These are commonly referred to as ‘backlog’ infrastructure problems. Further, whilst some existing infrastructure systems can satisfactorily meet the needs of existing users, they cannot support additional demands generated by extra development (and potential users).

This means that often, infrastructure providers must look towards augmenting existing systems if they want to accommodate new development.

There are definite economies of scale associated with determining whether or not certain infrastructure should be provided. For instance, low levels or intensities of development and/or population, might not generate a need for certain infrastructure. However, an increase in population and/or development intensity, may mean that once a nominated quantum of population or development intensity has been exceeded, a new infrastructure system may be required to be put into place.

In this Shire, the Council is the responsible authority for providing and maintaining the following infrastructure (facilities):

- *'town' sewerage*
- *'town water' supply*
- *storm-water drainage*
- *public open space*
- *public recreation facilities*
- *roads (local) and traffic management facilities*
- *footpaths and pedestrian spaces in business centres*
- *public car parking*
- *swimming pools*
- *community facilities (libraries, community and senior citizens centres, public halls, preschool buildings, family day care administration facility)*
- *waste and resource recovery facilities*
- *public amenities*

(ii) Existing Infrastructure Issues

*A review of Wingecarribee Shire's **existing** local infrastructure requirements has identified a number of issues including:*

Drainage

- *There is only a limited understanding of infrastructure requirements connected with flooding and drainage in a number of catchments across the Shire.*
- *A number of locations are already experiencing drainage problems that will be exacerbated by further development unless sufficient plans and funding are forthcoming.*

Roads and Traffic Management Facilities

- *There is a need to focus planning and expenditure on the sub-regional and regional level (including town centre traffic relief route options and movements between towns) as well as at the local level.*
- *Bowral CBD Traffic Relief Route requires urgent construction to address capacity issues in Bong Bong Street, and access across the railway.*
- *Major road improvement works are needed in Moss Vale (Argyle Street at nominated intersections) as well as pedestrian access upgrades.*
- *Access across the railway line from East Mittagong to Mittagong business centre and to the Old Hume Highway, requires rationalisation/upgrading (all current crossings have severe technical limitations) and intersection improvements at Highway required.*
- *There is a need to consider the medium-longer term needs for a northern bypass route around Moss Vale business centre, linking Berrima Road to Suttor Road over the railway line, and an Illawarra Highway Bypass.*

- *Railway bridge crossings at Erith Street and Penrose Road Bundanoon need upgrading, as does pedestrian access across the railway at the business centre.*

Car Parking Facilities

- *Off street car parking has developed as a critical issue at the Bowral sub-regional centre.*
- *Commuter car parking at Moss Vale Station has developed into a significant problem that will only worsen as further residential developments take place in the southern parts of the Shire.*
- *Car parking capacity of main street area/business centre at Bundanoon requires enhancement.*

Pedestrian Access and Mobility Plans (PAMPS)

Council has prepared an extensive plan (PAMPS) for improved pedestrian mobility around Bowral, Moss Vale and Mittagong business centres, including 'key' footpath extensions, repairs and upgrades. The standard of pedestrian access around the centres has been found to be less than satisfactory.

Open Space and Recreation Facilities

Wingecarribee has a relatively high provision of public open space, compared to more traditional planning standards. This standard varies across towns and villages, however, the standard approximates between 6-10 hectares per 1000 people.

There are a number of outstanding open space acquisitions that the Council is currently dealing with, both in terms of potential purchase or by rezoning.

Whilst Council's budget to maintain existing recreation assets is approximately \$1.4 million per annum, this is inadequate to fully satisfy community expectations, particularly when such expectations appear to be on the increase. These expectations can possibly be linked back to the mounting numbers of 'metropolitan re-settlers' moving to the Shire, that have come from areas with much higher facility maintenance standards.

Given the size of its population and a dispersed settlement pattern, Wingecarribee Shire is considered to be well provided for as far as recreation facilities are concerned. Facilities are provided for range of sports and recreation pursuits, although the diversity of 'types' of facilities could perhaps be widened to better serve alternative needs, eg athletics, indoor leisure facilities etc.

There has been no comprehensive assessment of existing or future recreation needs, and this should be undertaken to establish future planning and funding priorities.

An assessment should consider the age and condition of existing facilities and in some circumstances, the issue of facility duplication (eg swimming pools). The study should carefully examine the potential within existing facilities to accommodate additional needs, being mindful of the ongoing maintenance costs of additional open space and facilities.

The swimming pools of the Shire are in a relative poor state of repair and require a significant subsidy, but due to climatic constraints, are only usable for 6 months of the year.

Business Centre Civic Improvements

The Council commenced a substantial program of physical centre improvements at Mittagong Business Centre during the mid 1990s and has now expended approximately \$700,000 on streetscape work and new on-street car parking facilities. The Council has also committed to commencement of a program of similar improvements at Bowral, Moss Vale and Bundanoon with \$500,000 allocated in the 20002/03 budget. Design work has been commenced for Bowral, Moss Vale and Bundanoon. The works are proposed in response to requests for centre upgrading in light of community safety issues, a need for higher quality public spaces, improved pedestrian amenity, and streetscape enhancement. This funding allocation is substantially inadequate for the overall enhancement that is envisaged.

Sewerage

There are significant urban areas without reticulated sewerage. These include Roberston, Burrawang, Exeter, Fitzroy Falls, Yerrinbool, Penrose, Wingello, Medway, and Balmoral

The location of some unsewered villages in the Sydney drinking water catchment may lead to possible concern over potential for environmental impacts.

A new sewerage scheme is scheduled for 2003/04 that will service Robertson initially, and provision will be made for connection to Burrawang village at a later stage.

There are treatment plant (STP) capacity issues at Bundanoon, and local reticulation in some parts of the township need augmentation. The township, like Exeter (unsewered), is part of the Sydney drinking water catchment and potential environmental impacts from future additional development, on the Reedy Creek/Paddys River system must be addressed. This is made even more important given that Exeter and Bundanoon (between them) represent two of only a limited number of 'greenfield housing subdivision' opportunities that remain under the existing statutory Shire Plan.

A substantial upgrade to the existing Bowral Sewerage Treatment Plant is about to occur due to the age of the plant, and the needs attributable to the East Bowral residential area and in-fill development.

Although there is unlikely to be any significant issues associated with the funding of new sewerage facilities (given the likely extent of government funding assistance available and Council funds for sewerage upgrades) these facilities are expensive to build and operate.

Community and Cultural Facilities

The Shire has a significant number of community halls and other 'physical' facilities that are in need of upgrading for both reasons of improving access and fire protection. These are 'spread across' the Shire's towns, villages and rural localities. In some of the smaller villages and rural precincts, these facilities play a very significant role in the cultural identity of those places. The Council is working through a program of facility upgrades as funds become available.

The need for an assessment of recreation facilities mentioned above, should also include a review of the age, condition and duplication of facilities like community halls. The maintenance requirements associated with these halls falls far short of what can currently be funded by Council, in order to keep these community assets up to a reasonable standard. Many are in poor condition.

There is a backlog issue associated with the need for a centre for community activities and the delivery of community services at Bundanoon, with a particular emphasis on children's, youth and aged services.

A feasibility study for a potential Regional Art Gallery at Bendooley Place Precinct at Bowral has recommended the construction of a new facility as part of a future reconfiguration of the Bowral Memorial Hall.

(iii) Infrastructure achievements and current proposals

Some of the above infrastructure requirements will be addressed as part of Council infrastructure improvement programs that are already in place. These programs were originally assembled in the 1990s, in anticipation of future development as it was foreseen at the time, with infrastructure generally being funded from Council cash contributions and/or developer contributions.

A number of important infrastructure outcomes have already been achieved as a result of these Council and developer contribution funded programs including:

- a new central library,
- the Elizabeth Street car park at Moss Vale business centre,
- the Northern Villages Sewerage Scheme,
- the Resource Recovery Centre at Moss Vale,
- a new animal shelter at Moss Vale
- the Bong Bong Common Cycleway,
- various roadworks and intersection improvements at East Bowral,
- new roundabouts at Kangaloon and Moss Vale Roads, Kangaloon Road and Boardman Road; Bowral Street and Bong Bong Street, and Old South Road/Emily Circuit at Bowral; Kirkham and Elizabeth Streets Moss Vale;
- traffic signals at Wingecarribee and Station Streets at Bowral; Bowral Road/Main Street at Mittagong, and Argyle and Kirkham Streets at Moss Vale,

- a significant number of new children's playgrounds across the whole of the Shire,
- upgrading of the sewerage treatment plant at Moss Vale, and sewer main augmentation at Bowral, and
- new drainage infrastructure at the Mittagong Rivulet in Bowral.

Additional and significant infrastructure projects (funded by developer contributions and/or Council cash contributions) are scheduled to be completed within the next 2-3 years and include :

- drainage works at Alcorn street Bowral (Council cost : est. \$316,000),
- Elizabeth Street Roundabout at Moss Vale (Council cost: est. \$70,000),
- Family Day Care Admin Centre (Council cost: est. \$169,000),
- Eridge Park Road Upgrade (Council cost: est. \$425,000)
- Pioneer Street Mittagong Roundabout (Council cost: est.\$156,000),
- Horderns Road Intersection Improvements at East Bowral (Council cost: est. \$171,000), and
- the Bowral Street bridge upgrade (Council cost: est. \$215,000).

(iv) Likely Future Infrastructure Needs

*Apart from those items already identified in Council's Infrastructure Programs (above), the following additional major items will be required in the medium – longer term irrespective of whether the Council decides to provide opportunities for additional residential development (as outlined in the Strategic Plan). These include **key infrastructure** like:*

- Bowral sewer upgrade (total est. \$8 million),
- Robertson sewer scheme (total est. \$8 million),
- Bundanoon Sewer upgrade (total est. \$5million), and.
- Bowral Sub-regional centre Traffic Relief Route Stage 1 (total est. \$12 million), Stage 2 (total est. \$7 million),
- land acquisition and a new car park (decked facility at Wattle Lane and long stay parking in Station Street) at Bowral Sub-Regional Centre (total est. \$4 million),
- Shire landfill facility (total est. \$3 million),
- critical local precinct drainage upgrades at Bowral, Moss Vale and Mittagong (total est. \$6million),
- critical local precinct road and traffic improvements at Mittagong and Moss Vale (total est. \$3 million).
- Bowral Sub – Regional Centre Civic improvements (total est. \$3million),
- Bundanoon Business Centre civic improvements (total est. \$500,000),
- Bundanoon car parking facility (total est. \$500,000),
- Moss Vale Business Centre civic improvements (total est. \$1million),and
- Moss Vale Northern Business Centre bypass (total est. \$6.5 million).

It is also important to recognise that many of Council's existing facilities are currently in a poor state of repair and well below standard. The level of

community satisfaction with the service offered by this infrastructure (e.g pools and community halls) is generally low. It is estimated that the cost of upgrading/maintaining this infrastructure is the vicinity of \$20 million. This is developing as a critical issue for the Council and community.

Other important but less critical infrastructure needs include:

- additional longer term parking at Bowral Sub-regional centre (second decked facility at Council's Merrigang Street car park) (total est. \$2-3 million),
- Mittagong Business Centre civic improvements (total est. \$500,000),
- Shire Regional Art Gallery (total est. \$1.25 million),
- Indoor Aquatic/Leisure Centre (total est. \$6 million),
- Synthetic Hockey Fields (total est. \$500,000),
- Cemetery/Crematorium Stage 1 (total est. \$2 million),
- desirable local precinct drainage upgrades at Mittagong, Moss Vale, Bowral and Bundanoon (total est. \$700,000),
- desirable local precinct road and traffic improvements in Moss Vale, Mittagong, Bowral and Bundanoon (total est. \$5.5 million).

(v) Expenditure on 'key' infrastructure

The Council could expect that a proportion of the cost of the sewerage proposals would be funded with assistance from government agencies like the NSW Department of Land and Water Conservation and the Sydney Catchment Authority. It would also hope that the Roads and Traffic Authority and the Federal "Blackspot" program would be able to offer assistance for the construction of the Bowral Sub-regional centre Traffic Relief Route, and lobbying by the Council has already commenced.

The Council would expect that a proportion of costs that could be recovered from developer contributions for most of these capital works would be limited.

It is fair to assume then, that the capital cost to Council (from the General Fund) of this 'critical' infrastructure is in the vicinity of \$30 - \$40 million.

It is clear then, that the capital cost of critical infrastructure, required to be met by the Council, is substantial.

(vi) Maintenance of Infrastructure

Added to capital costs, are the costs of ongoing asset maintenance. For instance, it is not unreasonable to suggest that the cost of maintenance of a newly created asset (infrastructure item) is in the vicinity of 10% of the capital cost, per annum. Maintenance would entail road repair and restoration, drainage facilities 'clean out' and repair, playing field maintenance – irrigation, mowing, amenities repairs, bushfire hazard reduction on Council managed reserves, compliance with occupational, health and safety standards etc. For the critical infrastructure alone (above) it is fair to estimate that the cost of maintenance of those new assets would be in the order of \$16.5 million over ten (10)

years. (This is based on an assumption of an asset maintenance cost ratio of approximately 10% of the value per annum.)

(vii) Total Cost of Critical Infrastructure (and new asset maintenance)

From (v) and (vi) above it can be shown that the total cost to Council (from the General Fund) to supply and maintain the required critical infrastructure over ten (10) years is in the order of approximately \$50 million.

This does not include the estimated cost to Council to upgrade its existing local roads, footpaths and drainage facilities to a more acceptable standard. This amounts to an additional cost of approximately \$20 million.

Accordingly, and for the sake of this paper, it can be assumed that **the total cost to Council (General Fund) of providing new critical infrastructure, maintaining that new infrastructure and upgrading existing local road, footpath and drainage assets, is in the order of \$70 million.**

(viii) Paying for 'key' infrastructure

To meet the cost of the critical infrastructure & associated maintenance and local infrastructure (roads, footpaths and drainage) upgrade, the Council would need to source \$70 million in extra income over the next 10 years. (This would mean income from the General Fund.)

It is acknowledged that "growth" will generate additional rate revenue for the Council as new allotments are created. However, "growth" barely funds the precinct infrastructure maintenance needs of the newly created developments alone.

Council's data from a review of the impact of the 'East Bowral' residential release area (about 1250 allotments) supports this position. Budget estimates for the maintenance of roads in the East Bowral precinct alone, over a 10 year life cycle, are \$350,000 per annum. Mowing costs for drainage reserves, cycleways, and reserves is estimated at \$70,000 per annum. Maintenance costs for the East Bowral playing fields complex are estimated at \$150,000 per annum and \$30,000 for the proposed East Bowral Community Centre.

Therefore, Council can anticipate an infrastructure maintenance cost for the East Bowral precinct alone, to be in the vicinity of \$600,000 per annum. Yet estimated rate revenue from the precinct is approximately \$650,000 per annum.

This means that when fully developed, East Bowral residents will contribute only \$50,000 per annum towards the cost of all of Council's expenditure on new key infrastructure, administration, and community services provided outside of the precinct. This is clearly unsustainable for the Council organisation as a whole.

It is not unreasonable to suggest that the same can be said of any future residential release areas (including those release area proposals contained within the

Wingecarribee Our Future Strategic Plan. ie. Despite the number of allotments that 'come on line' most of them will only generate sufficient income (under the Shire's current comparatively low general rate) to meet their own precinct infrastructure maintenance costs and contribute 'marginally' to Council's other operating costs.

This means, that the Council cannot expect to draw any significant funds (general rates) from new development to contribute to meeting the costs (capital and maintenance) of the required critical infrastructure, let alone contributing to other local infrastructure upgrades.

The Council cannot afford (from General Fund), both currently and in the future, to provide and maintain the identified critical infrastructure, as well as the required local infrastructure upgrades, unless it achieves an increase in revenue to the General Fund. i.e. a general rate increase. (Even in recognition of the additional rate income from potential new housing generated by the current statutory Shire Plan [3000 allotments/residential flats] and that proposed by the Strategic Plan [a further 1800 allotments]).

(ix) Increasing the General Rate.

Council needs to source an extra \$70 million in general fund revenue to meet the critical infrastructure and local infrastructure upgrade requirements over the next 10 years. [please see sections (vi) and (vii) above]

Appendix 1 presents three (3) tables that 'model' how the Council might be able to fund this revenue from an increase in the residential rate.

The tables show that:

- 1. without any further increase in housing opportunities (i.e. allotments and residential flats) the Council would need to consider raising the existing average residential rate from \$510.00 to \$870.00 or*
- 2. by accepting the potential, under the current statutory Shire Plan, for a further 3000 allotments and residential flats to be constructed, Council would need to raise the existing rate from \$510.00 to \$840.00, or*
- 3. by endorsing the proposal of the 'Wingecarribee Our Future Strategic Plan' to make changes to the Statutory Shire Plan to provide for an additional 1800 allotments, the Council would need to consider raising the residential rate from \$510.00 to \$820.00.*

Clearly, the extent of these rate increases is significant, but the level of rate suggested, is comparable with that already charged by other Councils in the region.

Importantly though, if the Council cannot achieve the required 'order' of additional rate income, then it will not be able to provide what is clearly critical (yet basic) infrastructure.

This scenario means that there will be a likely ‘accelerated decline’ in the ‘condition’ of existing infrastructure, and concerns over the level of service offered by the existing infrastructure will subsequently worsen. The extent of decline and concerns over worsening levels of service and amenity will be influenced by the extent of additional development (users) ‘taken up’.

Whilst the Council has no ‘real’ opportunity to halt the take-up of development potential that exists under the current statutory Shire Plan (i.e. 3000 allotments/residential flats), it does have discretion over the 1800 additional allotments proposed to be created by the Strategic Plan.

In summary, therefore, the Wingecarribee Our Future Strategic Plan is indicating the construction of the equivalent of almost four (4) “East Bowrals” over the next ten (10) years. However, the level of rate income generated by the existing plus new (future) development would appear to be substantially inadequate to fund much of the new infrastructure, and equally importantly, maintain existing and additional infrastructure.

It is fair to say that the problem will be compounded by additional growth.

(x) Concluding Comments by the General Manager

Sections of the Community have clearly indicated that they are not satisfied with the current level of service provided by the Council.

There is some community recognition that the general level of rates is substantially below comparable and nearby communities and if this anomaly were able to be rectified, the necessary income increase may be able to be potentially generated over time.

Council has indicated its willingness to attempt to address the low average rate situation for the Shire, and has commenced approaches to both the NSW Department of Planning (planning NSW) and the Department of Local Government. However, at the date of writing these comments, discussions have not yet commenced and an outcome is unknown. In addition, it must be recognised that the proposition of substantial rate increases has not been raised with the community.

Given the current state of maintenance of the Shire’s infrastructure, there are strong arguments not to release further land for future residential development unless the level of income of the Council (in its General Fund), from all sources, can be substantially increased.

If the Council believes that for a range of social and economic reasons that it wishes to provide for further residential land releases, as envisaged by the Wingecarribee Our Future Strategic Plan, it is strongly recommended that the Council simultaneously pursue negotiations with the NSW State government and extensively canvass the local Wingecarribee community on a progressive and substantial increase in the General Rate for the Shire.

In the event that either the NSW State government or the local community are not prepared to accept a substantial rate increase, it is the General Manager’s

recommendation, that no rezoning for residential land releases and no dual occupancy subdivision provisions be included in the subsequent draft amending local environmental plan.

Appendix 1

Average Residential Rate Increase required to sustain
costs of critical infrastructure

| Rating Shortfall and The Effects of Growth. | | | | | | | |
|---|-------------------------------------|--------------------------------------|-------------------------------------|--|--|--|---|
| Year | 1. Current Average Residential Rate | 2. Projected Residential Rate Income | 3. Revised Average Residential Rate | 4. Revised Projected Residential Rate Income | 5. Income Variance between existing (\$510) Average & (\$820) Average. | 6. Income Variance between existing (\$510) Average & (\$820) Average. -Additional 3000 lots | 7. Income Variance between existing (\$510) Average & (\$820) Average. - Additional 4800 lots |
| 2001/02 | \$ 510.00 | \$ 8,660,737.00 | \$ 820.00 | \$ 13,924,420.00 | \$ 5,263,683.00 | \$ 5,357,110.00 | \$ 5,412,910.00 |
| 2002/03 | \$ 525.30 | \$ 8,920,559.11 | \$ 844.60 | \$ 14,342,152.60 | \$ 5,421,593.49 | \$ 5,613,613.30 | \$ 5,728,561.30 |
| 2003/04 | \$ 541.06 | \$ 9,188,175.88 | \$ 869.94 | \$ 14,772,417.18 | \$ 5,584,241.29 | \$ 5,880,685.40 | \$ 6,058,280.06 |
| 2004/05 | \$ 557.29 | \$ 9,463,821.16 | \$ 896.04 | \$ 15,215,589.69 | \$ 5,751,768.53 | \$ 6,158,729.57 | \$ 6,402,626.24 |
| 2005/06 | \$ 574.01 | \$ 9,747,735.79 | \$ 922.92 | \$ 15,672,057.38 | \$ 5,924,321.59 | \$ 6,448,163.78 | \$ 6,762,180.74 |
| 2006/07 | \$ 591.23 | \$ 10,040,167.87 | \$ 950.60 | \$ 16,142,219.11 | \$ 6,102,051.24 | \$ 6,641,608.69 | \$ 7,137,546.14 |
| 2007/08 | \$ 608.97 | \$ 10,341,372.90 | \$ 979.12 | \$ 16,626,485.68 | \$ 6,285,112.77 | \$ 6,951,903.82 | \$ 7,529,347.51 |
| 2008/09 | \$ 627.24 | \$ 10,651,614.09 | \$ 1,008.50 | \$ 17,125,280.25 | \$ 6,473,666.16 | \$ 7,274,839.20 | \$ 7,938,233.16 |
| 2009/10 | \$ 646.05 | \$ 10,971,162.51 | \$ 1,038.75 | \$ 17,639,038.66 | \$ 6,667,876.14 | \$ 7,610,893.99 | \$ 8,364,875.55 |
| 2010/11 | \$ 665.43 | \$ 11,300,297.39 | \$ 1,069.91 | \$ 18,168,209.82 | \$ 6,867,912.43 | \$ 7,960,564.72 | \$ 8,809,972.06 |
| | | | | | \$ 60,342,226.65 | \$ 65,898,112.47 | \$ 70,144,532.75 |
| Rating Shortfall and The Effects of Growth. | | | | | | | |

| Year | 1. Current Average Residential Rate | 2. Projected Residential Rate Income | 3. Revised Average Residential Rate | 4. Revised Projected Residential Rate Income | 5. Income Variance between existing (\$510) Average & (\$840) Average. | 6. Income Variance between existing (\$510) Average & (\$840) Average. -Additional 3000 lots | 7. Income Variance between existing (\$510) Average & (\$840) Average. - Additional 4800 lots |
|--|-------------------------------------|--------------------------------------|-------------------------------------|--|--|--|---|
| 2001/02 | \$ 510.00 | \$ 8,660,737.00 | \$ 840.00 | \$ 14,264,040.00 | \$ 5,603,303.00 | \$ 5,702,730.00 | \$ 5,762,130.00 |
| 2002/03 | \$ 525.30 | \$ 8,920,559.11 | \$ 865.20 | \$ 14,691,961.20 | \$ 5,771,402.09 | \$ 5,975,781.90 | \$ 6,098,145.90 |
| 2003/04 | \$ 541.06 | \$ 9,188,175.88 | \$ 891.16 | \$ 15,132,720.04 | \$ 5,944,544.15 | \$ 6,260,084.46 | \$ 6,449,136.84 |
| 2004/05 | \$ 557.29 | \$ 9,463,821.16 | \$ 917.89 | \$ 15,586,701.64 | \$ 6,122,880.48 | \$ 6,556,066.96 | \$ 6,815,698.90 |
| 2005/06 | \$ 574.01 | \$ 9,747,735.79 | \$ 945.43 | \$ 16,054,302.69 | \$ 6,306,566.89 | \$ 6,864,174.34 | \$ 7,198,450.46 |
| 2006/07 | \$ 591.23 | \$ 10,040,167.87 | \$ 973.79 | \$ 16,535,931.77 | \$ 6,495,763.90 | \$ 7,070,099.58 | \$ 7,598,032.99 |
| 2007/08 | \$ 608.97 | \$ 10,341,372.90 | \$ 1,003.00 | \$ 17,032,009.72 | \$ 6,690,636.82 | \$ 7,400,413.74 | \$ 8,015,111.86 |
| 2008/09 | \$ 627.24 | \$ 10,651,614.09 | \$ 1,033.09 | \$ 17,542,970.01 | \$ 6,891,355.92 | \$ 7,744,183.66 | \$ 8,450,377.24 |
| 2009/10 | \$ 646.05 | \$ 10,971,162.51 | \$ 1,064.09 | \$ 18,069,259.11 | \$ 7,098,096.60 | \$ 8,101,919.41 | \$ 8,904,544.94 |
| 2010/11 | \$ 665.43 | \$ 11,300,297.39 | \$ 1,096.01 | \$ 18,611,336.89 | \$ 7,311,039.50 | \$ 8,474,149.54 | \$ 9,378,357.36 |
| | | | | | \$ 64,235,589.34 | \$ 70,149,603.60 | \$ 74,669,986.48 |
| Rating Shortfall and The Effects of Growth. | | | | | | | |

| Year | 1. Current Average Residential Rate | 2. Projected Residential Rate Income | 3. Revised Average Residential Rate | 4. Revised Projected Residential Rate Income | 5. Income Variance between existing (\$510) Average & (\$870) Average. | 6. Income Variance between existing (\$510) Average & (\$870) Average. -Additional 3000 lots | 7. Income Variance between existing (\$510) Average & (\$870) Average. - Additional 4800 lots |
|---------|-------------------------------------|--------------------------------------|-------------------------------------|--|--|--|---|
| 2001/02 | \$ 510.00 | \$ 8,660,737.00 | \$ 870.00 | \$ 14,773,470.00 | \$ 6,112,733.00 | \$ 6,221,160.00 | \$ 6,285,960.00 |
| 2002/03 | \$ 525.30 | \$ 8,920,559.11 | \$ 896.10 | \$ 15,216,674.10 | \$ 6,296,114.99 | \$ 6,519,034.80 | \$ 6,652,522.80 |
| 2003/04 | \$ 541.06 | \$ 9,188,175.88 | \$ 922.98 | \$ 15,673,174.32 | \$ 6,484,998.44 | \$ 6,829,183.04 | \$ 7,035,422.00 |
| 2004/05 | \$ 557.29 | \$ 9,463,821.16 | \$ 950.67 | \$ 16,143,369.55 | \$ 6,679,548.39 | \$ 7,152,073.05 | \$ 7,435,307.89 |
| 2005/06 | \$ 574.01 | \$ 9,747,735.79 | \$ 979.19 | \$ 16,627,670.64 | \$ 6,879,934.84 | \$ 7,488,190.19 | \$ 7,852,855.05 |
| 2006/07 | \$ 591.23 | \$ 10,040,167.87 | \$ 1,008.57 | \$ 17,126,500.76 | \$ 7,086,332.89 | \$ 7,712,835.90 | \$ 8,288,763.26 |
| 2007/08 | \$ 608.97 | \$ 10,341,372.90 | \$ 1,038.83 | \$ 17,640,295.78 | \$ 7,298,922.88 | \$ 8,073,178.63 | \$ 8,743,758.39 |
| 2008/09 | \$ 627.24 | \$ 10,651,614.09 | \$ 1,069.99 | \$ 18,169,504.65 | \$ 7,517,890.56 | \$ 8,448,200.36 | \$ 9,218,593.35 |
| 2009/10 | \$ 646.05 | \$ 10,971,162.51 | \$ 1,102.09 | \$ 18,714,589.79 | \$ 7,743,427.28 | \$ 8,838,457.54 | \$ 9,714,049.02 |
| 2010/11 | \$ 665.43 | \$ 11,300,297.39 | \$ 1,135.15 | \$ 19,276,027.49 | \$ 7,975,730.10 | \$ 9,244,526.77 | \$ 10,230,935.30 |
| | | | | | \$ 70,075,633.38 | \$ 76,526,840.29 | \$ 81,458,167.07 |