TOWN OF EDSON BYLAW NO. 2177

A BYLAW TO AMEND "THE TOWN OF EDSON OFFSITE LEVY BYLAW" NO. 2135 AND TO REPEAL BYLAW NO. 2147.

WHEREAS pursuant to the provisions of the Municipal Government Act, RSA 2000 Chapter M-26 as amended or repealed and replaced from time to time, permits a Council to impose a levy known as an Off-Site Levy in respect of land to be developed or subdivided within a municipality's limits, and to authorize an Agreement to be entered into for payment of the levy;

NOW THEREFORE the Municipal Council of the Town of Edson, duly assembled, hereby enacts as follows:

1. That Bylaw No. 2135 is amended as follows:

   Schedule "A" of Bylaw No. 2135 be removed and replaced with the Revised Schedule "A" as attached.

2. That Bylaw No. 2135 is amended as follows:

   Schedule "B" of Bylaw No. 2135 be removed and replaced with the Revised Schedule "B" as attached.

3. That Bylaw No. 2135 is amended as follows:

   Schedule "C" of Bylaw No. 2135 be removed and replaced with the Revised Schedule "C" as attached.

4. **Delete the wording as follows:**

m) **"Offsite Infrastructure"** shall mean those components and projects referred to in the Report, in relation to water facilities, sanitary sewer facilities, storm water facilities and arterial roadways.

o) **"Reports"** mean:

   i.) The Corvus Business Advisors Town of Edson Off-site Levy Rates Report Version 3.0 dated July 4, 2013 (Schedule "C" of this Bylaw);

   ii.) The Municipal Servicing Plan Update prepared by AECOM dated December, 2011;

   iii.) The Storm Water Management Plan prepared by AECOM date July, 2005; and

   iv.) The Off-Site Levy Rates – Appendix A report prepared by AECOM dated May, 2013.

MD

And replace with the wording as follows:

m) **"Offsite Infrastructure"** shall mean those components and projects referred to in the Reports, in relation to water facilities, sanitary sewer facilities and arterial roadways.

o) **"Reports"** mean:

i.) The Town of Edson Offsite Levy Rate Update Version 3.0 dated February 1, 2016 (Schedule "C" of this Bylaw);

ii.) The Municipal Servicing Plan Update prepared by AECOM dated December, 2011;

iii.) The Off-Site Levy Rates – Appendix A report prepared by AECOM dated May, 2013.

5. That Bylaw No. 2147 is hereby repealed.

6. That this Bylaw shall take force and have effect upon final reading thereof.

READ a first time this 16th day of February A.D., 2016

Mayor, Greg Pasychny

Chief Administrative Officer, Michael Derricott

READ a second time this 15th day of March A.D., 2016

Mayor, Greg Pasychny

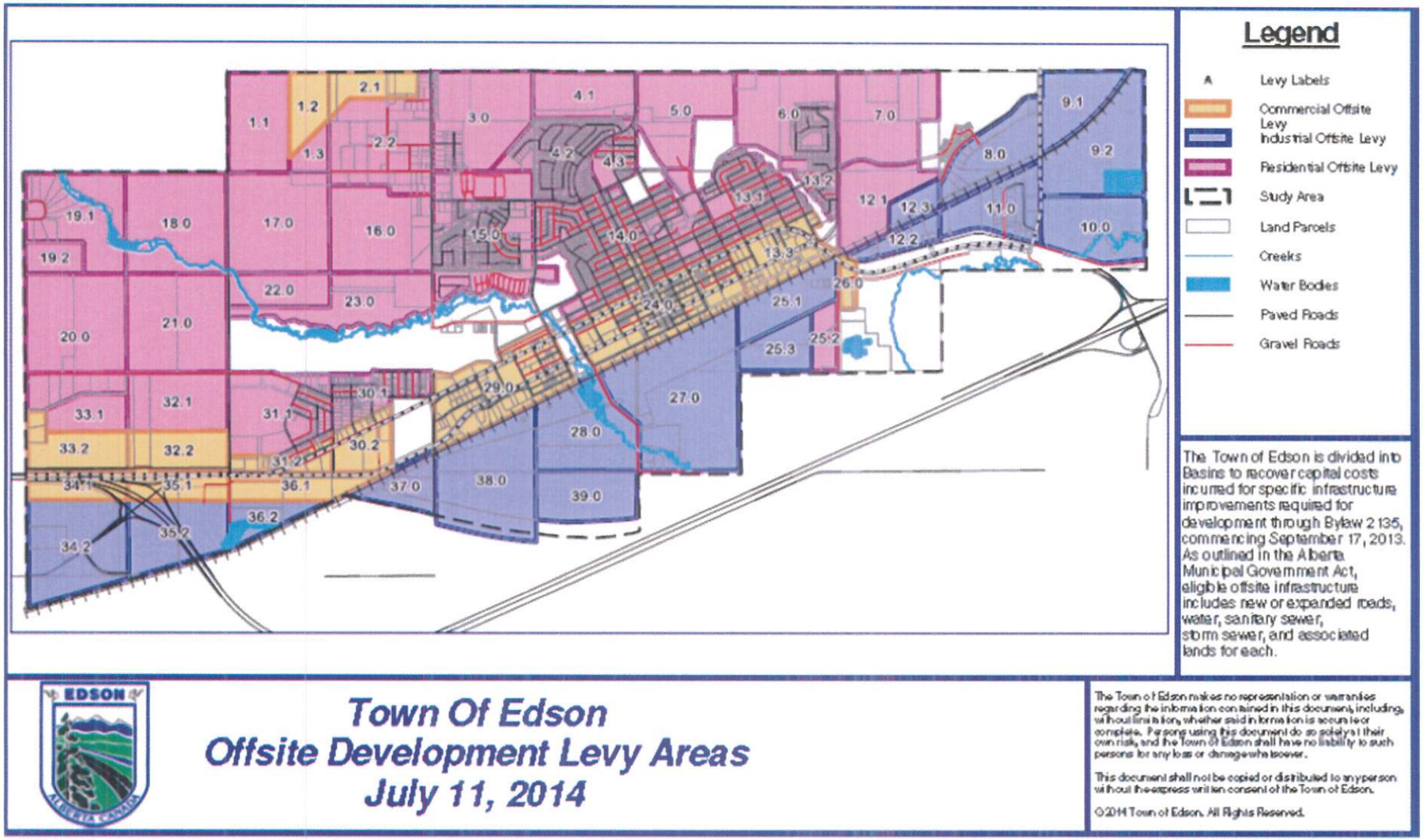
Chief Administrative Officer, Michael Derricott

READ a third time and finally passed this 15th day March A.D., 2016

Mayor, Greg Pasychny

Chief Administrative Officer, Michael Derricott

BYLAW NO. 2177 AMENDING BYLAW NO. 2135 – SCHEDULE "A" – DEVELOPMENT REGION



BYLAW NO. 2177 AMENDING BYLAW NO. 2135 – SCHEDULE "B"
SUMMARY OF OFF-SITE LEVY RATES BY AREA
PAGE ONE OF THREE

1. AMOUNT OF LEVY

For land that is to be subdivided or developed, the amount of the levy per hectare shall be as follows:

AREA REF. #	TRANSPORTATION CHARGES	WATER CHARGES	SANITARY CHARGES	STORM CHARGES	TOTAL
1.1	$17,606	-	$3,417	-	$21,022
1.2	$17,606	-	$3,417	-	$21,022
1.3	$17,606	-	$3,417	-	$21,022
2.1	$17,606	-	$3,417	-	$21,022
2.2	$17,606	$86	$3,417	-	$21,109
3.0	$17,606	$47,593	$3,417	-	$68,615
4.1	$17,606	-	$3,417	-	$21,022
4.2	$17,606	-	$3,417	-	$21,022
4.3	$17,606	$86	$3,417	-	$21,109
5.0	$17,606	$47,593	$3,417	-	$68,615
6.0	$17,606	$47,593	$3,417	-	$68,615
7.0	$17,606	$47,593	$3,417	-	$68,615
8.0	$17,606	$86	$3,417	-	$21,109
9.1	$17,606	$47,593	$3,417	-	$68,615
9.2	$17,606	-	-	-	$17,606
10.0	$17,606	-	$3,417	-	$21,022
11.0	$17,606	$86	$3,417	-	$21,109
12.1	$17,606	$47,593	$3,417	-	$68,615
12.2	$17,606	$86	$3,417	-	$21,109
12.3	$17,606	$47,593	$3,417	-	$68,615
13.1	$17,606	$86	$3,417	-	$21,109
13.2	$17,606	$86	$3,417	-	$21,109
13.3	$17,606	$86	$3,417	-	$21,109
14.0	$17,606	$86	$3,417	-	$21,109
15.0	$17,606	$86	$3,417	-	$21,109
16.0	$17,606	$47,506	$3,417	-	$68,529
17.0	$17,606	-	$3,417	-	$21,022
18.0	$17,606	-	$3,417	-	$21,022
19.1	$17,606	-	$3,417	-	$21,022
19.2	$17,606	-	$3,417	-	$21,022
20.0	$17,606	-	$3,417	-	$21,022
21.0	$17,606	-	$3,417	-	$21,022

BYLAW NO. 2177 AMENDING BYLAW NO. 2135 – SCHEDULE "B"
SUMMARY OF OFF-SITE LEVY RATES BY AREA
PAGE TWO OF THREE

AREA REF. #	TRANSPORTATION CHARGES	WATER CHARGES	SANITARY CHARGES	STORM CHARGES	TOTAL
22.0	$17,606	-	$3,417	-	$21,022
23.0	$17,606	$47,593	$3,417	-	$68,615
24.0	$17,606	$86	$3,417	-	$21,109
25.1	$17,606	-	$3,417	-	$21,022
25.2	$17,606	-	$3,417	-	$21,022
25.3	$17,606	-	$3,417	-	$21,022
26.0	$17,606	-	$3,417	-	$21,022
27.0	$17,606	-	$37,195	-	$54,801
28.0	$17,606	$86	$37,195	-	$54,888
29.0	$17,606	$86	$3,417	-	$21,109
30.1	$17,606	$86	$3,417	-	$21,109
30.2	$17,606	$86	$3,417	-	$21,109
31.1	$17,606	$86	$37,195	-	$54,888
31.2	$17,606	$86	$37,195	-	$54,888
32.1	$17,606	$47,593	$37,195	-	$102,394
32.2	$17,606	$47,593	$37,195	-	$102,394
33.1	$17,606	$47,593	$37,195	-	$102,394
33.2	$17,606	$47,593	$37,195	-	$102,394
34.1	$17,606	$47,593	$37,195	-	$102,394
34.2	$17,606	$47,593	$37,195	-	$102,394
35.1	$17,606	$47,593	$37,195	-	$102,394
35.2	$17,606	$47,593	$37,195	-	$102,394
36.1	$17,606	$47,593	$37,195	-	$102,394
36.2	$17,606	$47,593	$37,195	-	$102,394
37.0	$17,606	-	$37,195	-	$54,801
38.0	$17,606	-	$37,195	-	$54,801
39.0	$17,606	-	$37,195	-	$54,801

2. CALCULATION OF LEVY

The Off-Site Levy shall be calculated in accordance with the following:

Off-Site Levy = Subdivision Developable Area or Development Developable Area (in Hectares) X Total (of Transportation, Water, Sanitary and Storm charges) amount of Off-Site Levy set out in Schedule "B" , Section I above

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BYLAW NO. 2177 AMENDING BYLAW NO. 2135 – SCHEDULE "B"
SUMMARY OF OFF-SITE LEVY RATES BY AREA
PAGE THREE OF THREE

3. TIME OF PAYMENT

For land that is to be subdivided or developed, the time of payment shall be as follows:

a) Where an Off-Site Levy is imposed on a Subdivision Developable Area by Subdivision approval, the Levy shall be paid at the date of plan endorsement.

b) Where an Off-Site Levy is imposed on Development Developable Area by the issuance of a Development Permit, the Off-Site Levy shall be paid on the date of the issuance of the Development Permit .

BYLAW NO. 2177 AMENDING BYLAW NO. 2135 – SCHEDULE "C"

TOWN OF EDSON OFF-SITE LEVY RATES

VERSION 3.0

DATED FEBRUARY 1, 2016

Town of Edson: Offsite Levy Rate Update

Version 3.0
February 1, 2016

Presented to:
Town Council
Town of Edson
605 – 50th Street
Edson, AB
T7E 1T7
780-723-4401

1 DOCUMENT INFORMATION

1.1 Revision History

Version Number	Revision Date	Summary of Changes
	July 4, 2013	Created by CORVUS Business Advisors – Bylaw No. 2135
	July 16, 2014	Final: Passed by Town Council – Bylaw No. 2147
3.0	February 16, 2016	Final: Presented to Town Council – Bylaw No. 2177

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3 INTRODUCTION

3.1 Introduction

Town of Edson enacted its current offsite levy bylaw (Bylaw 2135) in September 2013, which was subsequently amended by (Bylaw 2147) on July 16, 2014. The original bylaw includes charges for transportation, water, sanitary and stormwater offsite infrastructure. Council has determined to withdraw stormwater infrastructure projects from the offsite levy during this annual review. Stormwater costs may be administered at the development stage in the future. As stipulated in the Municipal Government Act (MGA), offsite levy rates must be updated regularly (annually) to account for changing variables, and a report provided to Council.

This report outlines the methodology used in updating and establishing offsite levies and the resulting rates for each infrastructure type.

3.2 Methodology

Town staff reviewed and amended the list of offsite projects and updated cost estimates (and actual costs) for transportation, water, and sanitary infrastructure including and future projects to support the growth plan within Town of Edson. Each project's benefiting area was reviewed using the Offsite Development Areas that were established in the previous bylaw. The Town's assessment also included an analysis of benefits to existing and future development.

The information contained in the current bylaw was current to December 31, 2013. During this review, offsite levy information and rates were updated to December 31, 2015, the most current completed year-end. Information pertaining to 2015 and prior is treated as an "actual"; information pertaining to 2016 and beyond is treated as an "estimate". When the next update is completed in 2017, 2016 information will be converted from "estimates" to "actuals".

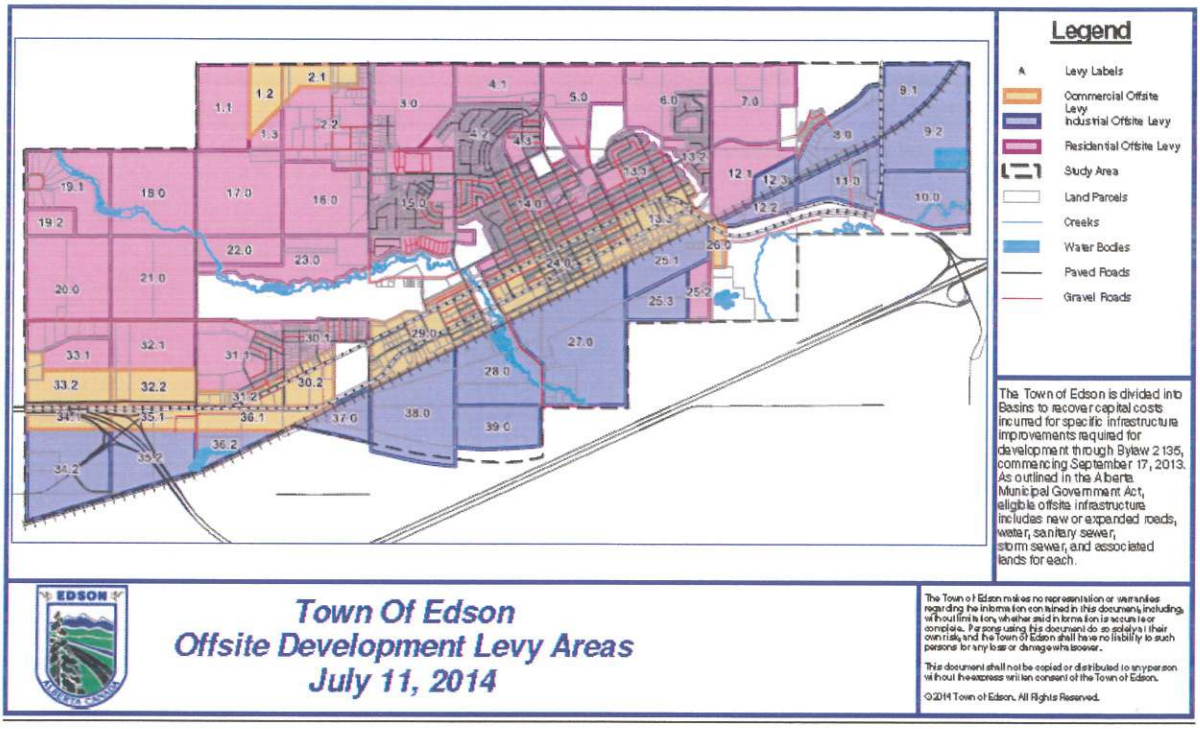
Offsite levy rates are not intended to stay static; they are based upon assumptions and the best available information of the day. Planning assumptions, cost estimates etc. can change each year. Accordingly, the Municipal Government Act Regulations requires that offsite levy rates be updated with the most available information on a regular basis. Usually, this means an annual update. Should information change, it will be reflected in a future update, and rates adjusted accordingly.

The Town utilizes the CORVUS offsite levy model to manage rates. This model is in use in dozens of Alberta municipalities. The model utilizes a "full cost" methodology whereby the infrastructure costs, inflation, construction staging, development staging, financing costs, and reserve interest earning and charging impacts are all used to determine rates that allocate all costs to developers on an equitable basis, based on degree of benefit. With the CORVUS model in place, the Town is in a position to quickly and efficiently update offsite levy rates each year upon completion of year-end finance activities.

4 OFFSITE LEVY DEVELOPMENT LANDS AND STAGING

Town of Edson is divided into 59 offsite levy areas, as shown in the map below. Area boundaries conform to geographic and man-made barriers (e.g., highways), as well as sanitary basins identified by Town engineering staff. Each area is a unique land use type, either 'residential', 'commercial' or 'industrial'. All offsite infrastructure costs are allocated to one or more offsite levy areas.

Offsite Levy Areas



Total net development area, the amount of land available for development across all offsite levy areas, is ~1322 ha. As outlined in the table below. In calculating net development area only those lands remaining to be developed within the area that have not previously paid offsite levies have been considered (as required by legislation/regulation). Administration has made allowances in net development area calculations for environmental reserves and rights of way.

Offsite Levy Net Development Area

Area Ref. #	Development Area Location	Land Use	Gross Area (ha.)	Environmental Reserves (ha.)	Sub-total	Municipal Reserves	Right of Way	Net Development Area (ha.)	Net Development After 25 Yrs	Net Development Area in 25 Yrs + Developed to Date	Area Developed to Date (ha.)	Development Area Next 25 Years (ha.)
1.1	NW20-53-17-W5	Residential	39.26	-	39.26	3.93	1.05	34.28	34.28	-	-	-
1.2	NW20-53-17-W5	Commercial	16.60	-	16.60	1.66	-	14.94	14.94	-	-	-
1.3	NW20-53-17-W5	Residential	8.52	-	8.52	0.85	0.80	6.87	6.87	-	-	-
2.1	NE20-53-17-W5	Commercial	8.71	0.75	7.96	0.80	0.42	6.74	2.78	3.96	-	3.96
2.2	NE20-53-17-W5	Residential	24.86	0.32	24.54	1.74	7.08	15.72	10.95	4.77	0.39	4.38
3.0	NW21-53-17-W5	Residential	42.46	-	42.46	4.90	1.68	35.88	-	35.88	-	35.88
4.1	NE21-53-17-W5	Residential	29.11	-	29.11	2.65	2.60	23.86	0.00	23.86	-	23.86
4.2	NE21-53-17-W5	Residential	16.00	-	16.00	3.22	9.52	3.26	0.92	2.34	0.20	2.14
4.3	NE21-53-17-W5	Residential	7.86	-	7.86	0.57	3.41	3.89	0.03	3.86	-	3.86
5.0	NW22-53-17-W5	Residential	43.06	-	43.06	4.30	-	38.76	13.88	24.88	-	24.88
6.0	NE22-53-17-W5	Residential	48.87	-	48.87	3.95	9.92	35.00	-	35.00	0.51	34.49
7.0	NW23-53-17-W5	Residential	53.55	-	53.55	5.03	1.40	47.12	16.96	30.16	-	30.16
8.0	EH 23-53-17-W5	Industrial	31.36	-	31.36		6.37	24.99	1.70	23.29	-	23.29
9.1	NW24-53-17-W5	Industrial	27.72	-	27.72	2.65	1.27	23.80	0.00	23.80	-	23.80
9.2	NW24-53-17-W5	Industrial	25.98	-	25.98	2.15	4.44	19.39	19.39	-	-	-
10.0	SW24-53-17-W5	Industrial	40.58	4.05	36.53		1.40	35.13	6.39	28.73	-	28.73
11.0	SE23-53-17-W5	Industrial	10.25	-	10.25		6.40	3.85	0.01	3.84	-	3.84
12.1	SW23-53-17-W5	Residential	35.00	-	35.00	3.50	2.63	28.87	25.12	3.75	-	3.75
12.2	SW 23-53-17-W5	Industrial	2.58	-	2.58		-	2.58	-	2.58	2.23	0.35
12.3	SW 23-53-17-W5	Industrial	10.22	-	10.22		2.73	7.49	7.49	-	-	-
13.1	SE22-53-17-W5	Residential	21.05	-	21.05	5.04	11.61	4.40	0.00	4.40	0.18	4.22
13.2	SE 22-53-17-W5	Residential	6.24	0.57	5.67	0.17	3.90	1.60	0.07	1.53	-	1.53
13.3	SE 22-53-17-W5	Commercial	17.66	0.30	17.36	-	9.99	7.37	-	7.37	-	7.37
14.0	SE21-53-17-W5 & SW22-53-17-W5	Residential	34.11	-	34.11	0.42	28.38	5.31	0.58	4.73	0.52	4.22
15.0	SW21-53-17-W5	Residential	27.91	-	27.91	1.24	10.59	16.08	0.01	16.07	0.06	16.01
16.0	SE-20-53-17-W5	Residential	54.85	-	54.85	5.03	1.71	48.11	43.20	4.92	-	4.92
17.0	SW20-53-17-W5	Residential	66.04	0.30	65.74	6.57	2.97	56.20	56.20	-	-	-
18.0	SE19-53-17-W5	Residential	64.75	4.00	60.75	6.08	1.04	53.64	53.64	-	-	-
19.1	SW19-53-17-W5	Residential	50.58	5.27	45.31		1.00	44.31	29.86	14.45	-	14.45
19.2	SW19-53-17-W5	Residential	11.50	-	11.50	1.20	-	10.30	10.30	-	-	-
20.0	NW20-53-17-W5	Residential	78.16	-	78.16	6.13	1.81	70.23	66.18	4.05	-	4.05
21.0	NE20-53-17-W5	Residential	63.16	-	63.16	6.39	1.03	55.74	55.74	-	-	-
22.0	NW17-53-17-W5	Residential	22.43	1.40	21.03	2.10	1.35	17.58	17.58	-	-	-
23.0	NE17-53-17-W5	Residential	42.44	0.60	41.84	4.18	3.43	34.23	(0.00)	34.23	-	34.23
24.0	NW15-53-17-W5 & NE 16-53-17-W5	Commercial	29.71	-	29.71	0.83	20.51	8.37	(0.00)	8.37	1.76	6.61
25.1	NE15-53-17-W5	Industrial	26.82	-	26.82	2.82	5.30	18.70	16.20	2.50	-	2.50
25.2	NE15-53-17-W5	Residential	9.27	0.90	8.37	1.08	0.51	6.78	6.57	0.21	-	0.21
25.3	NE15-53-17-W5	Industrial	19.60	1.00	18.60	1.96	-	16.64	16.64	-	-	-
26.0	NE 15-53-17-W5	Commercial	5.17	0.34	4.83		2.28	2.55	2.55	-	-	-
27.0	WH15-53-17-W5	Industrial	99.73	3.35	96.38	5.57	14.43	76.39	17.63	58.76	1.17	57.59
28.0	SE16-53-17-W5	Industrial	51.27	7.97	43.30	3.27	2.67	37.36	18.97	18.39	-	18.39
29.0	SW16-53-17-W5	Commercial	25.30	-	25.30	0.07	13.73	11.50	0.00	11.50	1.32	10.18
30.1	SE17-53-17-W5	Residential	8.36	0.53	7.83	0.73	6.11	0.99	0.00	0.98	-	0.98
30.2	SE17-53-17-W5	Commercial	19.85	-	19.85	-	3.53	16.32	5.91	10.41	-	10.41
31.1	SW17-53-17-W5	Residential	36.38	-	36.38	4.77	10.79	20.82	0.51	20.31	2.40	17.91
31.2	SW17-53-17-W5	Commercial	11.20	-	11.20	0.36	3.72	7.12	0.00	7.11	0.76	6.35
32.1	SE18-53-17-W5	Residential	37.69	3.00	34.69	3.47	2.68	28.55	0.00	28.54	-	28.54
32.2	SE 18-53-17-W5	Commercial	25.76	3.00	22.76	2.28	5.41	15.08	-	15.08	-	15.08
33.1	SW18-53-17-W5	Residential	17.60	-	17.60	1.76	-	15.84	-	15.84	-	15.84
33.2	SW18-53-17-W5	Commercial	28.44	-	28.44	2.45	5.65	20.34	(0.00)	20.34	3.91	16.43
34.1	NW7-53-17-W5	Residential	18.70	-	18.70	1.87	11.63	5.20	0.18	5.02	-	5.02
34.2	NW7-53-17-W5	Industrial	59.67	2.00	57.67	5.77	19.18	32.72	0.00	32.72	-	32.72
35.1	NE7-53-17-W5	Commercial	19.81	0.40	19.41	0.38	14.97	4.07	0.01	4.06	-	4.06
35.2	NE7-53-17-W5	Industrial	41.00	1.98	39.03	2.97	9.31	26.75	0.01	26.74	-	26.74
36.1	NW8-53-17-W5	Commercial	24.17	-	24.17	2.42	7.79	13.97	2.08	11.89	-	11.89
36.2	NW8-53-17-W5	Industrial	16.22	9.32	6.90	0.69	0.82	5.39	0.00	5.39	-	5.39
37.0	NE 8-53-17-W5	Industrial	19.40	1.13	18.28	1.83	6.73	9.73	0.01	9.72	-	9.72
38.0	NW9-53-17-W5 & SW16-53-17-W5	Industrial	61.44	3.31	58.12	5.27	4.14	48.72	1.33	47.39	-	47.39
39.0	NE9-53-17-W5	Industrial	40.57	0.34	40.22	4.02	1.61	34.59	0.01	34.58	-	34.58
		Total	1,836.55	56.13	1,780.43	143.08	315.40	1,321.95	583.65	738.30	15.41	722.90

Summary of Offsite Levy Net Development Areas

Description	ha
Gross Development Area	1836.55
Less Environmental Reserve	56.13
Less Municipal Reserve	143.08
Less ROW Allowance	315.40
Net Development Area	1321.95

*Note: 1 Hectare (ha) = ~2.47 Acres

Net development area definitions will be applied in determining offsite levy obligations of developers on application for subdivision or development within the Town. Net development area is defined as follows:

- Gross Area – The area of lands to be developed in hectares that have not previously paid an offsite levy.
  - ❖ Less: Any environmental reserves contained within the development area including environmental reserves and environmental easements.
  - ❖ Less: A 10% allowance for Municipal Reserves
  - ❖ Less: The measurement of arterial right of ways that bisect development lands.
- Equals: Net Development Area, which is the area subject to offsite levies.

4.1 Development Staging

A rate planning period of 25 years is used. This planning period is used by many municipalities as it provides a reasonable time frame to recoup the costs associated with offsite infrastructure construction (without risk of 'front-ending stagnation'), and it aligns with the timeframes of many municipal capital planning and construction cycles.

Of the ~1322 ha of net development area available across all offsite levy areas, planners estimate that 54.70% of this land (~722.90 ha) will develop during the rate planning period as shown in the tables below; a slight decrease from the ~740 ha that was forecast to develop during the previous update.

Summary of Development during the Rate Planning Period (25 years)

Developed Since Model Created	15.41	1.20%
Developed in 25 Years	722.90	54.70%
Developed Beyond 25 Years	583.65	44.10%
Net Development Area	1,321.96	100.00%

Net development areas have been further classified according to anticipated land use. Land use classifications include: (1) Residential, and (2) Commercial, and (3) Industrial. The table below outlines the anticipated development by land use type during the rate planning period, in comparison to the previous rate update.

Development by Land Use Type during the Rate Planning Period (25 years)

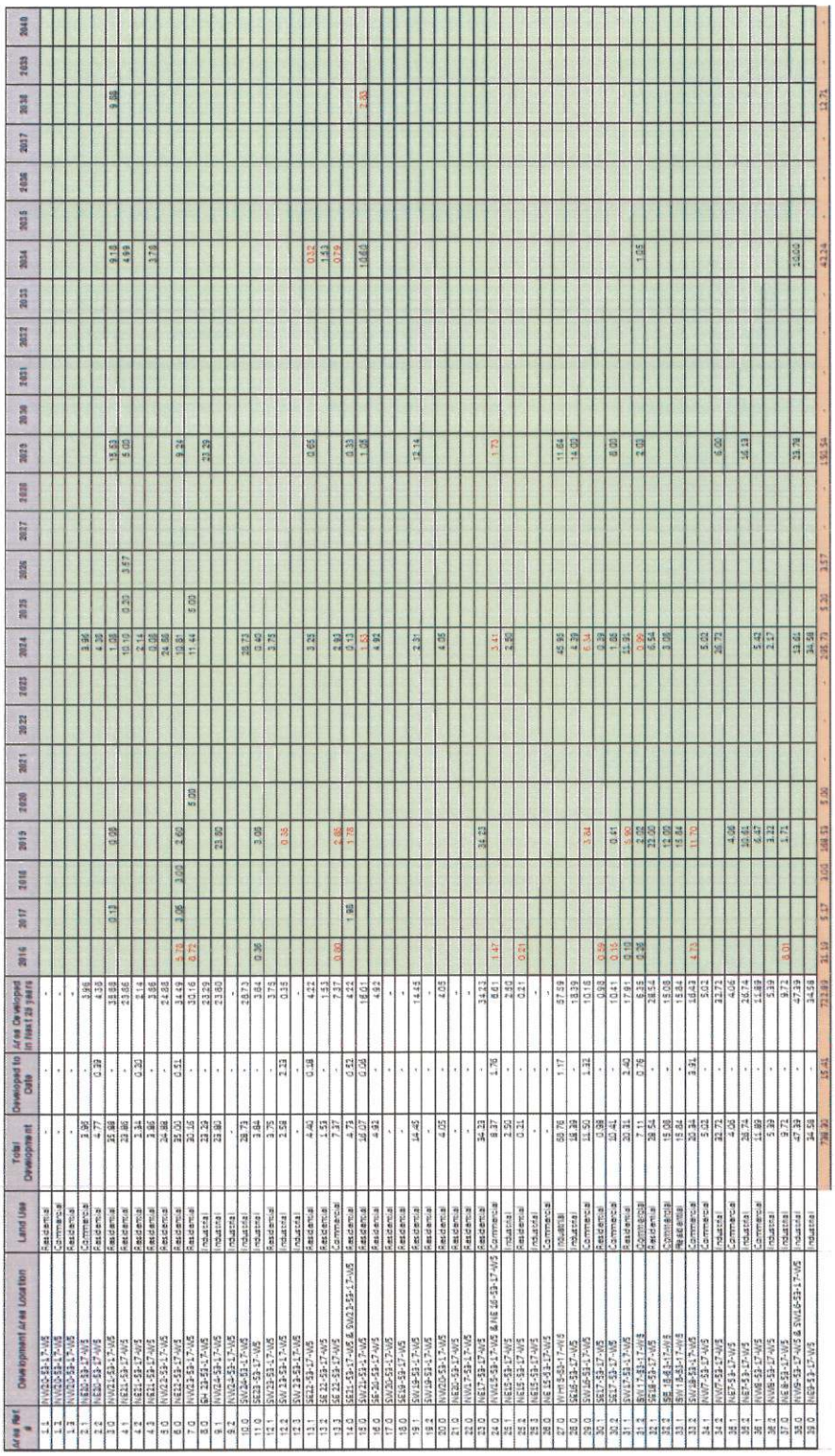
Current Update

Land Use Type	Net Development Area In Next 25 Years	%
Residential	310.51	43.0%
Commercial	97.36	13.5%
Industrial	315.03	43.6%
Other	-	0.0%
Total	722.90	100%

Last Update

Land Use Type	Net Development Area In Next 25 Years	%
Residential	318.82	43.1%
Commercial	103.05	13.9%
Industrial	318.42	43.0%
Other 2	-	0.0%
Total	740.29	100%

Anticipated Development during the Rate Planning Period (25 years)



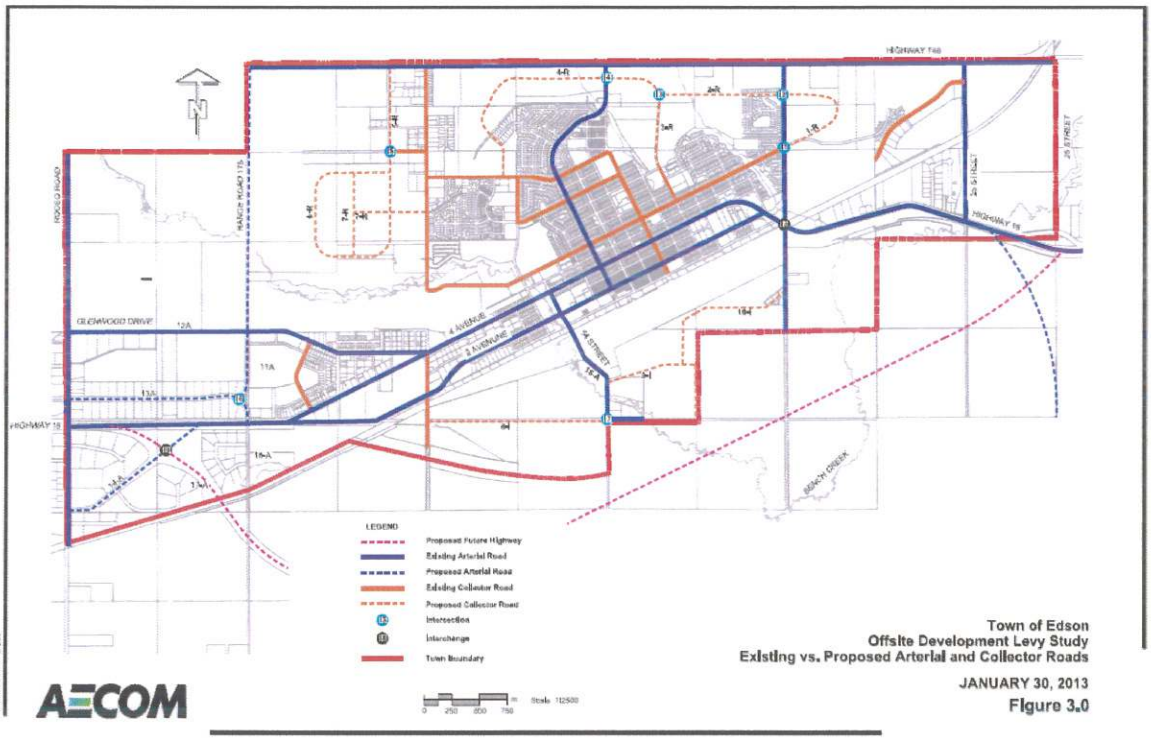
Area Ref #	Development Area Location	Land Use	Total Development	Developed to Date	Area Developed in next 25 years	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
1.1	NW35-53-17-W5	Residential	-	-	-																									
1.2	NW35-53-17-W5	Commercial	-	-	-																									
1.3	NW35-53-17-W5	Residential	-	-	-																									
2.1	NE35-53-17-W5	Commercial	3.96	-	3.96									3.96																
2.2	NE35-53-17-W5	Residential	4.77	0.39	4.38									4.38																
3.0	NW25-53-17-W5	Residential	28.88	-	28.88		0.18		0.08					1.08					18.63					9.18				9.88		
4.1	NE25-53-17-W5	Residential	23.66	-	23.66									10.10	0.20	3.57			5.00					4.99						
4.2	NE25-53-17-W5	Residential	8.14	0.20	8.14									8.14																
4.3	NE25-53-17-W5	Residential	3.86	-	3.86									0.08										3.78						
5.0	NW23-53-17-W5	Residential	24.88	-	24.88									24.88																
6.0	NE23-53-17-W5	Residential	35.00	0.51	34.49	3.76	3.06	3.00	3.60					10.81					9.24											
7.0	NW23-53-17-W5	Residential	30.16	-	30.16	0.75				5.00				11.44	5.00				23.29											
8.1	NW24-53-17-W5	Industrial	23.29	-	23.29																									
8.2	NW24-53-17-W5	Industrial	23.80	-	23.80				23.80																					
9.0	SW24-53-17-W5	Industrial	-	-	-																									
10.0	SE23-53-17-W5	Industrial	28.73	-	28.73									28.73																
11.0	SE23-53-17-W5	Industrial	3.84	-	3.84	0.36			3.08					0.40																
12.1	SW23-53-17-W5	Residential	3.75	-	3.75									3.75																
12.2	SW23-53-17-W5	Industrial	2.58	2.23	0.35				0.35																					
12.3	SW23-53-17-W5	Industrial	-	-	-																									
13.1	SE23-53-17-W5	Residential	4.40	0.48	4.22									3.75					0.65					0.32					
13.2	SE23-53-17-W5	Residential	1.53	-	1.53																			1.43						
13.3	SE23-53-17-W5	Commercial	7.37	-	7.37	0.00			6.86					0.00										0.72						
14.0	SE21-53-17-W5 & SW23-53-17-W5	Commercial	4.75	0.53	4.22				1.78					0.13					0.33										
15.0	SW23-53-17-W5	Residential	16.07	0.06	16.01		1.98							1.53					1.08					10.64				0.90	
16.0	SE20-53-17-W5	Residential	4.92	-	4.92									4.92																
17.0	SW20-53-17-W5	Residential	-	-	-																									
18.0	SE19-53-17-W5	Residential	-	-	-																									
19.1	SW19-53-17-W5	Residential	14.45	-	14.45									2.31					12.14											
19.2	SW19-53-17-W5	Residential	4.05	-	4.05									4.05																
20.0	NW20-53-17-W5	Residential	-	-	-																									
21.0	NE20-53-17-W5	Residential	-	-	-																									
22.0	NW17-53-17-W5	Residential	-	-	-																									
23.0	NE17-53-17-W5	Residential	34.23	-	34.23				34.23																					
24.0	NW25-53-17-W5 & NE 24-53-17-W5	Commercial	9.37	1.76	8.61	1.47								3.41					1.73											
25.1	NE25-53-17-W5	Industrial	2.50	-	2.50									2.50																
25.2	NE25-53-17-W5	Residential	0.21	-	0.21	0.01																								
25.3	NE25-53-17-W5	Industrial	-	-	-																									
26.0	NE 15-53-17-W5	Commercial	-	-	-																									
27.0	W1/2-53-17-W5	Industrial	59.76	1.17	57.59									45.96					11.64											
28.0	SE24-53-17-W5	Industrial	18.39	-	18.39									4.39					14.00											
29.0	SW24-53-17-W5	Commercial	11.50	1.32	10.18				3.04					6.14																
30.1	SE17-53-17-W5	Residential	0.98	-	0.98	0.10								0.89																
30.2	SE17-53-17-W5	Commercial	10.41	-	10.41	0.15			0.41					1.86					8.00											
31.1	SW17-53-17-W5	Residential	20.31	2.40	17.91	0.10			5.90					11.91																
31.2	SW17-53-17-W5	Commercial	7.11	0.76	6.35	0.25			2.00					0.99					4.09											
32.1	NW18-53-17-W5	Residential	28.54	-	28.54				23.00					6.54										1.85						
32.2	NW 18-53-17-W5	Commercial	15.08	-	15.08				12.00					3.08																
33.1	SW 18-53-17-W5	Residential	15.84	-	15.84				15.84																					
33.2	SW18-53-17-W5	Commercial	20.94	3.91	16.43	4.70			11.73																					
34.1	NW7-53-17-W5	Residential	5.02	-	5.02									5.02																
34.2	NW7-53-17-W5	Commercial	23.72	-	23.72									26.72					6.00											
35.1	NE7-53-17-W5	Residential	4.06	-	4.06				4.06																					
35.2	NE7-53-17-W5	Industrial	26.74	-	26.74				20.00										26.43											
36.1	NW8-53-17-W5	Commercial	11.89	-	11.89				6.47					5.42																
36.2	NW8-53-17-W5	Industrial	5.39	-	5.39				3.22					2.17																
37.0	NE8-53-17-W5	Industrial	9.73	-	9.73	0.01			9.73																					
38.0	NW9-53-17-W5 & SW16-53-17-W5	Industrial	47.39	-	47.39									13.84					33.79					13.60					
39.0	NE9-53-17-W5	Industrial	34.58	-	34.58									34.58																
			798.30	15.46	723.89	31.59	5.57	3.00	348.53	5.00	-	-	-	236.73	5.20	3.57	-	-	191.54	-	-	-	-	43.34	-	-	-	13.71	-	-

5 TRANSPORATION

5.1 Transportation Offsite Infrastructure

In order to support growth in the Town, transportation offsite infrastructure is required. Capital plans currently contain 5 transportation offsite infrastructure projects, as shown on the map below:

Location of Transportation Offsite Infrastructure



The estimated total cost of this infrastructure is comprised of: (a) actual construction costs to date, (b) debenture interest associated with financing, and (c) cost estimates. Total cost is approximately $18.95 million as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by Town staff and engineering advisors. It is important to note that these costs represent 'gross' costs, of which only a portion will go to support new development during the 25-year review period. The remainder of this section outlines how total costs are equitably apportioned to new development/growth.

Summary of Transportation Offsite Infrastructure

Item	Project Description	Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	12A - Glenwood Drive (East Half) (First Stage)	$ -		$ 3,032,000	$ 3,032,000
2	12A - Glenwood Drive (West Half) (First Stage)	$ -		$ 3,032,000	$ 3,032,000
3	11A - Range Road 175 (First Stage)	$ -		$ 2,653,000	$ 2,653,000
4	13A - Arterial N. of Hwy 16 (First Stage)	$ -		$ 6,064,000	$ 6,064,000
5	15A - 54 Street (First Stage)	$ -		$ 4,169,000	$ 4,169,000
		$ -	$ -	$ 18,950,000	$ 18,950,000

Legend:
Projects Carried Forward From Previous Bylaw
Projects Amended or Merged
New Projects

**The numbering sequence accounts for those projects that were previously removed (if applicable).*
***Cost estimates include 10% for engineering fees and 20% for contingencies.*

5.2 Transportation Offsite Infrastructure Grants & Contributions to Date

The MGA enables the Town to recoup costs for infrastructure, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). Town of Edson has not received any special grants or contributions for transportation offsite infrastructure as shown in the table below (note, if the Town receives other grants in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost remains at ~$18.95 million.

Special Grants and Contributions for Transportation Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Provincial Grants	Developer Agreement Contributions	Reduced Project Estimated Cost
1	12A - Glenwood Drive (East Half) (First Stage)	$ 3,032,000			$ 3,032,000
2	12A - Glenwood Drive (West Half) (First Stage)	$ 3,032,000			$ 3,032,000
3	11A - Range Road 175 (First Stage)	$ 2,653,000			$ 2,653,000
4	13A - Arterial N. of Hwy 16 (First Stage)	$ 6,064,000			$ 6,064,000
5	15A - 54 Street (First Stage)	$ 4,169,000			$ 4,169,000
		$ 18,950,000	$ -	$ -	$ 18,950,000

5.3 Transportation Offsite Infrastructure Benefiting Parties

The transportation offsite infrastructure previously outlined will benefit various parties to varying degrees. There are three potential benefiting parties:

- Town of Edson – a portion of the transportation infrastructure which is required to service existing development.

- Other Stakeholders & Oversizing – other parties (such as neighboring municipalities) that benefit from infrastructure, as well as that portion of the infrastructure that benefits development beyond the 25 year review period (i.e. 'oversizing').
- Town of Edson Developers – all growth related infrastructure (i.e., levyable transportation infrastructure costs).

The table below outlines the allocation of transportation offsite infrastructure costs to benefiting parties. Percentage allocations have been determined after reducing transportation offsite infrastructure costs for grants and contributions described earlier. Most infrastructure supports new development.

Allocation of Transportation Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Town Share %	Oversizing For Dev >25 yrs (or Other Stakeholder	OSL / Developer Share %
1	12A - Glenwood Drive (East Half) (First Stage)	$ 3,032,000		16.00%	84.00%
2	12A - Glenwood Drive (West Half) (First Stage)	$ 3,032,000		36.00%	64.00%
3	11A - Range Road 175 (First Stage)	$ 2,653,000		16.00%	84.00%
4	13A - Arterial N. of Hwy 16 (First Stage)	$ 6,064,000		16.00%	84.00%
5	15A - 54 Street (First Stage)	$ 4,169,000	50.00%	18.00%	32.00%
		$ 18,950,000			

**Oversizing has been calculated by prorating costs over a 25 year period from date of construction. Those costs that fall within the current period (2016 – 2040) are included in the offsite levy/developer share. Those costs that fall beyond the current review period (2041 and beyond) are included as oversizing. As rates are updated in future years, oversizing costs are gradually added to the rate calculation.*

5.4 Existing Receipts

Prior to allocating costs to benefiting parties, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. As of December 31, 2015, ~ $0.47 million of transportation levies were collected from developers under the current bylaw as shown in the table below. This results in a residual developer cost of ~$12.66 million.

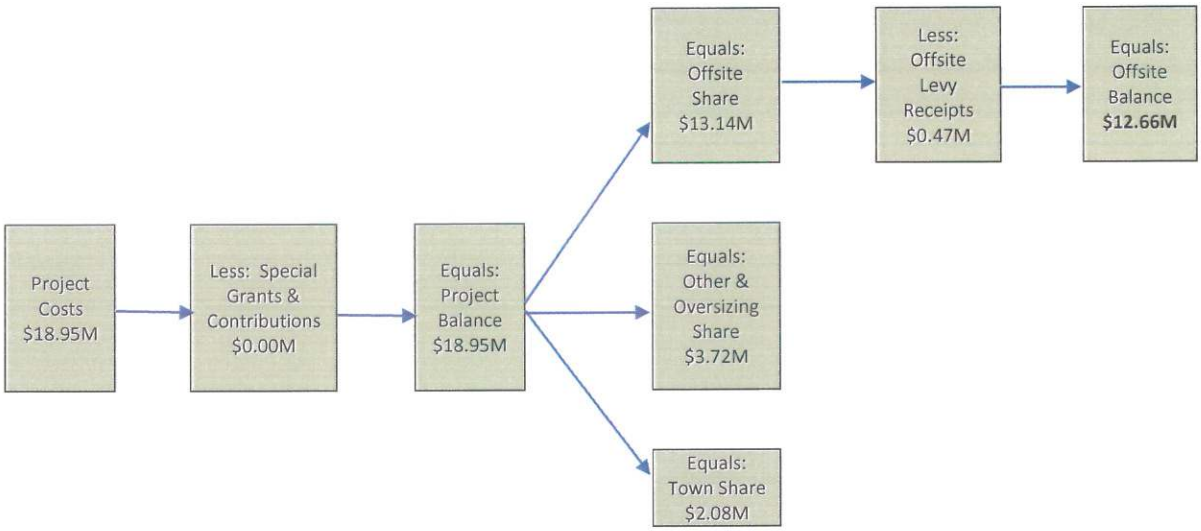
Offsite Levy Funds Collected to Date

Item	Project Description	Developer Cost (Leviable Costs)	Offsite Levy Funds Collected to Dec 31, 2010	Offsite Levy Funds Collected Since 2011	Adjusted Developer (Levy) Cost
1	12A - Glenwood Drive (East Half) (First Stage)	$ 2,546,880	$ -	$ 92,521	$ 2,454,359
2	12A - Glenwood Drive (West Half) (First Stage)	$ 1,940,480	$ -	$ 71,878	$ 1,868,602
3	11A - Range Road 175 (First Stage)	$ 2,228,520	$ -	$ 80,956	$ 2,147,564
4	13A - Arterial N. of Hwy 16 (First Stage)	$ 5,093,760	$ -	$ 185,042	$ 4,908,718
5	15A - 54 Street (First Stage)	$ 1,334,080	$ -	$ 49,416	$ 1,284,664
		$ 13,143,720	**$ -**	**$ 479,813**	**$ 12,663,907**

5.5 Total Transportation Offsite Levy Costs

As shown in the figure below, the total cost for transportation infrastructure that forms the basis of the rate is approximately $12.66 million. The cost allocations to each benefiting party are based on the benefiting percentages shown in Section 5.3 The offsite levy balance (due from developers) is allocated to various benefiting areas (as described in the next section).

Total Transportation Offsite Levy Costs

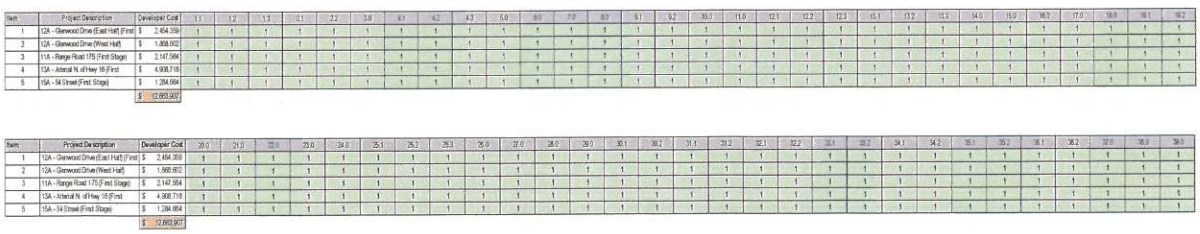


**"Other Share" represents the portion of cost allocated to other benefiting parties such as neighbouring municipalities, as well as that portion allocated to development beyond 25 years, etc.*

5.6 Transportation Infrastructure Benefiting Areas

Net developer costs for each project have been allocated to multiple benefiting offsite levy areas (see tables below). Allocations are denoted with a "1" below applicable areas. Benefiting areas were determined by Town engineering staff and advisors. Transportation infrastructure is treated as a single transportation "system" and, therefore, allocated to each area.

Benefiting Areas for Transportation Offsite Infrastructure

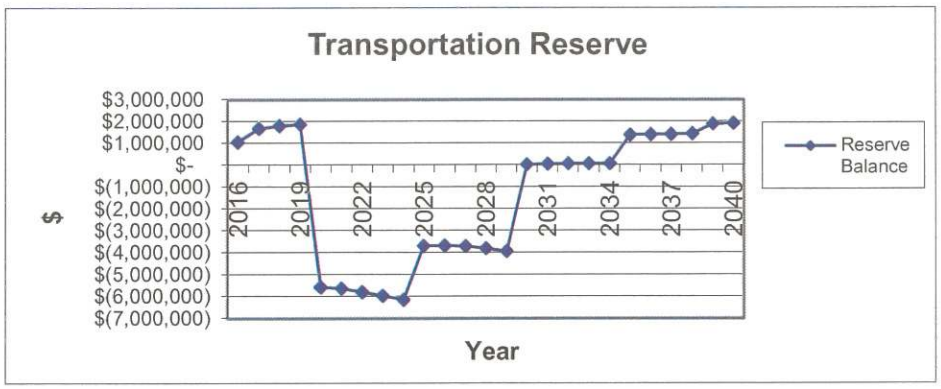


5.7 Development and Transportation Staging Impacts

Transportation offsite infrastructure will be constructed in a staged fashion over the 25-year development period. Town staff have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of transportation infrastructure from time to time – front-ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties. The front-ender is repaid over time as offsite levies are collected from future development.

In order to compensate parties for capital they provide in front-ending offsite infrastructure construction, a 3.0% interest allowance has been charged to the reserve when in a negative balance (previously set at 3.0%). Further, a 1.1% interest credit has been provided to reduce offsite levy rates for interest earned on positive reserve balances (previously set a 1.1%). Interest earning and charge rates should be updated each year to reflect the current economic context. The graph and table below outline transportation levy reserve balances over the 25-year development period.

Anticipated Transportation Offsite Levy Reserve Balances



*A "staging adjustment" is made to rates to account for the anticipated impact of interest on the reserve (earning and charging rates). In this way, the reserve is assured to achieve breakeven at the end of the review period without collecting too much or too little from developers or too little.

5.8 Reserve Balance

Since last update, interest impacts on the reserve were captured in alignment with the interest earning and charging rates in effect at that time:

- 2014 & 2015 interest earning rate – 1.1%
- 2014 & 2015 interest charging rate – 3.0%
- ¼ year rule – expenditures are deemed to have been made in September each year.
- ½ year rule – receipts are deemed to have been made in June each year.

As at December 31, 2015 the transportation reserve balance was $487,488. The Town's ledgers reflect this balance. It is also recommended that the Town develop a set of 'sub-ledgers' to track the amounts due to front-ending parties, including interest owed in accordance with the rates in effect at that time.

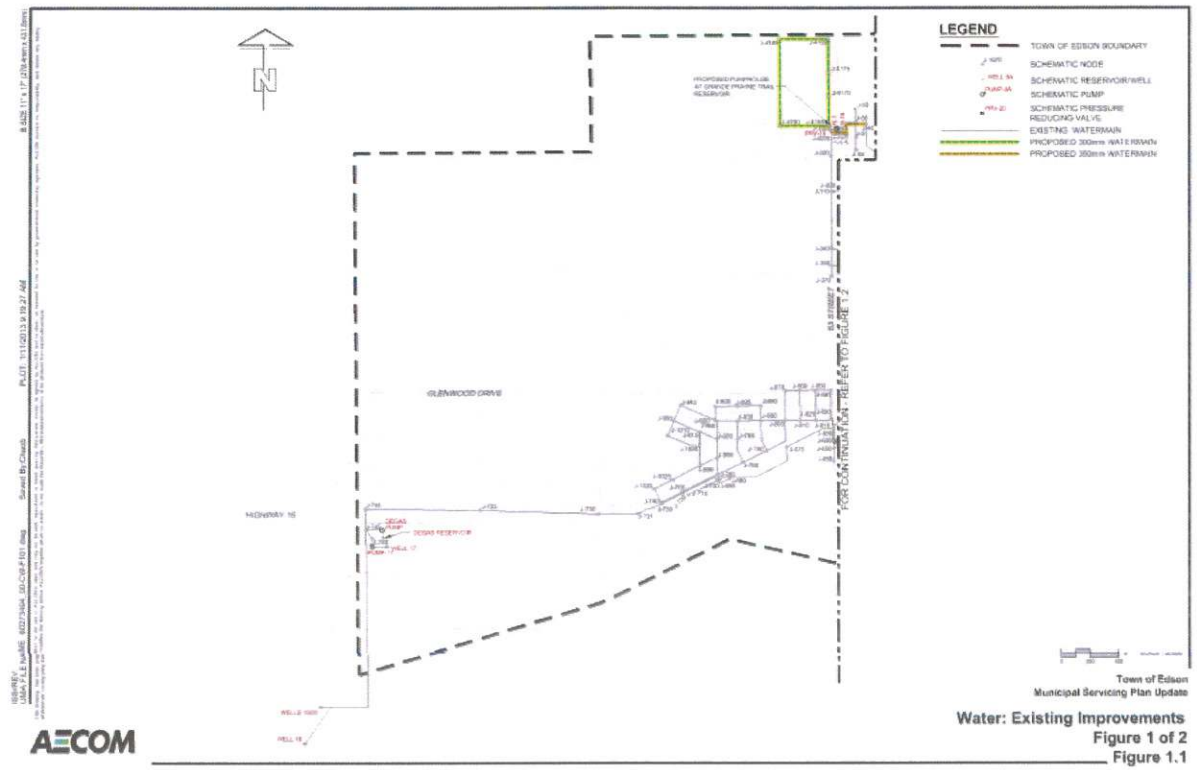
Transportation Offsite Levy Reserve Balances

Description	DR	CR	Balance
Opening Balance December 31, 2013	$	$	**$33,848.06**
2014			
Interest on Opening Balance (2014)	$372.33		$34,220.39
Project Expenditures (2014)			
Offsite Levy Receipts (2014)	$374,040.28		$408,260.67
Offsite Levy Receipts Collected Under Old Bylaw (2014)			
Debenture Interest (2014)			
Interest on Project Expenditure (2014)			
Interest on Offsite Levy Receipts (2014)	$2,057.22		$410,317.89
Interest on Offsite Levy Receipts Collected Under Old Bylaw (2014)			
Interest on Debenture Interest (2014)			
Balance at December 31, 2014			**$410,317.89**
2015			
Interest on Opening Balance (2015)	$4,513.50		$414,831.39
Project Expenditures (2015)			
Offsite Levy Receipts (2015)	$72,259.88		$487,091.27
Offsite Levy Receipts Collected Under Old Bylaw (2015)			
Debenture Interest (2015)			
Interest on Project Expenditure (2015)			
Interest on Offsite Levy Receipts (2015)	$397.43		$487,488.70
Interest on Offsite Levy Receipts Collected Under Old Bylaw (2015)			
Interest on Debenture Interest (2015)			
Balance at December 31, 2015			**$487,488.70**

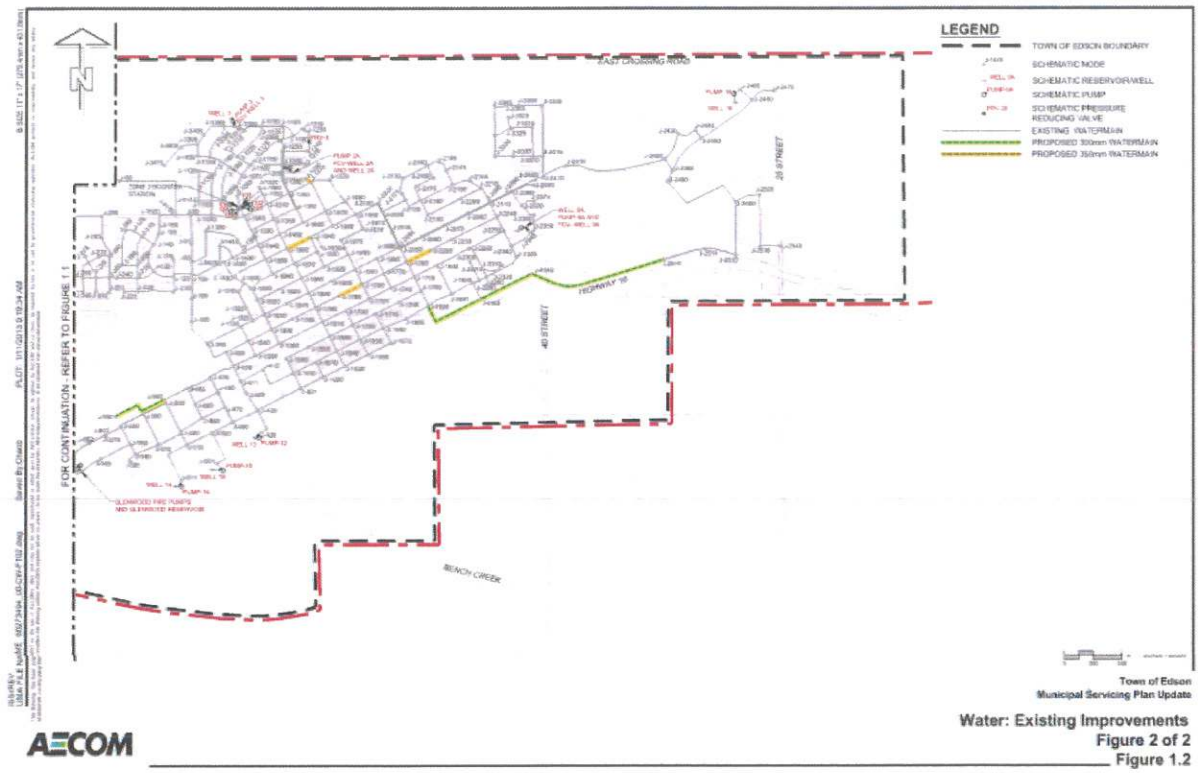
6 WATER

6.1 Water Offsite Infrastructure

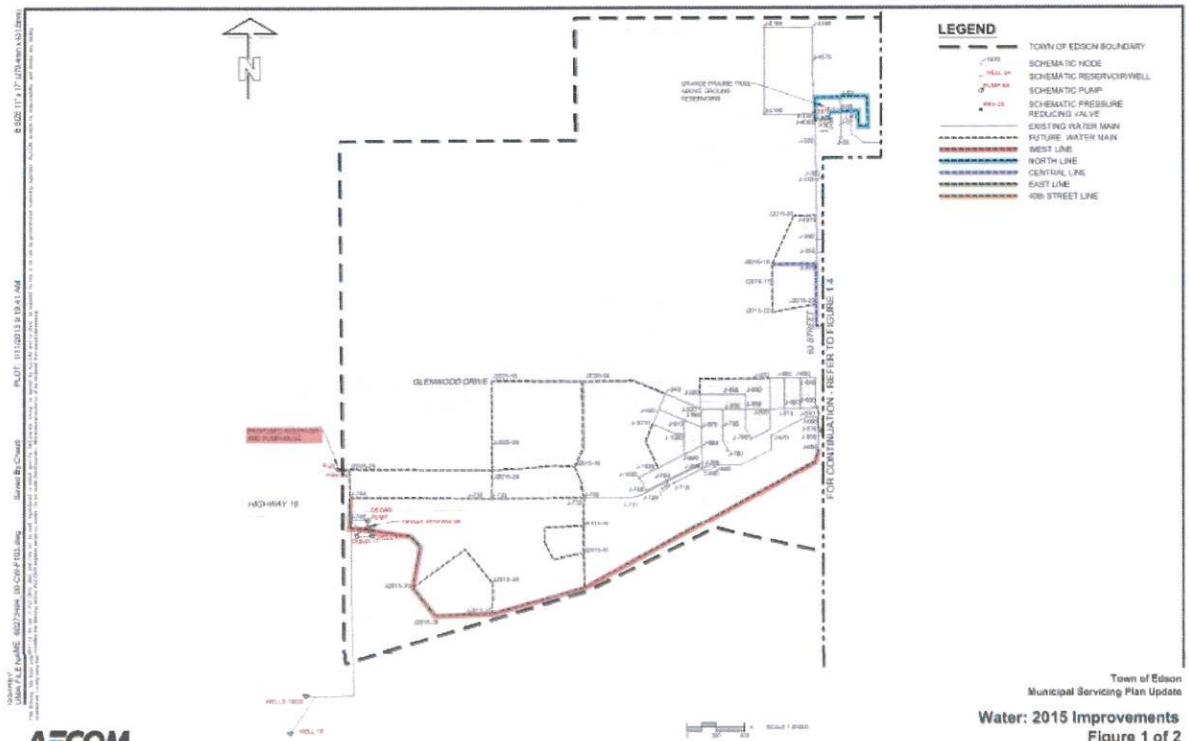
In order to support growth in the Town, water offsite infrastructure is required. Capital plans currently contain 17 active water offsite infrastructure projects, as shown on the maps below:



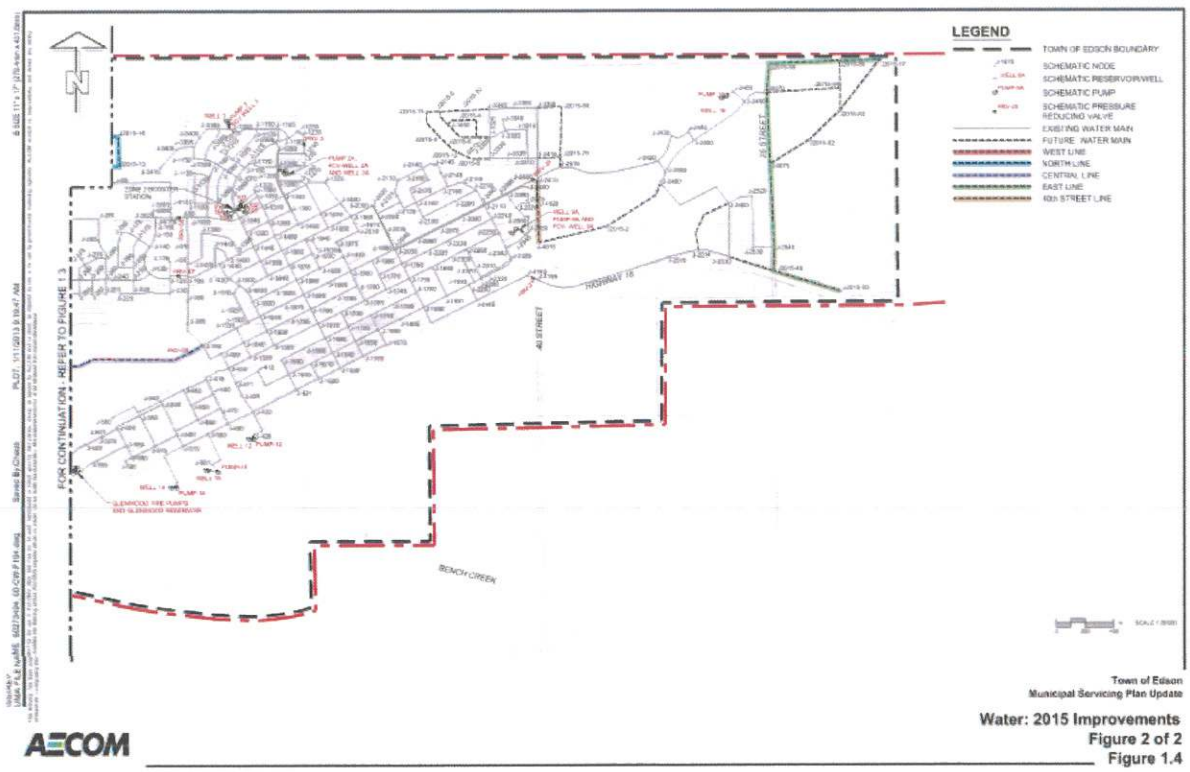
Water: Existing Improvements
Figure 1 of 2
Figure 1.1



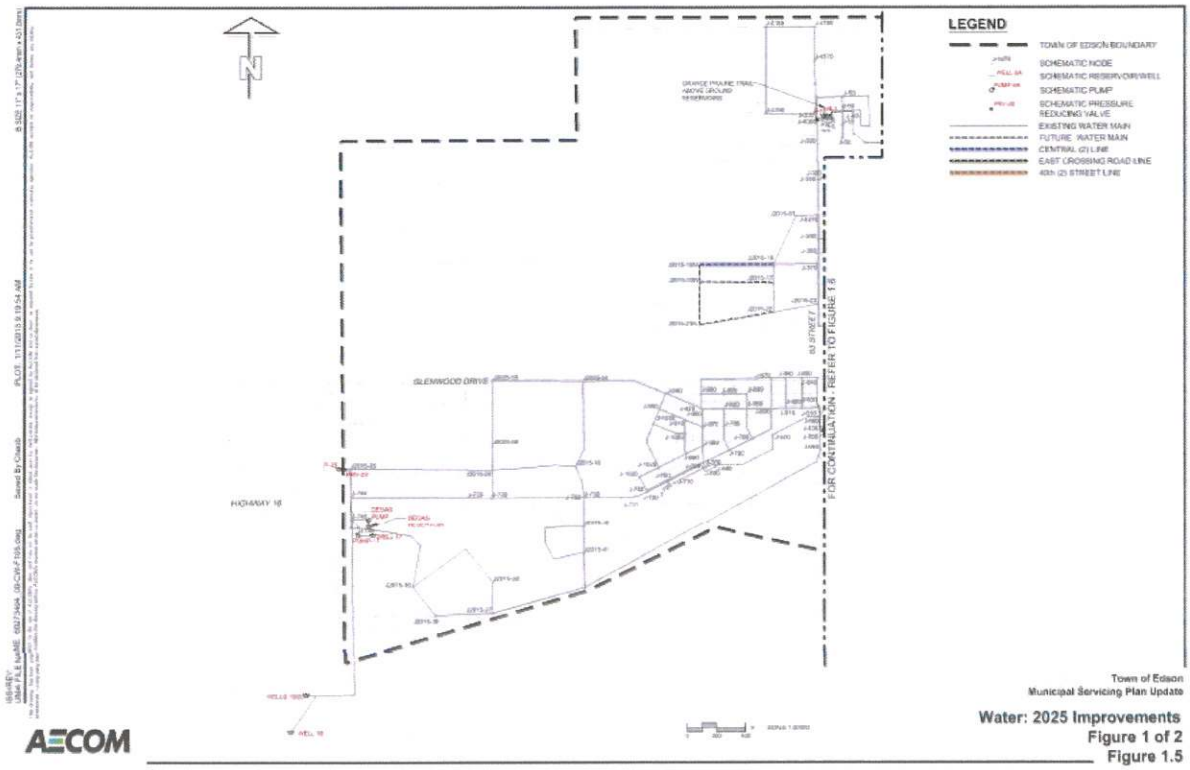
Water: Existing Improvements
Figure 2 of 2
Figure 1.2



Water: 2015 Improvements
Figure 1 of 2
Figure 1.3



Water: 2015 Improvements
Figure 2 of 2
Figure 1.4



The estimated total cost of this infrastructure is comprised of: (a) actual construction costs to date, (b) debenture interest associated with financing, and (c) cost estimates. Total cost is approximately $20.99 million as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by Town staff and engineering advisors. It is important to note that these costs represent 'gross' costs, of which only a portion will go to support new development during the 25-year review period. The remainder of this section outlines how total costs are equitably apportioned to new development/growth.

Summary of Water Offsite Infrastructure

Item	Project Description	Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	Groundwater Wells	$ -		$ 1,407,000	$ 1,407,000
2	Groundwater Wells	$ -		$ 352,000	$ 352,000
3	Reservoirs	$ -		$ 6,801,000	$ 6,801,000
4	Reservoirs (2025)	$ -		$ 738,000	$ 738,000
5	Pumping (Existing)	$ -		$ 1,966,000	$ 1,966,000
6	Pumping	$ -		$ 1,313,000	$ 1,313,000
7	Pumping (2025)	$ -		$ 252,000	$ 252,000
8	Pressure Reducing Valves (Existing)	$ -		$ 94,000	$ 94,000
9	Pressure Reducing Valves	$ -		$ 469,000	$ 469,000
10	Pressure Reducing Valves (2025)	$ -		$ 94,000	$ 94,000
11	Water Mains (Existing)	$ -		$ 501,000	$ 501,000
12	Water Mains - West Line	$ -		$ 3,173,000	$ 3,173,000
13	Water Mains - Central Line (2025)	$ -		$ 1,670,000	$ 1,670,000
14	Water Mains - North Line	$ -		$ 988,000	$ 988,000
15	Water Mains - 40th Street Line	$ -		$ 426,000	$ 426,000
16	Water Mains - East Line	$ -		$ -	$ -
17	Water Mains - Central (2) Line (2025)	$ -		$ 502,000	$ 502,000
18	Water Mains - East Crossing Road Line (2025)	$ -		$ -	$ -
19	Water Mains - 40th Street (2) Line(2025)	$ -		$ 253,000	$ 253,000
		$ -	**$ -**	**$ 20,999,000**	**$ 20,999,000**

Legend:
Projects Carried Forward From Previous Bylaw
Projects Amended or Merged
New Projects

**The numbering sequence accounts for those projects that were previously removed (if applicable).*
***Cost estimates include 10% for engineering fees and 25% for contingencies.*

Please note, items # 16 and #18 have been removed from the offsite levy model as it has been determined that these projects will not be completed in the next 25 years. They may be added back in the future if required.

6.2 Water Offsite Infrastructure Grants & Contributions to Date

The MGA enables the Town to recoup costs for infrastructure, other than those costs that have been provided by way of special grant or contribution (i.e., contributed infrastructure). Town of Edson has not received any special grants or contributions for water offsite infrastructure as shown in the table below (note, if the Town receives other grants in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost is ~$20.99 million.

Special Grants and Contributions for Water Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Provincial Grants	Developer Agreement Contributions	Other Contributions	Reduced Project Estimated
1	Groundwater Wells	$ 1,407,000				$ 1,407,000
2	Groundwater Wells	$ 352,000				$ 352,000
3	Reservoirs	$ 6,801,000				$ 6,801,000
4	Reservoirs (2025)	$ 738,000				$ 738,000
5	Pumping (Existing)	$ 1,966,000				$ 1,966,000
6	Pumping	$ 1,313,000				$ 1,313,000
7	Pumping (2025)	$ 252,000				$ 252,000
8	Pressure Reducing Valves (Existing)	$ 94,000				$ 94,000
9	Pressure Reducing Valves	$ 469,000				$ 469,000
10	Pressure Reducing Valves (2025)	$ 94,000				$ 94,000
11	Water Mains (Existing)	$ 501,000				$ 501,000
12	Water Mains - West Line	$ 3,173,000				$ 3,173,000
13	Water Mains - Central Line (2025)	$ 1,670,000				$ 1,670,000
14	Water Mains - North Line	$ 988,000				$ 988,000
15	Water Mains - 40th Street Line	$ 426,000				$ 426,000
16	Water Mains - East Line	$ -				$ -
17	Water Mains - Central (2) Line (2025)	$ 502,000				$ 502,000
18	Water Mains - East Crossing Road Line (2025)	$ -				$ -
19	Water Mains - 40th Street (2) Line(2025)	$ 253,000				$ 253,000
		$ 20,999,000	$ -	$ -	$ -	$ 20,999,000

6.3 Water Offsite Infrastructure Benefiting Parties

The water offsite infrastructure previously outlined will benefit various parties to varying degrees. There are three potential benefiting parties:

- Town of Edson – a portion of the water infrastructure which is required to service existing development.
- Other Stakeholders & Oversizing – other parties (such as neighboring municipalities) that benefit from infrastructure, as well as that portion of the infrastructure that benefits development beyond the 25 year review period (i.e., "oversizing").
- Town of Edson Developers – all growth related infrastructure (i.e., levyable water infrastructure costs).

The table below outlines the allocation of water offsite infrastructure costs to benefiting parties. Percentage allocations have been determined after reducing water offsite infrastructure costs for grants and contribution described earlier. Most infrastructure supports new development. That portion of developer cost that has been "deferred" beyond the 25 year review period has been separated from that portion of cost which is included in the current rates.

Allocation of Water Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated	Town Share %	Oversizing For Dev >25 yrs (or Other Stakeholder Share)	OSL / Developer Share %
1	Groundwater Wells	$ 1,407,000		4.00%	96.00%
2	Groundwater Wells	$ 352,000		44.00%	56.00%
3	Reservoirs	$ 6,801,000		4.00%	96.00%
4	Reservoirs (2025)	$ 738,000		44.00%	56.00%
5	Pumping (Existing)	$ 1,966,000	100.00%		
6	Pumping	$ 1,313,000		4.00%	96.00%
7	Pumping (2025)	$ 252,000		44.00%	56.00%
8	Pressure Reducing Valves (Existing)	$ 94,000	56.00%	0.00%	44.00%
9	Pressure Reducing Valves	$ 469,000		4.00%	96.00%
10	Pressure Reducing Valves (2025)	$ 94,000		44.00%	56.00%
11	Water Mains (Existing)	$ 501,000	100.00%		
12	Water Mains - West Line	$ 3,173,000		4.00%	96.00%
13	Water Mains - Central Line (2025)	$ 1,670,000		4.00%	96.00%
14	Water Mains - North Line	$ 988,000		4.00%	96.00%
15	Water Mains - 40th Street Line	$ 426,000		4.00%	96.00%
16	Water Mains - East Line	$ -			
17	Water Mains - Central (2) Line (2025)	$ 502,000		44.00%	56.00%
18	Water Mains - East Crossing Road Line (2025)	$ -			
19	Water Mains - 40th Street (2) Line(2025)	$ 253,000		44.00%	56.00%
		$ 20,999,000			

**Oversizing has been calculated by prorating costs over a 25 year period from date of construction. Those costs that fall within the current review period (2016 – 2040) are included in the offsite levy/developer share. Those costs that fall beyond the current review period (2041 and beyond) are included as oversizing. As rates are updated in future years, oversizing costs are gradually added to the rate calculation.*

6.4 Existing Receipts

Prior to allocating costs to benefiting parties, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. As of December 31, 2015, ~$99,943 of water levies were collected from developers under the current bylaw as shown in the table below. This results in a residual developer cost of ~$16.76 million.

Offsite Levy Funds Collected to Date

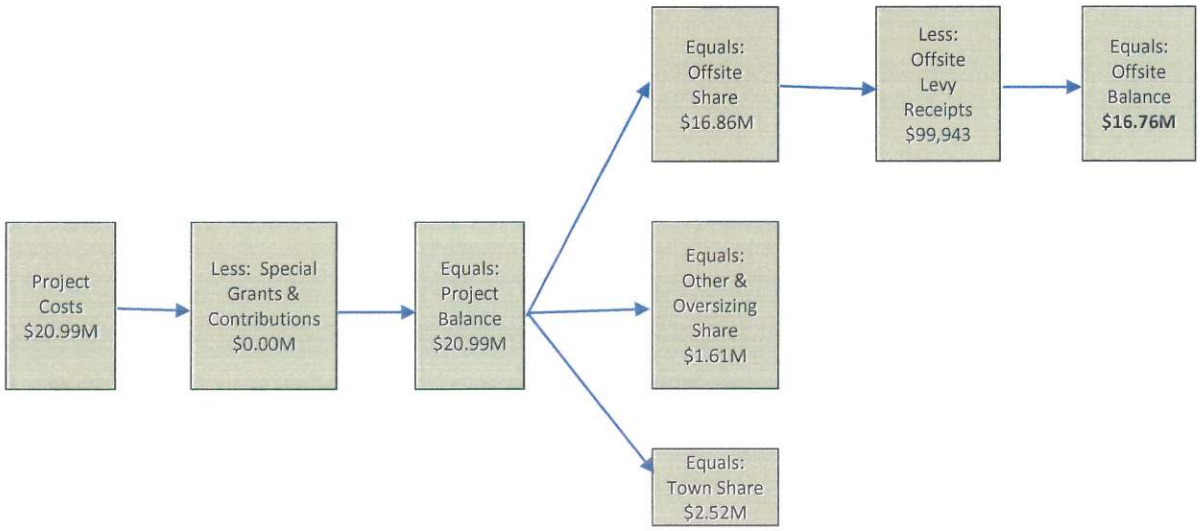
Item	Project Description	Developer Cost (Leviable	Offsite Levy Funds Collected to Dec 31, 2011	Offsite Levy Funds Collected Since 2011	Adjusted Developer (Levy) Cost
1	Groundwater Wells	$ 1,350,720		$ 6,650.54	$ 1,344,069
2	Groundwater Wells	$ 197,120		$ 970.56	$ 196,149
3	Reservoirs	$ 6,528,960		$ 32,146.66	$ 6,496,813
4	Reservoirs (2025)	$ 413,280		$ 2,034.87	$ 411,245
5	Pumping (Existing)	$ -		$ -	$ -
6	Pumping	$ 1,260,480		$ 6,206.23	$ 1,254,274
7	Pumping (2025)	$ 141,120		$ 694.83	$ 140,425
8	Pressure Reducing Valves (Existing)	$ 41,360		$ 901.37	$ 40,459
9	Pressure Reducing Valves	$ 450,240		$ 2,216.85	$ 448,023
10	Pressure Reducing Valves (2025)	$ 52,640		$ 259.18	$ 52,381
11	Water Mains (Existing)	$ -		$ 0.00	$ (0)
12	Water Mains - West Line	$ 3,046,080		$ 14,997.99	$ 3,031,082
13	Water Mains - Central Line (2025)	$ 1,603,200		$ 7,893.68	$ 1,595,306
14	Water Mains - North Line	$ 948,480		$ 4,670.03	$ 943,810
15	Water Mains - 40th Street Line	$ 408,960		$ 2,013.60	$ 406,946
16	Water Mains - East Line	$ -		$ 12,502.27	$ (12,502)
17	Water Mains - Central (2) Line (2025)	$ 281,120		$ 1,384.15	$ 279,736
18	Water Mains - East Crossing Road Line (2025)	$ -		$ 3,703.02	$ (3,703)
19	Water Mains - 40th Street (2) Line(2025)	$ 141,680		$ 697.59	$ 140,982
		$ 16,865,440	**$ -**	**$ 99,943.43**	**$ 16,765,497**

Note: Offsite levy funds collected to date for Projects #16 and #18 are to be utilized for any of the remaining offsite projects.

6.5 Total Water Offsite Levy Costs

As shown in the figure below, the total cost for water infrastructure that forms the basis of the rate is approximately $16.76 million. The cost allocations to each benefiting party are based on the benefiting percentages shown in Section 6.3 The offsite levy balance (due from developers) is allocated to various benefiting areas (as described in the next section).

Total Water Offsite Levy Costs



**:Other Share" represents the portion of cost allocated to other benefiting parties such as neighbouring municipalities, as well as that portion allocated to development beyond 25 years, etc.*

6.6 Water Infrastructure Benefiting Areas

Net developer costs for each project have been allocated to multiple benefiting offsite levy areas (see table below). Allocations are denoted with a "1" below applicable areas. Benefiting areas were determined by Town engineering staff and advisors.

Benefiting Areas for Water Offsite Infrastructure

Item	Project Description	Developer Cost	1.1	1.2	1.3	2.1	2.2	3.0	4.1	4.2	4.3	5.0	6.0	7.0	8.0	9.1	9.2	10.0	11.0	12.1	12.2	12.3	13.1	13.2	13.3	14.0	15.0	16.0	17.0	18.0	19.1	19.2
1	Groundwater Wells	$ 1,344,069						1				1	1	1		1				1		1						1				
2	Groundwater Wells	$ 196,149						1				1	1	1		1				1		1						1				
3	Reservoirs	$ 6,496,813						1				1	1	1		1				1		1						1				
4	Reservoirs (2025)	$ 411,245						1				1	1	1		1				1		1						1				
5	Pumping (Existing)	$ -					1	1			1		1		1				1		1		1	1	1	1	1					
6	Pumping	$ 1,254,274						1				1	1	1		1				1		1						1				
7	Pumping (2025)	$ 140,425						1				1	1	1		1				1		1						1				
8	Pressure Reducing Valves (Existing)	$ 40,459					1	1			1	1	1	1	1	1			1	1	1	1	1	1	1	1	1					
9	Pressure Reducing Valves	$ 448,023						1				1	1	1		1				1		1						1				
10	Pressure Reducing Valves (2025)	$ 52,381						1				1	1	1		1				1		1						1				
11	Water Mains (Existing)	$ (0)																							1			1				
12	Water Mains - West Line	$ 3,031,082						1				1	1	1		1				1		1						1				
13	Water Mains - Central Line (2025)	$ 1,595,306						1				1	1	1		1				1		1						1				
14	Water Mains - North Line	$ 943,810						1				1	1	1		1				1		1						1				
15	Water Mains - 40th Street Line	$ 406,946						1				1	1	1		1				1		1						1				
16	Water Mains - East Line	$ (12,502)						1				1	1	1		1				1		1						1				
17	Water Mains - Central (2) Line (2025)	$ 279,736						1				1	1	1		1				1		1						1				
18	Water Mains - East Crossing Road Line	$ (3,703)						1				1	1	1		1				1		1						1				
19	Water Mains - 40th Street (2) Line(2025)	$ 140,982						1				1	1	1		1				1		1						1				
		$ 16,765,497																														

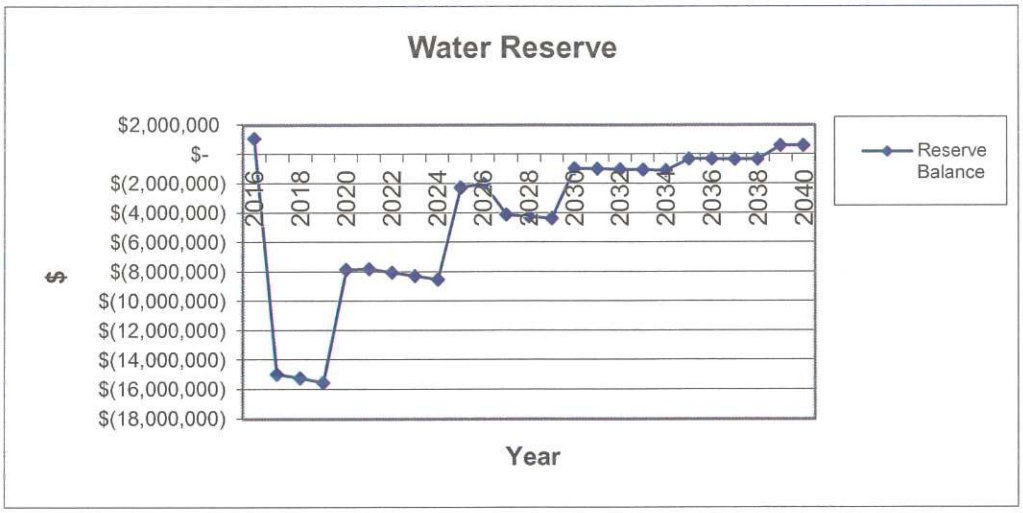
Item	Project Description	Developer Cost	20.0	21.0	22.0	23.0	24.0	25.1	25.2	25.3	26.0	27.0	28.0	29.0	30.1	30.2	31.1	31.2	32.1	32.2	33.1	33.2	34.1	34.2	35.1	35.2	36.1	36.2
1	Groundwater Wells	$ 1,344,069				1													1	1	1	1	1	1	1	1	1	1
2	Groundwater Wells	$ 196,149				1													1	1	1	1	1	1	1	1	1	1
3	Reservoirs	$ 6,496,813				1													1	1	1	1	1	1	1	1	1	1
4	Reservoirs (2025)	$ 411,245				1													1	1	1	1	1	1	1	1	1	1
5	Pumping (Existing)	$ -					1							1	1	1	1	1										
6	Pumping	$ 1,254,274				1													1	1	1	1	1	1	1	1	1	1
7	Pumping (2025)	$ 140,425				1													1	1	1	1	1	1	1	1	1	1
8	Pressure Reducing Valves (Existing)	$ 40,459				1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9	Pressure Reducing Valves	$ 448,023				1													1	1	1	1	1	1	1	1	1	1
10	Pressure Reducing Valves (2025)	$ 52,381				1													1	1	1	1	1	1	1	1	1	1
11	Water Mains (Existing)	$ (0)					1							1														
12	Water Mains - West Line	$ 3,031,082				1													1	1	1	1	1	1	1	1	1	1
13	Water Mains - Central Line (2025)	$ 1,595,306				1													1	1	1	1	1	1	1	1	1	1
14	Water Mains - North Line	$ 943,810				1													1	1	1	1	1	1	1	1	1	1
15	Water Mains - 40th Street Line	$ 406,946				1													1	1	1	1	1	1	1	1	1	1
16	Water Mains - East Line	$ (12,502)				1													1	1	1	1	1	1	1	1	1	1
17	Water Mains - Central (2) Line (2025)	$ 279,736				1													1	1	1	1	1	1	1	1	1	1
18	Water Mains - East Crossing Road Line	$ (3,703)				1													1	1	1	1	1	1	1	1	1	1
19	Water Mains - 40th Street (2) Line(2025)	$ 140,982				1													1	1	1	1	1	1	1	1	1	1
		$ 16,765,497																										

6.7 Development and Water Staging Impacts

Water offsite infrastructure will be constructed in a staged fashion over the 25-year development period. Town staff have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of water infrastructure from time to time – front-ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties. The front-ender is repaid over time as offsite levies are collected from future development.

In order to compensate parties for capital they provide in front-ending offsite infrastructure construction, a 3.0% interest allowance has been charged to the reserve when in a negative balance (previously set at 3.0%). Further, a 1.1% interest credit has been provided to reduce offsite levy rates for interest earned on positive reserve balances (previously set at 1.1%). Interest earning and charge rates should be updated each year to reflect the current economic context. The graph and table below outline water levy reserve balances over the 25-year development period.

Anticipated Water Offsite Reserve Balances



**A "staging adjustment" is made to rates to account for the anticipated impact of interest on the reserve (earning and charging rates). In this way, the reserve is assured to achieve breakeven at the end of the review period without collecting too much from developers or too little.*

6.8 Reserve Balance

Since last update, interest impacts on the reserve were captured in alignment with the interest earning and charging rates in effect at the time:

- 2014 & 2015 interest earning rate – 1.1%
- 2014 & 2015 interest charging rate – 3.0%
- ¼ year rule – expenditures are deemed to have been made in September each year.
- ½ year rule – receipts are deemed to have been made in June each year.

As at December 31, 2015 the water reserve balance was $101,456. The Town's ledgers reflect this balance. It is also recommended that the Town develop a set of 'sub-ledgers' to track the amounts due to front-ending parties, including interest owed in accordance with the rates in effect at that time.

Water Offsite Levy Reserve Balance

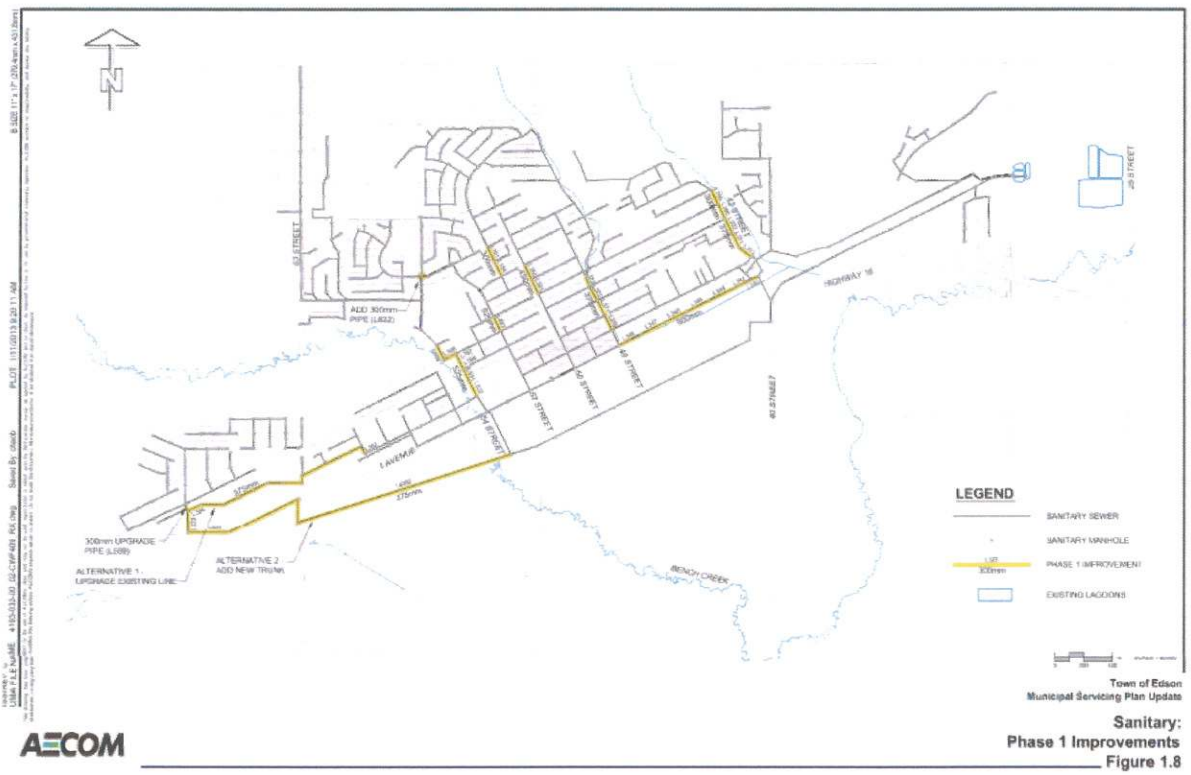
Description	DR	CR	Balance
Opening Balance December 31, 2013	$	$	**$67.92**
2014			
Interest on Opening Balance (2014)	$ .75		$68.67
Project Expenditures (2014)			
Offsite Levy Receipts (2014)	$86,947.69		$87,016.36
Offsite Levy Receipts Collected Under Old Bylaw (2014)			
Debenture Interest (2014)			
Interest on Project Expenditure (2014)			
Interest on Offsite Levy Receipts (2014)	$478.21		$87,494.57
Interest on Offsite Levy Receipts Collected Under Old Bylaw (2014)			
Interest on Debenture Interest (2014)			
Balance at December 31, 2014			**$87,494.57**
2015			
Interest on Opening Balance (2015)	$962.44		$88,457.01
Project Expenditures (2015)			
Offsite Levy Receipts (2015)	$12,928.12		$101,385.13
Offsite Levy Receipts Collected Under Old Bylaw (2015)			
Debenture Interest (2015)			
Interest on Project Expenditure (2015)			
Interest on Offsite Levy Receipts (2015)	$71.10		$101,456.23
Interest on Offsite Levy Receipts Collected Under Old Bylaw (2015)			
Interest on Debenture Interest (2015)			
Balance at December 31, 2015			**$101,456.23**

7 SANITARY

7.1 Sanitary Offsite Infrastructure

In order to support growth in the Town, sanitary offsite infrastructure is required. Capital plans currently contain 5 sanitary offsite infrastructure projects, as shown on the maps below:

Location of Sanitary Offsite Infrastructure





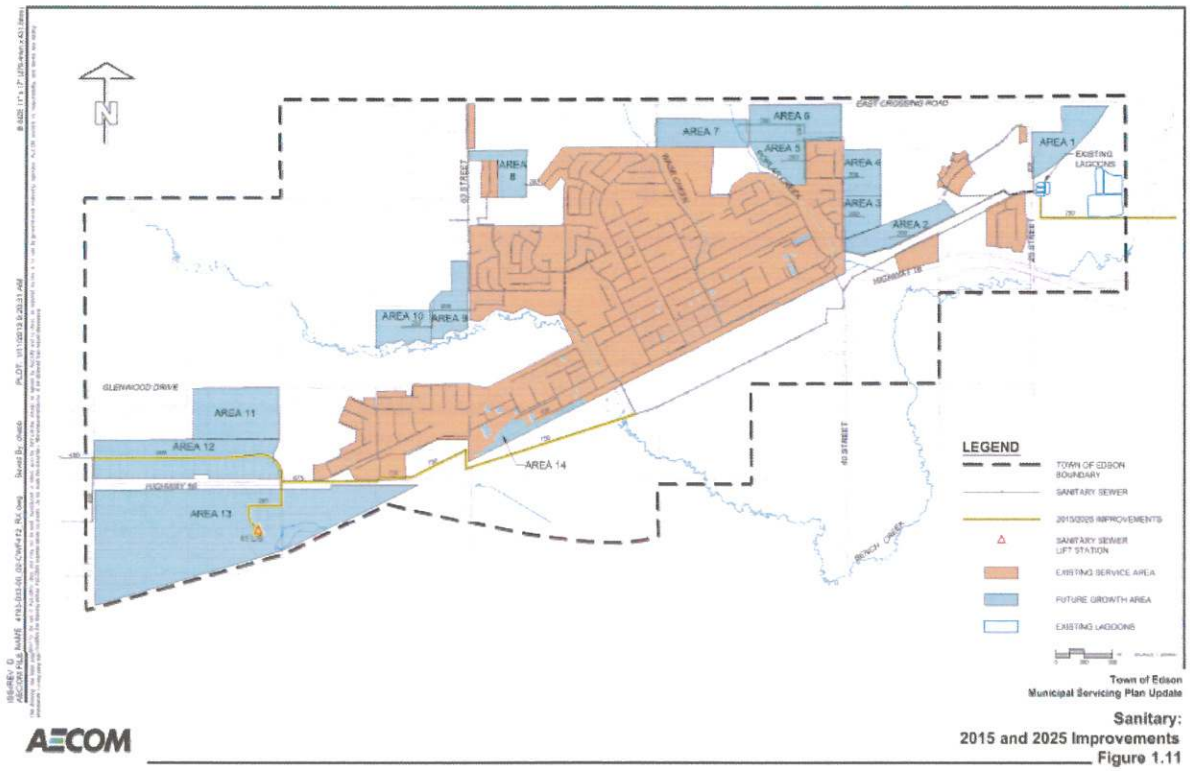
AECOM

Sanitary: Phase 2 Improvements
Figure 1.9



AECOM

Sanitary: Phase 3 Improvements
Figure 1.10



The estimated total cost of this infrastructure is comprised of: (a) actual construction costs to date, (b) debenture interest associated with financing, and (c) cost estimates. Total cost is approximately $40.43 million as outlined in the table below. Actual costs, debenture interest (if any), and cost estimates were provided by Town staff and engineering advisors. It is important to note that these costs represent the "gross" costs, of which only a portion will go to support new development during the 25-year review period. The remainder of this section outlines how total costs are equitably apportioned to new development/growth.

Summary of Sanitary Offsite Infrastructure

Item	Project Description	Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	Phase 1 Replacement	$ -		$ 8,238,000	$ 8,238,000
2	Phase 2 Replacement	$ -		$ 5,980,000	$ 5,980,000
3	Phase 3 Replacement	$ -		$ 707,000	$ 707,000
5	West Line System Upgrades	$ -		$ 17,000,002	$ 17,000,002
8	Waste Water Treatment Plant Upgrade	$ -		$ 8,500,000	$ 8,500,000
		$ -		**$ 40,425,002**	**$ 40,425,002**

Legend:
Projects Carried Forward From Previous Bylaw
Projects Amended or Merged
New Projects

**The numbering sequence accounts for those projects that were previously removed (if applicable).*
***Cost estimates include 10% for engineering fees and 25% for contingencies.*

7.2 Sanitary Offsite Infrastructure Grants & Contributions to Date

The MGA enables the Town to recoup costs for infrastructure, other than those costs that have been provided by way of special grant or contribution (i.e. contributed infrastructure). The Town has not received any special grants or contributions for sanitary offsite infrastructure as shown in the table below (note, if the Town receives grants in the future, it will be reflected in one of the annual updates and rates adjusted accordingly). The result is that the total reduced project estimated cost remains at ~$40.43 million.

Special Grants and Contributions for Sanitary Offsite Infrastructure

Item	Project Description	Total Project Estimated Cost	Special Grants	Developer Agreement Contributions	Reduced Project Estimated Cost
1	Phase 1 Replacement	$ 8,238,000			$ 8,238,000
2	Phase 2 Replacement	$ 5,980,000			$ 5,980,000
3	Phase 3 Replacement	$ 707,000			$ 707,000
5	West Line/System Upgrades	$ 17,000,002			$ 17,000,002
8	Waste Water Treatment Plant Upgrade	$ 8,500,000			$ 8,500,000
		$ 40,425,002	**$ -**	**$ -**	**$ 40,425,002**

7.3 Sanitary Offsite Infrastructure Benefiting Parties

The sanitary offsite infrastructure previously outlined will benefit various parties to varying degrees. There are three potential benefiting parties:

- Town of Edson – a portion of the sanitary infrastructure which is required to service existing development.
- Other Stakeholders & Oversizing – other parties (such as neighboring municipalities) that benefit from infrastructure, as well as that portion of the infrastructure that benefits development beyond the 25 year review period (i.e., "oversizing").
- Town of Edson Developers – all growth related infrastructure (i.e., levyable sanitary infrastructure costs).

The table below outlines the allocation of sanitary offsite infrastructure costs to benefiting parties. Percentage allocations have been determined after reducing sanitary offsite infrastructure costs for grants described earlier. Most infrastructure supports new development. That portion of developer cost that

has been "deferred" beyond the 25 year review period has been separated from that portion of cost which is included in the current rates.

Allocation of Sanitary Infrastructure to Benefiting Parties

Item	Project Description	Reduced Project Estimated Cost	Town Share %	Oversizing For Dev >25 yrs (or Other Stakeholder Share) %	OSL / Developer Share %
1	Phase 1 Replacement	$ 8,238,000	100.00%		
2	Phase 2 Replacement	$ 5,980,000	100.00%		
3	Phase 3 Replacement	$ 707,000	100.00%		
5	West Line/System Upgrades	$ 17,000,002		29.33%	70.67%
8	Waste Water Treatment Plant Upgrade	$ 8,500,000	70.63%		29.38%
		$ 40,425,002			

**Oversizing has been calculated by prorating costs over a 25 year period from date of construction. Those costs that fall within the current review period (2016-2040) are included in the offsite levy/developer share. Those costs that fall beyond the current review period (2041 and beyond) are included as oversizing. As rates are updated in future years, oversizing costs are gradually added to the rate calculation.*

7.4 Existing Receipts

Prior to allocating costs to benefiting parties, existing offsite levy receipts collected from developers need to be considered in determining the residual/net costs to developers. As of December 31, 2015, ~$94,624 of sanitary levies were collected from developers under the current bylaw as shown in the table below. This results in a residual developer cost of $14.42 million.

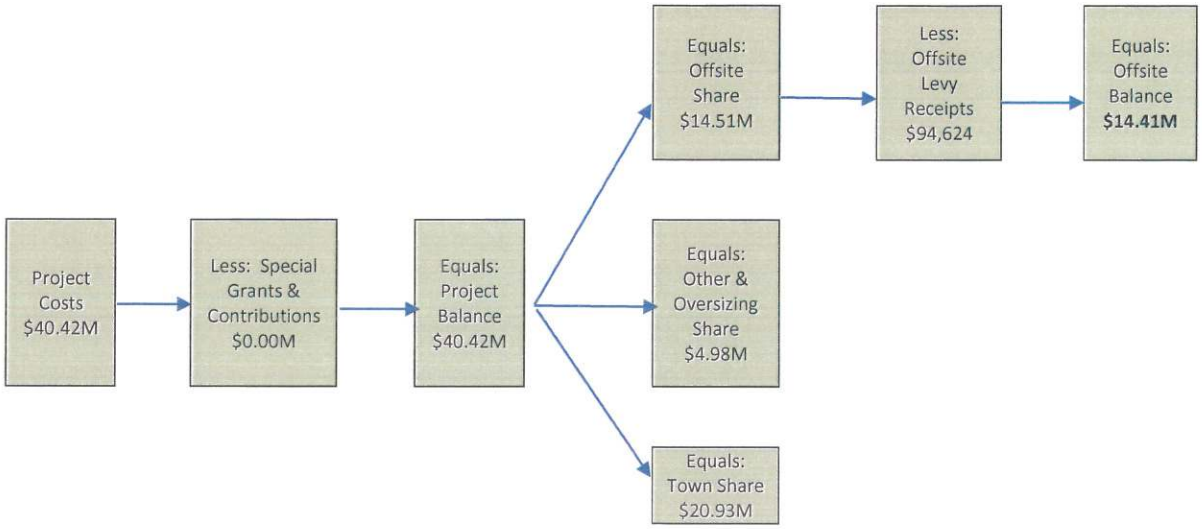
Offsite Levy Funds Collected to Date

Item	Project Description	Developer Cost (Leviable Costs)	Offsite Levy Funds Collected to Dec 31, 2010	Offsite Levy Funds Collected Since 2011	Adjusted Developer (Levy) Cost
1	Phase 1 Replacement	$ -		$ -	$ -
2	Phase 2 Replacement	$ -		$ -	$ -
3	Phase 3 Replacement	$ -		$ -	$ -
5	West Line/System Upgrades	$ 12,013,154		$ 67,659	$ 11,945,495
8	Waste Water Treatment Plant Upgrade	$ 2,496,875	$ -	$ 26,965	$ 2,469,910
		$ 14,510,029	**$ -**	**$ 94,624**	**$ 14,415,404**

7.5 Total Sanitary Offsite Levy Costs

As shown in the figure below, the total costs for sanitary infrastructure that forms the basis of the rate is approximately $14.42 million. The costs allocations to each benefiting party are based on the benefiting percentages shown in Section 7.3. The offsite levy balance (due from developers) is allocated to various benefiting areas (as described in the next section).

Total Sanitary Offsite Levy Costs



*"Other Share" represents the portion of cost allocated to other benefiting parties such as neighbouring municipalities, as well as that portion allocated to development beyond 25 years, etc.

7.6 Sanitary Infrastructure Benefiting Areas

Net developer costs for each project have been allocated to multiple benefiting offsite levy areas (see tables below). Allocations are denoted with a "1" below applicable areas. Benefiting areas were determined by Town engineering staff and advisors.

Benefiting Areas for Sanitary Offsite Infrastructure

Item	Project Description	Developer Cost	1.1	1.2	1.3	2.1	2.2	3.0	4.1	4.2	4.3	5.0	6.0	7.0	8.0	9.1	9.2	10.0	11.0	12.1	12.2	12.3	13.1	13.2	13.3	14.0	15.0	16.0	17.0	18.0	19.1	19.2
1	Phase 1 Replacement	$ -								1	1												1	1	1	1	1					
2	Phase 2 Replacement	$ -								1	1												1	1	1	1	1					
3	Phase 3 Replacement	$ -								1	1												1	1	1	1	1					
5	West Line/System Upgrades	$ 11,945,495																														
8	Waste Water Treatment Plant Upgrade	$ 2,469,910	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		$14,415,404																														

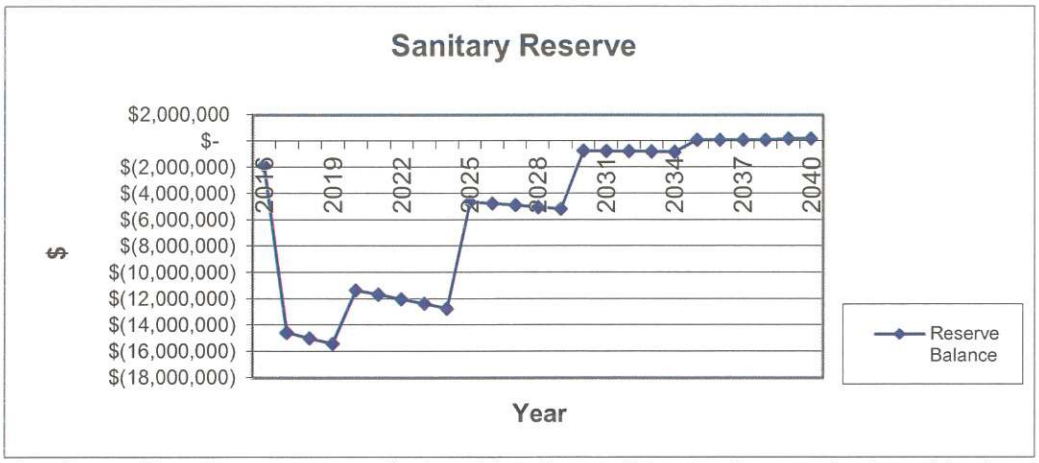
Item	Project Description	Developer Cost	20.0	21.0	22.0	23.0	24.0	25.1	25.2	25.3	26.0	27.0	28.0	29.0	30.1	30.2	31.1	31.2	32.1	32.2	33.1	33.2	34.1	34.2	35.1	35.2	36.1	36.2	37.0	38.0	39.0
1	Phase 1 Replacement	$ -					1							1	1	1	1	1													
2	Phase 2 Replacement	$ -					1							1	1	1	1	1													
3	Phase 3 Replacement	$ -					1							1	1	1	1	1													
5	West Line/System Upgrades	$ 11,945,495										1	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Waste Water Treatment Plant Upgrade	$ 2,469,910	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		$14,415,404																													

7.7 Development and Sanitary Staging Impacts

Sanitary offsite infrastructure will be constructed in a staged fashion over the 25-year development period. Town staff have reviewed the availability of offsite levy funds to meet these construction requirements and found that offsite levy reserve funds will not be sufficient to pay for construction of sanitary infrastructure from time to time – front-ending of infrastructure will be required. A front-ender is the party that constructs and pays up front for infrastructure that benefits other parties. The front-ender is repaid over time as offsite levies are collected from future development.

In order to compensate parties for capital they provide in front-ending offsite infrastructure construction, a 3.0% interest allowance has been charged to the reserve when in a negative balance (previously set at 3.0%). Further, a 1.1% interest credit has been provided to reduce offsite levy rates for interest earned on positive reserve balances (previously set a 1.1%). Interest earning and charge rates should be updated each year to reflect the current economic context. The graph and table below outline sanitary levy reserve balances over the 25 year development period.

Anticipated Sanitary Offsite Levy Reserve Balances



*A "staging adjustment" is made to rates to account for the anticipated impact of interest on the reserve (earning and charging rates). In this way, the reserve is assured to achieve breakeven at the end of the review period without collecting too much or too little from developers.

7.8 Reserve Balance

Since last update, interest impacts on the reserve were captured in alignment with the interest earning and charging rates in effect at that time:

- 2014 & 2015 interest earning rate –1.1%
- 2014 & 2015 interest charging rate – 3.0%
- ¼ year rule – expenditures are deemed to have been made in September each year.
- ½ year rule – receipts are deemed to have been made in June each year.

As at December 31, 2015 the sanitary reserve balance was $95,868. The Town's ledgers reflect this balance. It is also recommended that the Town develop a set of "sub-ledgers" to track the amounts due to front-ending parties, including interest owed in accordance with the rates in effect at that time.

Sanitary Offsite Levy Reserve Balances

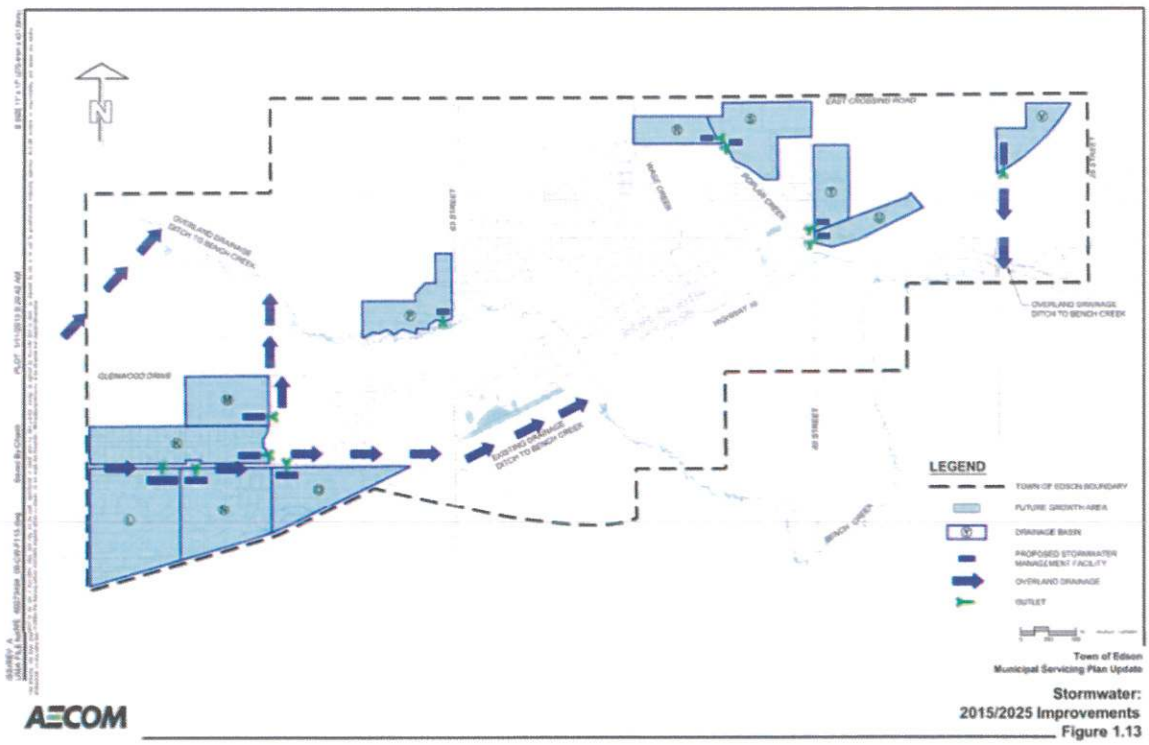
Description	DR	CR	Balance
Opening Balance December 31, 2013	$	$	**$1,857.31**
2014			
Interest on Opening Balance (2014)	$20.43		$1,877.74
Project Expenditures (2014)			
Offsite Levy Receipts (2014)	$60,956.58		$62,834.32
Offsite Levy Receipts Collected Under Old Bylaw (2014)			
Debenture Interest (2014)			
Interest on Project Expenditure (2014)			
Interest on Offsite Levy Receipts (2014)	$335.26		$63,169.58
Interest on Offsite Levy Receipts Collected Under Old Bylaw (2014)			
Interest on Debenture Interest (2014)			
Balance at December 31, 2014			**$63,169.58**
2015			
Interest on Opening Balance (2015)	$694.87		$63,864.45
Project Expenditures (2015)			
Offsite Levy Receipts (2015)	$31,828.98		$95,693.43
Offsite Levy Receipts Collected Under Old Bylaw (2015)			
Debenture Interest (2015)			
Interest on Project Expenditure (2015)			
Interest on Offsite Levy Receipts (2015)	$175.06		$95,868.48
Interest on Offsite Levy Receipts Collected Under Old Bylaw (2015)			
Interest on Debenture Interest (2015)			
Balance at December 31, 2015			**$95,868.48**

8 STORMWATER

8.1 Stormwater Offsite Infrastructure

In the Offsite Levy Bylaw 2135, there were 12 stormwater offsite infrastructure projects included. Town Council has determined to remove all 12 stormwater offsite infrastructure projects as it is believed all stormwater infrastructure is "onsite" in nature and may be administered at the development stage in the future. These 12 projects are shown below and all reflect a zero balance for project costs as they are no longer a part of the Offsite Levy Rate Model:


LEGEND
EXISTING STORM SEWER
PROPOSED SEWER UPGRADE
PROPOSED SEWER RE ALIGNMENT
DITCH
STORMWATER MANAGEMENT FACILITY
Town of Edson
Municipal Servicing Plan Update
AECOM
Stormwater:
Proposed Improvements
Figure 1.12


LEGEND
TOWN OF EDSON BOUNDARY
FUTURE GROWTH AREA
DRAINAGE BASIN
PROPOSED STORMWATER MANAGEMENT FACILITY
OVERLAND DRAINAGE
OUTLET
Town of Edson
Municipal Servicing Plan Update
AECOM
Stormwater:
2015/2025 Improvements
Figure 1.13

Summary of Stormwater Offsite Infrastructure

Item	Project Description	Cost of Completed Work	Debenture Interest	Estimated Cost of Work Yet to be Completed	Total Project Estimated Cost
1	Existing Sewer Improvements	$ -		$ -	$ -
2	SWMF K	$ -		$ -	$ -
3	SWMF L (2025)	$ -		$ -	$ -
4	SWMF M	$ -		$ -	$ -
5	SWMF N (2025)	$ -		$ -	$ -
6	SWMF O (2025)	$ -		$ -	$ -
7	SWMF P (2025)	$ -		$ -	$ -
8	SWMF R (2025)	$ -		$ -	$ -
9	SWMF S (2025)	$ -		$ -	$ -
10	SWMF T (2025)	$ -		$ -	$ -
11	SWMF U	$ -		$ -	$ -
12	SWMF V	$ -		$ -	$ -
		$ -	$ -	$ -	$ -

Legend:
Projects Carried Forward From Previous Bylaw
Projects Amended or Merged
New Projects

8.2 Reserve Balance

Since last update, interest impacts on the reserve were captured in alignment with the interest earning and charging rates in effect at that time:

- 2014 & 2015 interest earning rate –1.1%
- 2014 & 2015 interest charging rate – 3.0%
- ¼ year rule – expenditures are deemed to have been made in September each year.
- ½ year rule – receipts are deemed to have been made in June each year.

As at December 31, 2015 the stormwater reserve balance was $82,594. The Town's ledgers reflect this balance.

Stormwater Offsite Levy Reserve Balances

Description	DR	CR	Balance
Opening Balance December 31, 2013	$	$	$ .00
2014			
Interest on Opening Balance (2014)	$ .00		$ .00
Project Expenditures (2014)			
Offsite Levy Receipts (2014)	$77,506.49		$77,506.49
Offsite Levy Receipts Collected Under Old Bylaw (2014)			
Debenture Interest (2014)			
Interest on Project Expenditure (2014)			
Interest on Offsite Levy Receipts (2014)	$426.29		$77,932.78
Interest on Offsite Levy Receipts Collected Under Old Bylaw (2014)			
Interest on Debenture Interest (2014)			
Balance at December 31, 2014			**$77,932.78**
2015			
Interest on Opening Balance (2015)	$1,558.66		$79,491.44
Project Expenditures (2015)			
Offsite Levy Receipts (2015)	$3,085.50		$82,576.94
Offsite Levy Receipts Collected Under Old Bylaw (2015)			
Debenture Interest (2015)			
Interest on Project Expenditure (2015)			
Interest on Offsite Levy Receipts (2015)	$16.97		$82,593.91
Interest on Offsite Levy Receipts Collected Under Old Bylaw (2015)			
Interest on Debenture Interest (2015)			
Balance at December 31, 2015			**$82,593.91**

9 SUMMARY OF OFFSITE LEVY RATES

The table below shows the combined offsite levy rates (per ha) associated with construction of roads, water, sanitary and stormwater offsite infrastructure for each offsite levy area. Rates vary from each offsite levy area. Rates vary from a low of $17,606 per ha to a high of $102,394 per ha. The weighted average rate of all areas is **$60,689 per ha**. (Note, the weighted average rate is provided for information purposes only; developers are charged the rate applicable to their specific offsite levy area). This updated rate represent a ~21.62% reduction from the last rate (weighted average ~$77,434 per ha). This reduction stems primarily from the removal of Storm Infrastructure projects from the Offsite Levy Model and the removal of the 2 projects from the Water Infrastructure.

Summary of Offsite Levies by Area

Area Ref. #	Transportation Charges	Water Charges	Sanitary Charges	Storm Charges	Total
1.1	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
1.2	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
1.3	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
2.1	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
2.2	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
3.0	$ 17,606	$ 47,593	$ 3,417	$ -	$ 68,615
4.1	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
4.2	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
4.3	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
5.0	$ 17,606	$ 47,593	$ 3,417	$ -	$ 68,615
6.0	$ 17,606	$ 47,593	$ 3,417	$ -	$ 68,615
7.0	$ 17,606	$ 47,593	$ 3,417	$ -	$ 68,615
8.0	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
9.1	$ 17,606	$ 47,593	$ 3,417	$ -	$ 68,615
9.2	$ 17,606	$ -	$ -	$ -	$ 17,606
10.0	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
11.0	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
12.1	$ 17,606	$ 47,593	$ 3,417	$ -	$ 68,615
12.2	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
12.3	$ 17,606	$ 47,593	$ 3,417	$ -	$ 68,615
13.1	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
13.2	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
13.3	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
14.0	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
15.0	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
16.0	$ 17,606	$ 47,506	$ 3,417	$ -	$ 68,529
17.0	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
18.0	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
19.1	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
19.2	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
20.0	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
21.0	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
22.0	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
23.0	$ 17,606	$ 47,593	$ 3,417	$ -	$ 68,615
24.0	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
25.1	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
25.2	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
25.3	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
26.0	$ 17,606	$ -	$ 3,417	$ -	$ 21,022
27.0	$ 17,606	$ -	$ 37,195	$ -	$ 54,801
28.0	$ 17,606	$ 86	$ 37,195	$ -	$ 54,888
29.0	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
30.1	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
30.2	$ 17,606	$ 86	$ 3,417	$ -	$ 21,109
31.1	$ 17,606	$ 86	$ 37,195	$ -	$ 54,888
31.2	$ 17,606	$ 86	$ 37,195	$ -	$ 54,888
32.1	$ 17,606	$ 47,593	$ 37,195	$ -	$ 102,394
32.2	$ 17,606	$ 47,593	$ 37,195	$ -	$ 102,394
33.1	$ 17,606	$ 47,593	$ 37,195	$ -	$ 102,394
33.2	$ 17,606	$ 47,593	$ 37,195	$ -	$ 102,394
34.1	$ 17,606	$ 47,593	$ 37,195	$ -	$ 102,394
34.2	$ 17,606	$ 47,593	$ 37,195	$ -	$ 102,394
35.1	$ 17,606	$ 47,593	$ 37,195	$ -	$ 102,394
35.2	$ 17,606	$ 47,593	$ 37,195	$ -	$ 102,394
36.1	$ 17,606	$ 47,593	$ 37,195	$ -	$ 102,394
36.2	$ 17,606	$ 47,593	$ 37,195	$ -	$ 102,394
37.0	$ 17,606	$ -	$ 37,195	$ -	$ 54,801
38.0	$ 17,606	$ -	$ 37,195	$ -	$ 54,801
39.0	$ 17,606	$ -	$ 37,195	$ -	$ 54,801

Legend:
Residential
Commercial
Industrial
Development >25 years