RCID Comprehensive Plan
Mid-Term Review Summary

Printed:
July 27, 2004

REEDY CREEK IMPROVEMENT DISTRICT
PLANNING AND ENGINEERING DEPARTMENT

INTRODUCTION

This report documents a year 2003 Mid-Term review of the RCID Comprehensive Plan 2008 (the "Plan"), halfway through the planning period. While this review differs from the *state-mandated* Evaluation and Appraisal Report (scheduled for 2007) that occurs approximately every ten years, it does satisfies the requirements of Plan, Policy 7.2, regarding conducting an evaluation and appraisal exercise at least once every five years in response to changing development conditions, expectations, and objectives. Data on 2003 development levels, population (e.g., overnight guests and visitors), and employment was added, along with commentary on impacts and implications. This data appears in shaded text boxes throughout this Mid-Term review with the title "Mid-Term Review."

The Plan was drafted to guide planning and development decisions between 1998 and 2008. The 1998 growth forecasts were optimistic, reflecting a history of active development during the early and mid 1990s, and expectations of continued strong growth. By late 2002, it became apparent that growth was taking place at a much slower rate than had been anticipated. This had implications for the District's affordable housing, infrastructure, and transportation programs, as well as day-to-day land use planning.

A combination of factors, including an economic recession and the September 11, 2001 terrorist attacks, led to a slowdown in the tourism sector throughout the United States. After three decades of growth, attendance at the RCID's major theme parks declined slightly in 2001 and 2002, and several large hotel projects were postponed. As a result, overnight guest population and employment in the District were almost the same in 2003 as they were in 1998.

Mid-Term Reviews were added to the Future Land Use, Transportation, Housing, Infrastructure, and Recreation and Open Space Elements, and to Appendix A (Population Projections). No changes were made to the Conservation and Intergovernmental Coordination Elements. The Capital Improvements Element was edited to reflect the most recent five-year (2004-2008) project list, along with current data on projected revenues and expenditures.

The Mid-Term Review does not change the adopted development and infrastructure thresholds, nor does it amend the policies in the Plan. Its intent is to keep the Plan useful by presenting more accurate baseline data that will be included with the data and analysis portion of the Plan.

CHAPTER 2: FUTURE LAND USE ELEMENT

The Future Land Use Element describes existing land uses by type and location, and open space in the District. It also describes factors affecting future land use by looking: (1) at the suitability of the land for development, (2) at the availability of infrastructure and public services, and (3) at the demand for land based on expected growth. This Mid-term review of the Future land Use Element offers a summary of what has transpired since the Plan's adoption in 1998, and offers a view of what is expected to occur by the end of the Year 2008 Comprehensive Planning Horizon.

EXISTING LAND USE

Major development changes (consistent with the adopted Future Land Use Map designation) between 1999 and 2003 (listed by sub area) include:

- Magic Kingdom Area: A 300-room expansion at the Shades of Green Hotel.
- Fort Wilderness Area: Construction of 102 new interval ownership units adjacent to Wilderness Lodge.
- EPCOT/Studios Area: Construction of 66 new interval ownership units at the Old Key West Resort.
- Lake Buena Vista: Conversion of the 584-room Disney Institute to an 840 interval ownership unit project known as Saratoga Springs (underway). Other projects in this area include a new fire station and additional retail space at Downtown Disney.
- Animal Kingdom: Completion of the 1,310-room Animal Kingdom Lodge, located west of the Animal Kingdom Theme Park.
- In addition, a 5,800-room hotel (Disney's Pop Century Resort) is under construction on the east side of Victory Way north of Osceola Parkway. Approximately one half of the resort's rooms are complete and opened to guests in early 2004. It is currently not known when the second half will be complete.

By early 2003, there were 26,052 hotel rooms, 573 villa units, 741 interval ownership units, and 1,200 campsite/cabins. Projects underway in 2003 (not including the second half of Pop Century) will bring these totals to 28,952 hotel rooms, 1,581 interval ownership units, and 1,200 campsite/cabins (the villa units are being removed).

Overnight Guest Population

Overnight guest population in early 2003 was estimated at 78,000. Completion of Saratoga Springs and Disney's Pop Century, both under construction in 2003, will bring this figure up to 94,000. Both of these figures are well below the 111,000 that had been projected in 1998.

Theme Park Visitation Population

Amusement Business Magazine estimated that cumulative annual attendance at the parks was 38.3 million in 2002, or 105,000 per average day. With the addition of the water parks, this figure rises to 41.6 million or 114,000 per average day. This is virtually identical to the figure for 1998 and is well below the number of daily visits that had been projected by the Plan to occur by 2003.

Employment

The number of persons working within the RCID boundaries did not change significantly during the first five years of the planning period. It is currently estimated that approximately 49,274 persons are employed by Walt Disney World.

Public Services

A number of road and infrastructure projects have been completed since 1999, consistent with the 1999-2003 Capital Improvements Element (CIE) of the Plan. No major capacity constraints have emerged since 1999. The CIE has been updated to reflect the improvements needed for 2004-2008.

LAND DEMAND

Attendance growth is slowly showing signs of upswing but will remain volatile as security threats affect consumer confidence. This assumption may need to be revisited during the next update of the Plan. The assumption that market forces could justify the addition of new theme parks in the future is still valid, however. Efforts to create new attractions to draw new visitors and maintain market share are likely to continue in the future.

Five years into the planning period, it now seems unlikely that 3,100 acres of land will be developed between 1998 and 2008. Most of the development that has taken place since 1998 has consisted of hotels and interval ownership units. No theme parks have been added, although attractions have been added within the existing parks. A considerable amount of development potential is likely to remain when the Plan is next updated. Large sites will continue to be available, making it important to retain a system of thresholds and growth management tools to guide future development.

FUTURE LAND USE PLAN

As noted earlier, development between 1998 and 2003 occurred at a slower rate than was projected. The unused allocations of development capacity for 1998-2003 have been carried forward to 2004-2008 in each land use category. The 2008 development maximums as stated in Table 2-1 of the Comprehensive Plan have not changed. Realistically, some of the 1998-2008 capacity identified in Table 2-1 will be carried forward to 2008-2013 during the next major revision of the Plan.

In 2003, Districtwide trip generation and infrastructure use remained well below the thresholds in Table 2-3 of the Plan. No changes to Table 2-3 have been made as part of this Mid-Term Review. The unused capacity for 1998 to 2003 will be carried forward to 2004-2008. It is likely that another “carry forward” of unused capacity will take place when the Comprehensive Plan is revised in 2008.

The Capital Improvements Element (CIE) of this Plan was reviewed in 2003 to reflect the deferral of some of the projects originally anticipated for 1999-2003, and to add new projects based on projected conditions between 2004 and 2008. If the pace of development accelerates significantly between now and 2006, an intermediate revision of the CIE could be required.

CHAPTER 3: TRANSPORTATION ELEMENT

A review of the Transportation Element conducted in 2003 included a direct comparison of actual year 2002 traffic counts against year 2003 traffic volumes that were forecasted in 1998 during the transportation plan development. This comparison demonstrated the effects of slower than expected growth on transportation conditions.

EXISTING CONDITIONS

Most of the 1998-2003 projects listed in Table 3-8 of the Comprehensive Plan have been completed—as noted, several had already been completed when the Plan was adopted in 1999. The major changes since 1999 have been the widening of Buena Vista Drive, the reconfiguration of the Hotel Plaza/Lake Buena Vista intersection, and the Osceola Parkway/I-4 interchange. The widening of Osceola Parkway to six lanes and the Victory Way/Osceola Parkway interchange have not taken place, since the development that would have necessitated these improvements has not occurred as of the year 2003.

Several of the projects noted for 2004-2008 are now moving forward. The I-4 widening south of US 192 and the Western Beltway connector are under construction.

PROJECTED CONDITIONS ANALYSIS

The roadway characteristics described in Table 3-12 are generally accurate, although the widening of Osceola Parkway to six lanes was deferred. This widening had been proposed in anticipation of large-scale development that did not occur during the 1998-2003 period. The Osceola Parwkay/I-4 interchange and Lake Buena Vista Drive widening occurred as planned. Roadway functional and administrative classifications remain accurate.

Travel demand between 1998 and 2003 increased at a slower rate than projected, and the number of trips generated by District attractions is less than the 305,000 trips that had been forecast by the 1998 Plan. This is due to the slowdown in development activity, and the decline in theme park attendance in 2001 and 2002. The roadway projects completed since 1998 have resulted in improved service levels on some segments of the District's road system. However, background traffic on I-4 has continued to increase. The planned widening of I-4, coupled with the completion of the Western Beltway (now under construction) should significantly change travel patterns in and around the District. Additionally, RCID is currently constructing a roadway (known as the Western Beltway Connector) that will connect with the Western Beltway and travel east through RCID jurisdiction to terminate just south of Coronado Springs Resort on Buena Vista Drive. Once complete, this roadway is expected to significantly change the way RCID property is accessed and should be addressed during the next major revision of the Comprehensive Plan.

An analysis using year 2002 traffic counts was performed as part of the mid-term update. Based on the analysis, no additional road segments appear to be operating below the established levels of service. The improvement of the Hotel Plaza Blvd./Lake Buena Vista Drive intersection may have alleviated some of the congestion on the west end of Hotel Plaza Boulevard. However, the analysis is based on mid-block conditions rather intersection operation, so the volumes still correlate to LOS F. An updated traffic analysis will be conducted during the next major update of the Comprehensive Plan.

Table 1-Update presents a comparison between actual ground counts collected in the year 2002 (there was no traffic count program collected for WDW in 2003 due to continued slowdown on the tourism industry) and traffic volumes projected for the year 2003. This comparison provides a measure of how close the traffic flow projections predicted actual traffic conditions. Projected year 2003 traffic volumes are for the most part higher than actual ground counts collected in the Year 2002, with a few exceptions such as US 192 and I-4 where due to background growth, actual counts proved higher than predicted counts. This comparison supports the assertion that while the expected growth predicted in 1998 did not materialize within the predicted time frame, WDW continues to commit to fund its Capital Improvements Program to maintain an efficient transportation plan that serves the general public.

Table 2-Update presents an analysis of traffic flow conditions using Year 2002 ground counts. The analysis revealed the absence of capacity deficiencies on any of the WDW roadways. The analysis supports the ability of the adopted transportation plan to meet the transportation demand of WDW.

In addition to the level of service analysis using Year 2002 traffic counts, a travel time and delay study was conducted along Buena Vista Drive and Hotel Plaza Boulevard. The travel time and delay study is an operational tool that measures the quality of traffic flow along a heavily traveled corridor using travel speed and delay as the primary performance indicators. The travel time and delay study was completed using a test vehicle equipped with a Distance Measuring Instrument that is linked to the vehicle's transmission and to a laptop computer loaded with the MVRAP software. By relating the amount of time it takes to traverse two pre-determined points along the corridor, the instrument is able to measure average speed, which is then related to level of service in accordance with the Highway Capacity Manual. The results of the travel time study are presented in the appendix. According to the travel time study, Buena Vista Drive operates at LOS C during the 4-6 p.m. peak hour period, while Hotel Plaza Boulevard operates at LOS E. One segment of Buena Vista Drive, between AMC Theaters and Hotel Plaza Blvd., operates at LOS F during the p.m. peak hour period.

In an attempt to better meet the traffic demands as well as the unique traffic patterns throughout the District, the decision was made to acquire a computerized adaptive traffic signal control system (SCOOT). The District's unique traffic patterns vary each day and night depending on events, weather, season and other tourist related motivation. The current computerized closed loop traffic control system depends upon pre-established timing parameters and cannot adjust to daily fluctuating traffic demands. SCOOT can adapt throughout the day adjusting the traffic signal control timings to meet the changing demands.

TRANSPORTATION NETWORK

It is unlikely that the Osceola Parkway widening (between World Drive and Victory Way) and its interchange with Victory Way will be completed until specific development projects are proposed along the Osceola Parkway corridor. Such projects had been anticipated by the 1998 Plan but were not pursued. At the present time, traffic volumes on Osceola Parkway do not justify the proposed road widening and interchange construction. The District continues to implement other measures described here, including interlocal agreements on I-4, signage changes, and pedestrian improvements on Hotel Plaza Boulevard.

Table 1-Update: Comparison of Actual Year 2002 Traffic Counts vs. Year 2003 Traffic Volume Projections

Roadway / Segment	Number Of Lanes	2002 Actual Counts	2003 Traffic Volume	% Diff
Interstate 4				
S.W. RCID boundary to World Dr	4LD	2,588	2,863	10.6%
World Dr to US 192	4LD	2,707	2,520	-6.9%
US 192 to Osceola Pkwy	6LD	4,665	3,521	-24.5%
Osceola Pkwy to EPCOT Center Dr	6LD	4,967	4,298	-13.5%
EPCOT Center Dr to CR 535	6LD	4,882	5,152	5.53%
US 192				
E. RCID boundary to I-4	6LD	1,934	1,646	-14.9%
I-4 to World Dr	7LD	2,104	2,957	40.5%
World Drive to Road B-1	6LD	2,645	2,426	-8.3%
Road B-1 to Reedy Creek Bridge	6LD	2,645	2,515	-4.9%
Reedy Creek Bridge to W. RCID boundary	6LD	1,828	2,515	37.6%
CR 535				
I-4 to Hotel Plaza Blvd (*)	6LD	2,041	2,719	33.2%
Hotel Plaza Blvd to Apopka Vineland Rd (*)	6LD	1,964	1,957	-0.4%
World Drive				
I-4 to Road B-1	4LD	627	1,130	80.2%
Road B-1 to US 192	4LD	646	990	53.3%
US 192 to Osceola Pkwy	6LD	1,465	3,665	150.2%
Osceola Pkwy to Buena Vista Dr	6LD	1,809	3,330	84.1%
Buena Vista Dr to EPCOT Center Dr	6LD	1,194	2,660	122.8%
EPCOT Center Drive				
I-4 to Buena Vista Dr	6LD	2,584	4,141	60.3%
Buena Vista Dr to World Dr	6LD	1,385	1,232	-11.0%
Osceola Parkway				
I-4 to Victory Way	6LD	1,252	4,460	256.2%
Victory Way to World Dr	6LD	1,144	2,783	143.3%
World Dr to Buena Vista Dr	4LD	1,846	2,164	17.2%
Buena Vista Drive				
CR 535 to Community Dr	4LD	275	425	54.5%
Community Dr to Hotel Plaza Blvd	4LD	445	109	-75.5%
Hotel Plaza Blvd to Team Disney	6LD	1,535	2,305	50.2%
Team Disney to Typhoon Lagoon	6LD	1,109	2,317	108.9%
Typhoon Lagoon to Bonnet Creek Pkwy	6LD	1,893	1,887	-0.3%
Bonnet Creek Pkway to Backstage Ln (*)	6LD	Na	1,951	Na
Backstage Ln to Victory Way (*)	6LD	1,982	2,694	35.9%
Victory Way to EPCOT Resorts Blvd (E) (*)	6LD	1,717	2,335	36.0%
EPCOT Resorts Blvd (E) to EPCOT Resorts Blvd W)(*)	6LD	1,024	1,413	38.0%
EPCOT Resorts Blvd (W) to World Dr (*)	6LD	785	1,292	64.6%
World Dr to Osceola Pkwy	4LD	484	1,212	150.4%
Victory Way				
Osceola Pkwy to Buena Vista Dr	4LD	612	575	-6.0%
Road B-1				
World Dr to US 192	2LD	59	120	103.4%
Hotel Plaza Boulevard				
West of CR 535	4LD	1,524	2,405	57.8%
East of Buena Vista Dr	4LD	1,222	1,911	56.4%
Bonnet Creek Parkway				
Buena Vista Dr to Overpass to Backstage Ln	4LD	614	734	19.5%
Overpass to Backstage Ln to Community Dr	4LD	672	942	40.2%
EPCOT Resorts Boulevard				
Buena Vista Dr to Dolphin Hotel	4LD	367	719	95.9%
Dolphin Hotel to Buena Vista Dr	4LD	471	466	-1.1%

Source: GMB Engineers & Planners, Inc. and RCID, 2004.

Table 2-Update: 2002 Roadway Level of Service Analysis Using Actual Ground Counts

Roadway / Segment	Adopted LOS Standard	Number Of Lanes	Adopted LOS Capacity	2002 PM Peak Hour/ Peak Direction Analysis Volume	LOS
Interstate 4					
S.W. RCID boundary to World Dr	D	4LD	3,270	2,588	D
World Dr to US 192	D	4LD	3,270	2,707	D
US 192 to Osceola Pkwy	D	6LD	5,030	4,665	D
Osceola Pkwy to EPCOT Center Dr	D	6LD	5,030	4,967	D
EPCOT Center Dr to CR 535	D	6LD	5,030	4,882	D
US 192					
E. RCID boundary to I-4	D	6LD	2,780	1,934	C
I-4 to World Dr	D	7LD	5,030	2,104	B
World Drive to Road B-1	D	6LD	2,780	2,645	D
Road B-1 to Reedy Creek Bridge	D	6LD	2,780	2,645	D
Reedy Creek Bridge to W. RCID boundary	D	6LD	2,780	1,828	B
CR 535					
I-4 to Hotel Plaza Blvd (*)	E	6LD	3,000	2,041	D
Hotel Plaza Blvd to Apopka Vineland Rd (*)	E	6LD	3,000	1,964	D
World Drive					
I-4 to Road B-1	E	4LD	1,758	627	B
Road B-1 to US 192	E	4LD	1,758	646	B
US 192 to Osceola Pkwy	E	6LD	5,990	1,465	A
Osceola Pkwy to Buena Vista Dr	E	6LD	5,990	1,809	B
Buena Vista Dr to EPCOT Center Dr	E	6LD	5,990	1,194	A
EPCOT Center Drive					
I-4 to Buena Vista Dr	E	6LD	5,990	2,584	B
Buena Vista Dr to World Dr	E	6LD	5,990	1,385	A
Osceola Parkway					
I-4 to Victory Way	E	6LD	5,990	1,252	B
Victory Way to World Dr	E	6LD	5,990	1,144	B
World Dr to Buena Vista Dr	E	4LD	3,900	1,846	C
Buena Vista Drive					
CR 535 to Community Dr	E	4LD	1,758	275	B
Community Dr to Hotel Plaza Blvd	E	4LD	1,758	445	B
Hotel Plaza Blvd to Team Disney	E	6LD	2,508	1,535	D
Team Disney to Typhoon Lagoon	E	6LD	2,594	1,109	C
Typhoon Lagoon to Bonnet Creek Pkwy	E	6LD	2,594	1,893	D
Bonnet Creek Pkway to Backstage Ln (*)	E	6LD	3,230	Na	Na
Backstage Ln to Victory Way (*)	E	6LD	3,230	1,982	B
Victory Way to EPCOT Resorts Blvd (E) (*)	E	6LD	3,230	1,717	B
EPCOT Resorts Blvd (E) to EPCOT Resorts Blvd W)(*)	E	6LD	3,230	1,024	B
EPCOT Resorts Blvd (W) to World Dr (*)	E	6LD	3,230	785	B
World Dr to Osceola Pkwy	E	4LD	1,758	484	B
Victory Way					
Osceola Pkwy to Buena Vista Dr	E	4LD	1,750	612	C
Road B-1					
World Dr to US 192	E	2LD	830	59	C
Hotel Plaza Boulevard					
West of CR 535	E	4LD	1,758	1,524	C
East of Buena Vista Dr	E	4LD	1,758	1,222	C
Bonnet Creek Parkway					
Buena Vista Dr to Overpass to Backstage Ln	E	4LD	1,750	614	C
Overpass to Backstage Ln to Community Dr	E	4LD	1,750	672	C
EPCOT Resorts Boulevard					
Buena Vista Dr to Dolphin Hotel	E	4LD	1,310	367	C
Dolphin Hotel to Buena Vista Dr	E	4LD	1,310	471	C

Source: GMB Engineers & Planners, Inc. and RCID, 2004.

CHAPTER 4: HOUSING ELEMENT

A review of the Housing Element was conducted in mid-2003 to reflect the fact that employment was growing much more slowly than had been anticipated. The 1998 Plan projected a 26 percent increase in employment between 1998 and 2003, with a corresponding increase in affordable housing needs. The actual employment increase was approximately two percent. While affordable housing remains an issue of regional concern, the numerical targets originally included in this Element overstated the District's expected contribution to regional need.

Housing Profile

The Census reported a median household income in the District of about $62,000 and further reported that all of the District's households owned their homes. The mean percentage of gross annual income spent on housing was 17.5 percent, which is well within the 30 percent threshold usually used to define "affordable" housing.

Employment-Generated Housing Needs

The Housing Target Zone (now called the "Housing Service Area" or HSA) has been revised to reflect 2000 Census data. The new HSA reflects new census tract boundaries, as well as changes in travel patterns and average commute time in metropolitan Orlando (which was 27 minutes in 2000, compared to about 22 minutes in 1990). The HSA still includes Downtown Orlando but no longer includes the residential areas east of Downtown.

The supply of housing within the HSA has continued to increase, with Orlando ranked among the five most active housing markets in the country in 2002 (Orlando Sentinel). Only Las Vegas, Phoenix, and Atlanta had more new housing starts per 100 households that year. Prices have escalated since 1998, but the city remains relatively affordable compared to other U.S. markets. The median sales prices increased from $101,348 in 1998 to $130,000 in the first quarter of 2002. Median rents remained about $700 a month, and rental vacancy rates were above 10 percent.

The characteristics of the housing market have changed dramatically. The variety of housing choices near the District is much greater than it was ten years ago.

The 1998 Comprehensive Plan included an estimate of the supply of affordable rental and for-sale units within the HAS and this information was updated in 2001. Rents in the metro area are higher than they were in 1998, but have increased at a slower rate than the country as a whole.

The prospects for affordable housing production in the HSA remain good, particularly in the four corners area to the District's south and west. This area (including Polk and Lake Counties) has historically been more affordable than Orange County. Completion of the Western Beltway should significantly increase housing options and may spur additional affordable housing development in this area.

The District gained about 1,000 employees between 1998 and 2003. This was less than the 14,000 additional employees projected. At 1.93 jobs per household, the increase in employee-generated housing demand was only about 520 housing units. About 40 of these housing units were needed for very low-income households and 90 were needed for low-income households. Market conditions suggest that the private real estate market has satisfied the low-income demand.

The slowdown in employment growth at RCID does not mean that existing efforts to assist with the provision affordable housing will end. There continues to be a need for proactive measures to assist very low and low-income employees, and regular employee turnover means that new households may require assistance. Down payment assistance, silent second mortgages, and low-income housing tax credit programs by the major employers continue to be appropriate tools to address housing needs.

However, the numerical targets for 2003 established by the 1998 Plan far exceeded the number of units that were actually needed. Following the completion of the next Affordable Housing Study, Tables 4-5, 4-6, and 4-7 of the Comprehensive Plan will need to be revised to reflect reduced employment growth, changing real estate market conditions, and an updated profile of employee demographics (if possible).

CHAPTER 5: INFRASTRUCTURE ELEMENT

Development has not proceeded at the pace envisioned by the 1998 Plan. Moreover, expansion of the reclaimed water system has enabled the District to use its potable water more efficiently. The 8.8 mgd increase in water demand that had been projected for 1998-2003 did not materialize due to the success and efficiency of the reclaimed water system.

Potable Water

Only about half of the potable water capital improvement projects identified by the 1998 Comprehensive Plan were actually needed. These projects included the completion of the Animal Kingdom pump station, the upgrade of Pump Station “D”, completion of the 16” Victory Way water main (to facilitate development of Disney’s Pop Century resort), chlorine disinfection conversions (from gas to liquid bleach, which is much safer), and water meter upgrades. There was no need for new water wells, as pumping capacity already far exceeds the amount the District may withdraw under its Consumptive Use Permit.

The other capital projects identified were linked to specific development projects. The deferral of these developments beyond 2003 meant that associated infrastructure upgrades (such as the upgrade of Pump Station “D”) were not required. Some of these developments may proceed during the next five years; this is reflected in the updated Capital Improvements Element.

Sanitary Sewer

The actual increase in wastewater flows between 1998 and 2003 was far below the 7.1 mgd that had been projected by the 1998 Comprehensive Plan. Actual average day flows in 2003 were less than 12 mgd, compared to projections of almost 17 mgd.

The reduced development activity enabled the District to defer some of the capital improvements that were originally scheduled for 1998-2003. For example, the District has completed the planning for the upgrade of the wastewater plant from 15 to 20 mgd; however, construction is on hold because the upgrade had not been necessary. Some of the lift station upgrades and force main upgrades also were not necessary. Other projects, including the wastewater plant equalization facilities and chlorine conversion from gas to liquid bleach, and the construction of sewer mains to the Animal Kingdom Lodge, proceeded as planned. The District also expanded the reclaimed water system, providing extensions into areas that were developed prior to the system’s initial construction.

The Capital Improvements Element of this Plan has been updated to reflect the most current (2004-2008) schedule of sanitary sewer projects. Some of the unbuilt 1998-2003 projects appear in the updated program, reflecting the continued probability of development on the sites that they would serve. However, some of the projects have been removed from the CIP entirely, or have been reduced in scale. For example, the upgrade of Lift Station "T" and the associated 12" force main will be less costly since it will take place after the Western Beltway connector road is in place.

Solid Waste

In 2001 an enclosed tunnel system was designed for the composting of pre- and post-consumer food waste. Construction of the facility was completed in mid-2002 and the system has consistently processed 20+ wet tons per day of the collected materials. This effort has significantly increased the recycling effort within the District and reduced consumption of landfill volume, as well as producing an end product for use as a soil supplement and fertilizer.

Significant capacity at District utilized landfills remains for disposal of solid waste through the 2008 planning horizon.

Stormwater Management

The District continues to maintain a drainage system (consistent with adopted level of service standards) that conveys the 50-year, 3-day storm event as determined by the RCID stormwater model. To ensure that the level of service standard is maintained as new development occurs, RCID annually assesses the need for facility improvements. Additionally, whenever new development is proposed, RCID requires the developer to submit an evaluation of the need for drainage improvements including, but not limited to: construction of on-site detention ponds and modifications to canals and water control structures.

CHAPTER 7: RECREATION AND OPEN SPACE ELEMENT

Recreational facilities in the District far exceed what is demanded locally. All recreational facilities are privately owned and operated, but all are open to the general public and meet a "public" need for a specific type of recreation. The District contains four major theme parks (Magic Kingdom, EPCOT Center, Disney/MGM Studios, and Disney's Animal Kingdom), two water parks (Typhoon Lagoon and Blizzard Beach), one sports park/destination/attraction (Disney's Wide World of Sports), several entertainment-oriented shopping areas, 26 resort hotels and timeshare properties, 99 holes of golf, an auto speedway, and a campground. It is the largest agglomeration of singly owned recreational uses in the United States and is the most frequently visited destination resort complex in the world. The entire community is oriented around recreation and leisure. Even the most ordinary activities of daily life, such as shopping, eating, and traveling, take place as recreational experiences in the RCID.

This element also emphasizes the preservation of open space in the District for aesthetic, environmental, and recreational purposes. The large tracts of open space that surround the existing developed areas enhance the recreational value of the RCID. Within the District, open space creates a sense of separateness from urban life and adds to the physical beauty of the developed areas. In addition to its psychological value, the District's open space is home to numerous plant and animal species and is a significant ecological resource. One purpose of this element is to protect and enhance regional open space resources that are partially contained within District boundaries.

Assessment of Future Needs

The number of persons working within the RCID increased by approximately 1000 persons between 1998 and 2003. New employee recreational facilities have not been developed and remain adequate to meet employee needs.

CHAPTER 9: CAPITAL IMPROVEMENTS ELEMENT

The Capital Improvements Element was edited to reflect the most recent five-year (2004-2008) project list, along with current data on projected revenues and expenditures. Please see Table 9-12 later on in Chapter 9.

PROJECTED REVENUES AND OPERATING EXPENDITURES—YEAR 2004-2008

Table 9-19 indicates the projected balance between revenues and operating expenditures and debt service requirements for fiscal years 2003 through 2008. Data are presented for both the General Fund and the Utility Enterprise Fund. The net revenues in each year represent the amount available for capital projects and debt financing.

General Fund

The upper portion of Table 9-19 indicates that a surplus will be available in the General Fund during each of the next five fiscal years. A cumulative total of $71.8 million in net revenues will be generated between FY 03 and FY 08 and will be available for capital expenditures or debt service on future general obligation bonds. The projected capital expenditures for the same period total $20.1 million, leaving $51.7 million for unplanned capital expenditures or new debt service.

The upper portion of Table 9-20 shows the implications of this availability. Assuming annual principal and interest payments on these bonds is equivalent to 8 percent of the total bond amount and no expenditures for unplanned capital outlays, the bonding capability of the District will be $194 million in 2004, $108 million in 2005, $64 million in 2006, $36 million in bonds in 2007, and $28 million in bonds in 2008. This totals $682 million in bonding capacity. Additional bonding capacity could be made available if the millage rate were raised.

The District is legally permitted to have outstanding general obligation bond principal debts equivalent to 50 percent of the assessed value of all property in the District. At the start of FY 03, outstanding principal debt was less than 4 percent of assessed value. The District's policy will be to maintain outstanding principal to assessed valuation ratios below 6 percent; this will permit millage rates to be maintained at their current levels.

Utility Enterprise Fund

As shown in the lower portion of Table 9-19, total revenues for water, sewer, solid waste, and reuse water services will exceed expenditures from FY 03 through FY 08. These positive balances will produce an amount available for new debt service. As shown in the lower part of Table 9-20, this would allow the issuance of additional revenue bonds in the amount of $673 million between FY 04 and FY 08. Utility rates may also be increased to provide additional funding for capital needs or debt service. It is appropriate to note that utility revenues are pledged in total (which would include utilities not addressed by or included in the comp plan, such as electric). This has the potential, depending upon the circumstances, to affect the District’s debt capacity from time to time. Please note also that the bonding capacity figures in Table 9-20 are estimates and subject to change regularly as these figures are dynamic rather than static in nature.

Table 9-12: 5-Year Schedule of Capital Improvements (CIP) (in thousands)

		Current Year Est.	Five-Year Projections				
Reference	Description	FY 03	FY 04	FY 05	FY 06	FY07	FY 08
Table 9-7	**Roadways - Total**	**0**	**11,100**	**14,800**	**11,100**		
	Western Beltway Connector						
Table 9-8	**Potable Water – Total**	**0**	**0**	**0**	**400**	**1,534**	**589**
	12” Interconnect A-4 Site					122	
	12” Interconnect D-2 site					212	
	20” Main – World Dr.					200	589
	12” and 16” Mains				400		
	New Tank PS D					1,000	
Table 9-9	**Sanitary Sewer & Wastewater Reuse – Total**	**150**	**100**	**534**	**706**	**7,289**	**6,304**
	Sanitary Sewer						
Fig. 9-3/6	LS #T & 12”FM					500	500
Fig. 9-3/7	LS #H & 8” FM					332	
Fig. 9-3/8	LS # Parallel 16” FM				130		
Fig. 9-3/9	24” FM World Dr.			444	500		
Fig. 9-3/10	WWTP Expansion					3,500	4,500
Fig. 9-3/11	Parallel 16” FM LS #1					1,201	
Fig. 9-3/12	LS #C & FM					300	
Fig. 9-3/13	8” Sewers				26		
Fig. 9-3/14	8” Gravity Sewer			40			
Fig. 9-3/15	LS #F & 8” FM						353
Fig. 9-3/16	Upgrade Lift Stations	50	50	50	50	50	50
Fig. 9-3/28	Osceola Sewer main						
	Wastewater Reuse						
Fig. 9-3/21	12” Loop						451
Fig. 9-3/22	16” Main World Dr.						200
Fig. 9-3/23	20” Main World Dr.					506	
Fig. 9-3/25	8” Main Extensions					150	
Fig. 9-3/29	System Extensions	100	50			250	250
Fig. 9-3/30	Eagle Pines Main					500	
Table 9-10	Solid Waste	0	0	0	0	0	0
Table 9-11	Stormwater Management	0	0	0	0	0	0
Totals		**$300**	**$11,200**	**$15,334**	**$13,056**	**$8,823**	**$6,893**

Table 9-19: Balance Between Revenues and Expenditures -- Fiscal Years 2003 through 2008 (In Thousands)

	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08
GENERAL/DEBT SERVICE FUNDS						
Total Revenues	34,943	58,654	61,964	65,369	67,632	69,933
Total Operating Expenditures	36,727	39,323	40,322	41,352	42,412	43,505
Current Debt Service	20,311	21,316	23,617	23,017	23,019	23,025
Balance	(22,095)	(1,985)	(1,975)	1,000	2,201	3,403
Prior Year Balance	43,544	18,446	12,772	7,509	5,129	3,890
Amount Available for Capital Outlay or New Debt Service	21,449	16,461	10,797	8,509	7,330	7,293
Projected Capital Outlays	3,003	3,689	3,288	3,380	3,440	3,360
Amount Available for New Debt Service	18,446	12,772	7,509	5,129	3,890	3,933
UTILITIES ENTERPRISE FUNDS						
Total Revenues	35,749	39,102	39,545	41,755	43,085	43,489
Total Operating Expenditures	18,231	18,370	18,998	19,728	20,444	21,185
Current Debt Service	16,945	17,442	17,585	17,609	17,641	17,641
Balance	573	3,290	2,962	4,418	5,000	4,663
Amount Available for New Debt Service	573	3,290	2,962	4,418	5,000	4,663

SOURCE: RCID, 2003

Table 9-20: General Obligation Bonding Capacity -- Fiscal Years 2003 through 2008 (in thousands)

	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08
GENERAL OBLIGATION						
Net Revenues Available for Debt Service	-$22,095	-$1,984	-$1,975	$1,000	$2,201	$3,404
Carried forward from prior year	43,544	18,446	12,773	7,509	5,130	3,890
2003 Bonding Capacity	252,000					
Add'l Annual Debt Service	300	300	300	300	300	300
Balance	21,149					
2004 Bonding Capacity		194,000				
Add'l Annual Debt Service		1,300	1,300	1,300	1,300	1,300
Balance		14,862				
2005 Bonding Capacity			108,000			
Annual Debt Service			1,500	1,500	1,500	1,500
Balance			7,697			
2006 Bonding Capacity				64,000		
Annual Debt Service				1,200	1,200	1,200
Balance				4,210		
2007 Bonding Capacity					36,000	
Annual Debt Service					600	600
Balance					2,430	
2008 Bonding Capacity						28,000
UTILITY REVENUE						
Net Revenues Available for Debt Service	$573	$3,290	$2,962	$4,418	$5,000	$4,663
Carried forward from prior year	0	573	3,863	6,725	10,844	14,943
2003 Bonding Capacity	7,000					
Add'l Annual Debt Service						
Balance	573					
2004 Bonding Capacity		45,000				
Add'l Annual Debt Service						
Balance		3,863				
2005 Bonding Capacity			80,000			
Annual Debt Service			100	100	100	100
Balance			6,725			
2006 Bonding Capacity				131,000		
Annual Debt Service				200	200	200
Balance				10,844		
2007Bonding Capacity					186,000	
Annual Debt Service					600	600
Balance					14,943	
2008Bonding Capacity						231,000
CUMULATIVE BONDING CAPACITY	$259,000	$498,000	$686,000	$881,000	$1,103,000	$1,362,000

SOURCE: RCID, 2003