

Lake Worth Drainage District
Monthly Board Meeting
April 15, 2026
FINAL Meeting Materials

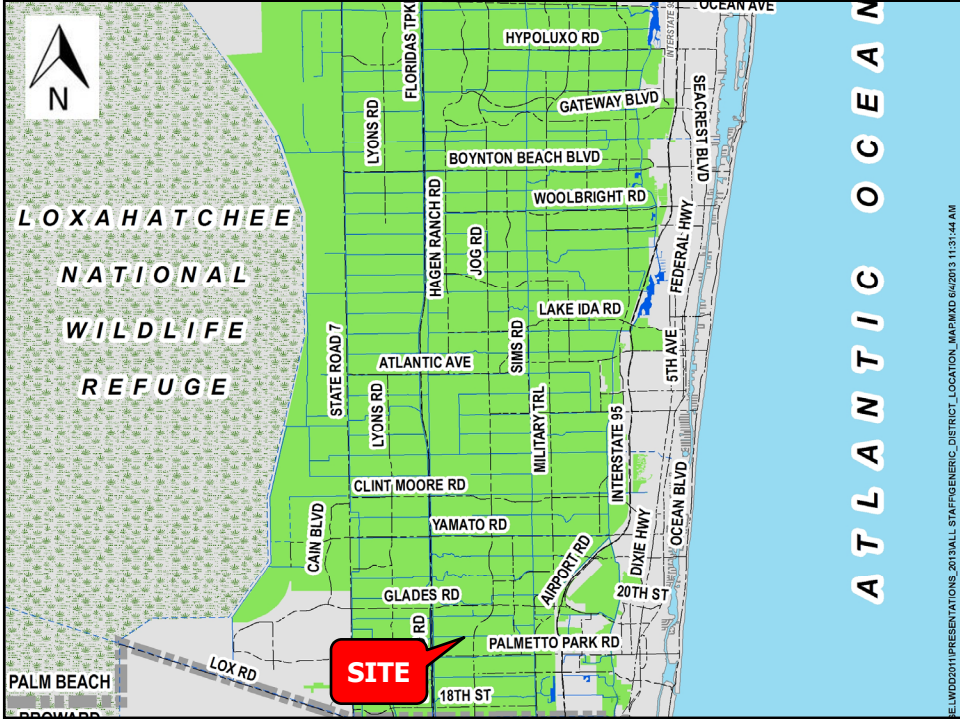
Approval to Surplus and Sell a Portion of the L-47 Canal Right-of-way Adjacent to 7097 Via Firenze

L-47 Canal, West of Powerline Road
RI-25-0045

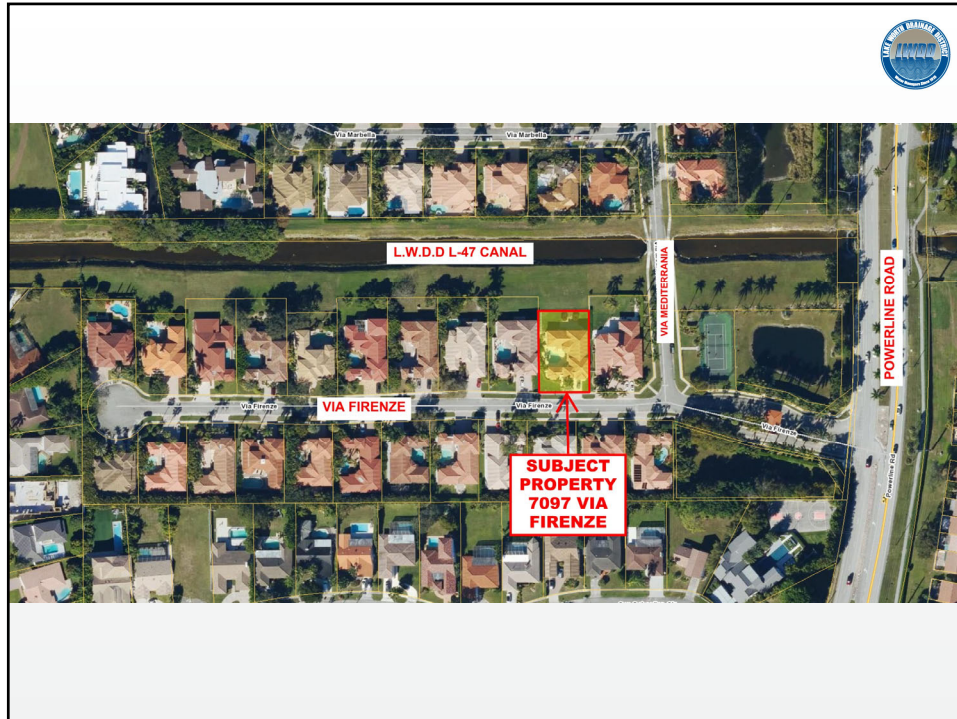
David Bends, P.S.M.
Right-of-Way Interest Supervisor
April 15, 2026
Agenda Item #8



1



2



3

Background

- September 1999
 - Board approved to declare 25-foot strip of L-47 right-of-way adjacent to the plat of Mediterrania surplus and eligible for sale at fair market value
- March 2000-November 2019
 - Eight (8) property owners purchased the 25-foot strip of surplus right-of-way
 - Fair market value ranges from \$7.66-\$10.46 per square foot
- July 2025
 - Property owner of 7097 Via Firenze (Lot 22) requested to purchase the surplus right-of-way adjacent to their property for fair market value

4



5

Staff Recommendation

- Declare the 25'x88' strip (2,200 sq. ft.) of right-of-way adjacent to Lot 22, Mediterranean, surplus and eligible for sale
- Approve Fair Market Value based on the submitted appraisal, dated March 16, 2026
 - FMV = \$33,000 or (2,200 sq. ft. x \$15.00 per sq. ft)
- Subject to:
 - Providing a Sketch of Description (Submitted)
 - Certification of Title
 - District operating policies

6

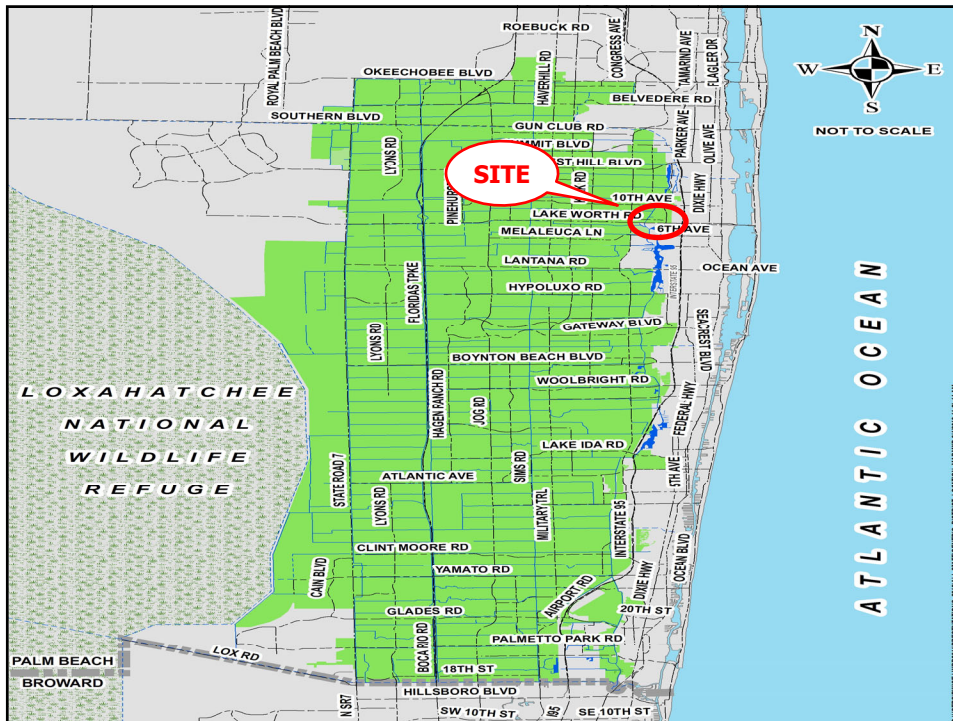
**Approval to allow the installation of Four (4)
Temporary Piezometers within the west right-of-way of
the E-4 Canal and One (1) Staff Gauge at the NW 2nd
Avenue Bridge, south side of 7th Avenue N**

LWDD Project No. RW-26-0050

Nicole Smith, Permit Supervisor
Governing Board Meeting – April 15, 2026
Agenda Item #9



1



2



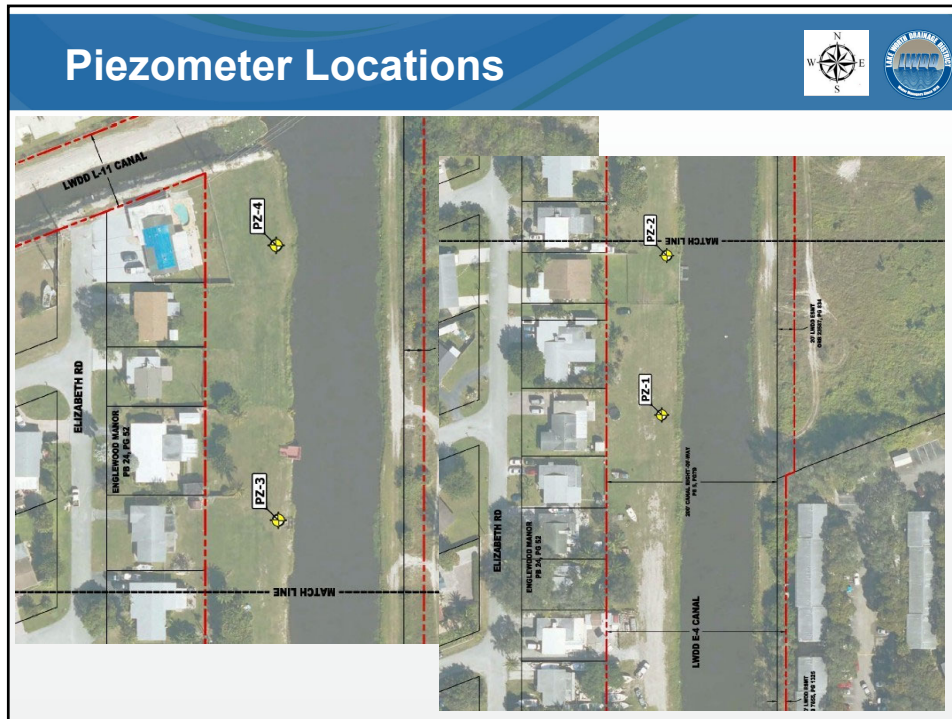
3

Background



- ECS Florida LLC has requested access to install four (4) piezometers within the west right-of-way of the E-4 Canal, south of 7th Avenue and one (1) staff gauge attached to the NW 2nd Avenue Bridge piling (NGVD)
- The installation of the piezometers and staff gauge will assist with the groundwater analysis for the parcel located at 2209 7th Avenue North, on the east side of the E-4 Canal
- Information collected will include water level measurements over a period not to exceed two weeks
- When monitoring is done the piezometers will be removed, and the right-of-way restored
- Piezometers will not impede LWDD access or maintenance operations
- Piezometers will be installed using drill rig ~10' below the surface
- Piezometers installation, sampling, and abandonment will be completed at the expense of ECS

4



5

Staff Recommendation

- Approval to issue a Right-of-Way Permit to ECS Florida, LLC for the installation of Four (4) Piezometers and One (1) Staff Gauge within the E-4 Canal Right-of-way
- Subject to:
 - Certificate of Liability Insurance (listing LWDD as an “Additional Insured”) (requested)
 - LWDD Operating Policies & Permit Conditions
 - Permit fee \$5,800.00 (paid)
 - Application Fee \$580.00 per well
 - Use Fee \$870.00 per well

6

Agenda Item #11
Project #RW-26-0011

Municipal Golf Course Banyan Tree

Terrence Moore, City Manager
City of Delray Beach

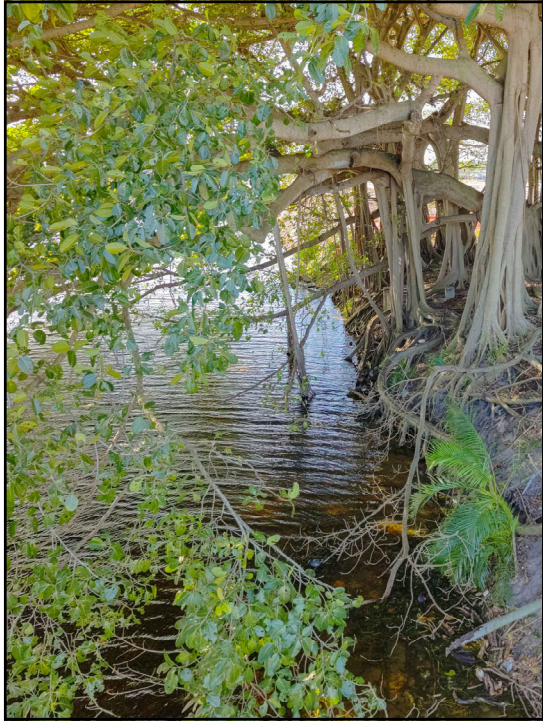


1

Delray Beach Municipal Golf Course Banyan Tree



2



The issues

- Tree has grown through the edge of the E-4 Canal bank
- Canopy obstructs navigation
- Remnants of prior golf course building evident in existing canal bank
- LWDD needs maintenance access
- Slope Stability Analysis indicates existing slope safety factor is inadequate

3

History

- Encroachment License Agreement
 - Originally signed in 1994
 - Allows encroachments for employee parking, golf tee and tree in E-4 right of way
 - Requiring removal at City expense within 90 days of receiving written notice
 - Amended four times with final amendment being extended “until such time that the DISTRICT may reasonably require removal”
- City of Delray Beach initiated permitting associated with Municipal Golf Course restoration
 - Petitioned for authorization to permit existing Banyan Tree to remain
 - Petition was denied on February 11
 - City requested Board to allow additional testimony



4



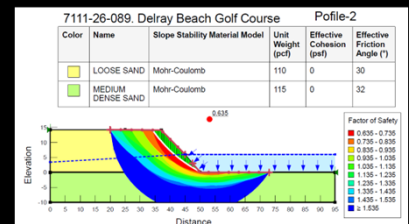
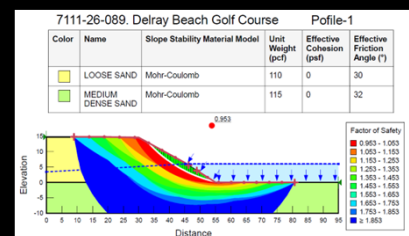
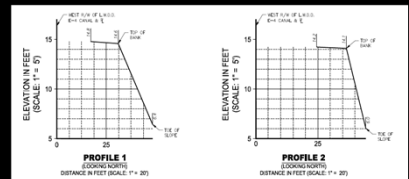
Additional information

- Geotechnical Engineering Report
- Debris Removal Plan
- Certified Risk Assessment Arborists Report

5

Geotechnical Engineering Report

- Investigated subsurface conditions and slope stability
- Soils are primarily a layer of limerock fill underlain by sandy soils to boring depth of 25 ft.
- Groundwater depth 11.5 ft. below grade, as influenced by canal level
- Slope stability analyses show existing slope factor of safety against deep-seated circular failure is inadequate
- Possible that landscape and tree root system in the embankment has provided a reinforcement effect to date



6



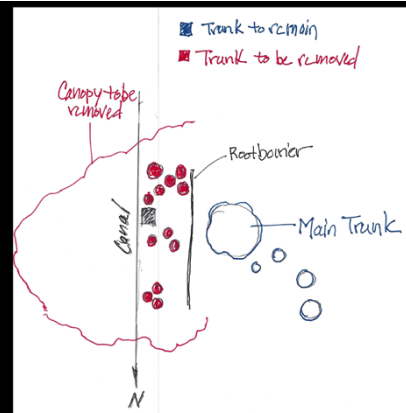
Debris Removal Plan

- AshBritt is under contract for emergency debris removal
- If the tree is storm damaged, plans are in place for removal whether it falls into the canal, or whether it falls onto the ground
- Pre-staged Equipment List
 - 60-ton crane w/ operator
 - Grapple barge with crew
 - 2 skid steers w/ operators
 - 3 sawyers
 - 1 tree climber with ropes and safety gear
 - 1 supervisor with truck

7

Banyan Tree Pruning and Trunk Reduction

- This effort is under way now!
- Structural pruning and hazard removal – safety
- Trunk removal
 - All trunk appendages located east of the primary trunk will be removed
 - Roots pruned on east side of remaining trunk
- Root removal
 - All root mass that has extended into and over canal bank
 - Clear access for bank restoration
- Root barrier installed after final grading and canal bank restoration



8

Canopy Pruning and Structural Balancing

- Remaining canopy evaluated to:
 - Remove or reduce any remaining large limbs to ensure balance
 - Perform necessary structural reduction cuts
 - Conduct crown thinning
- Over next 4 – 5 years:
 - Excessive growth selectively pruned encouraging growth to the east
- Prior to August each year, tree to be inspected and pruned to reduce storm risk



9

Progress and Good Faith Efforts

Dick Wilson #9
LWDD land bridge



10

E-4 Canal Bank Restoration



North of the
banyan tree on
the west side



South of the
banyan tree on
the west side



11

Thank you for your
patience and
consideration of
our petition to keep
the Banyan tree



12

Delray Golf Course Ficus Tree Potential Risk Assessment

Project #RW-26-0011

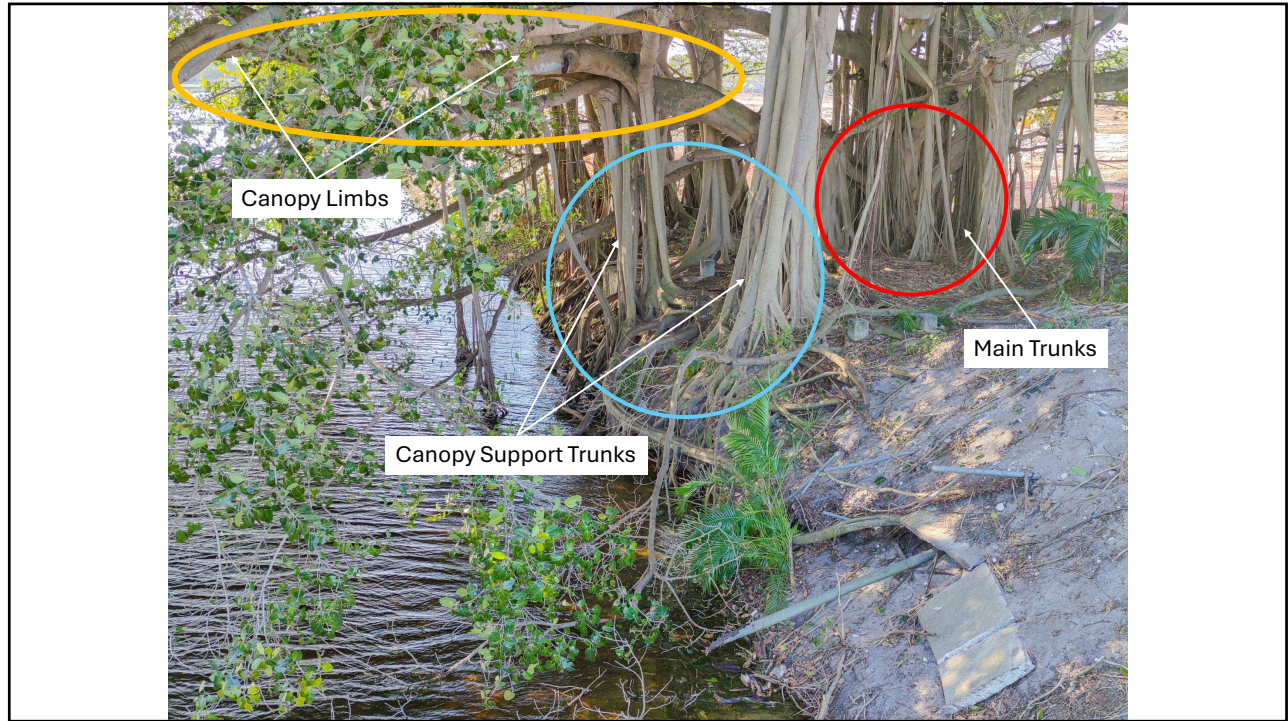
Tommy B. Strowd, P.E. – Executive Director / District Engineer
Board Meeting – April 15, 2026
Agenda Item #11



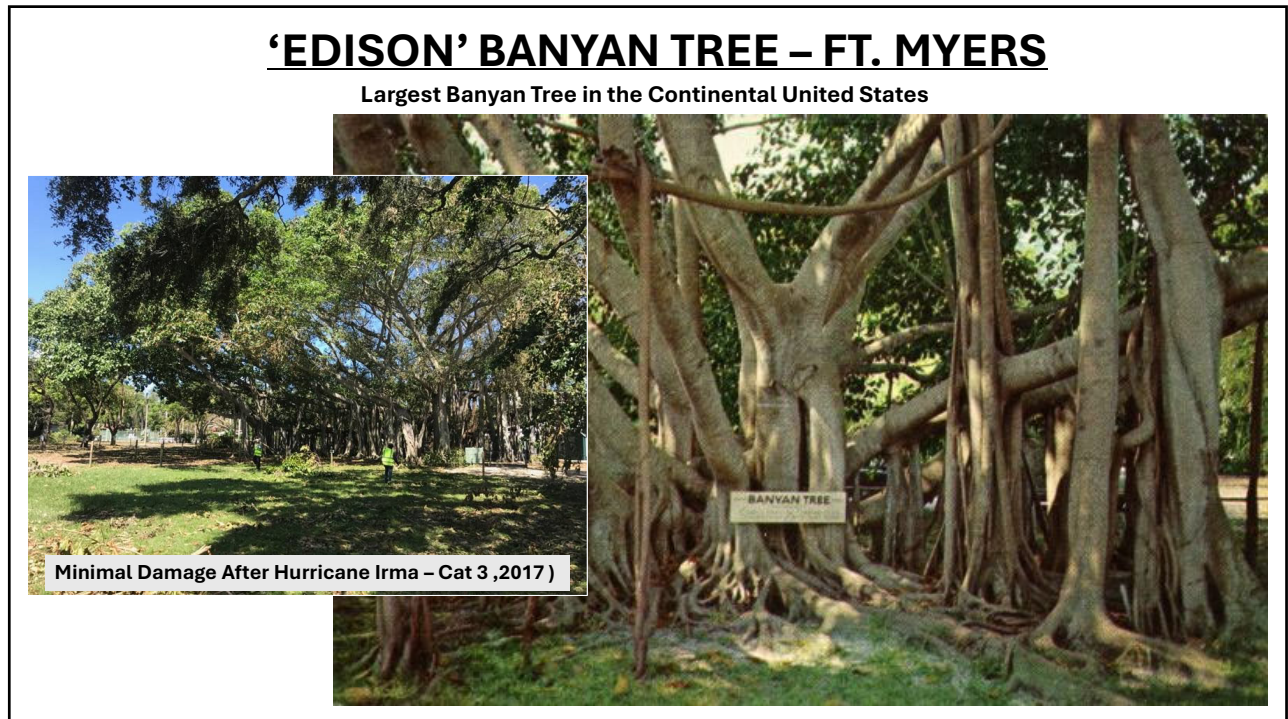
1



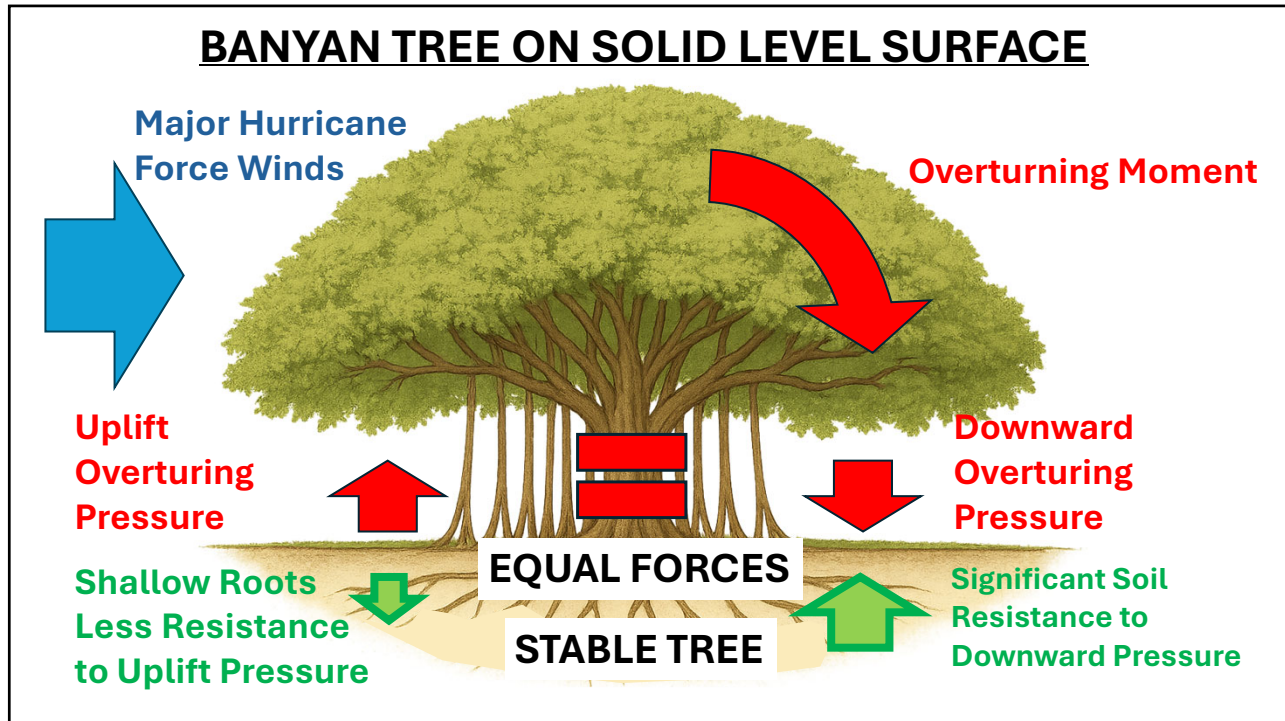
2



3



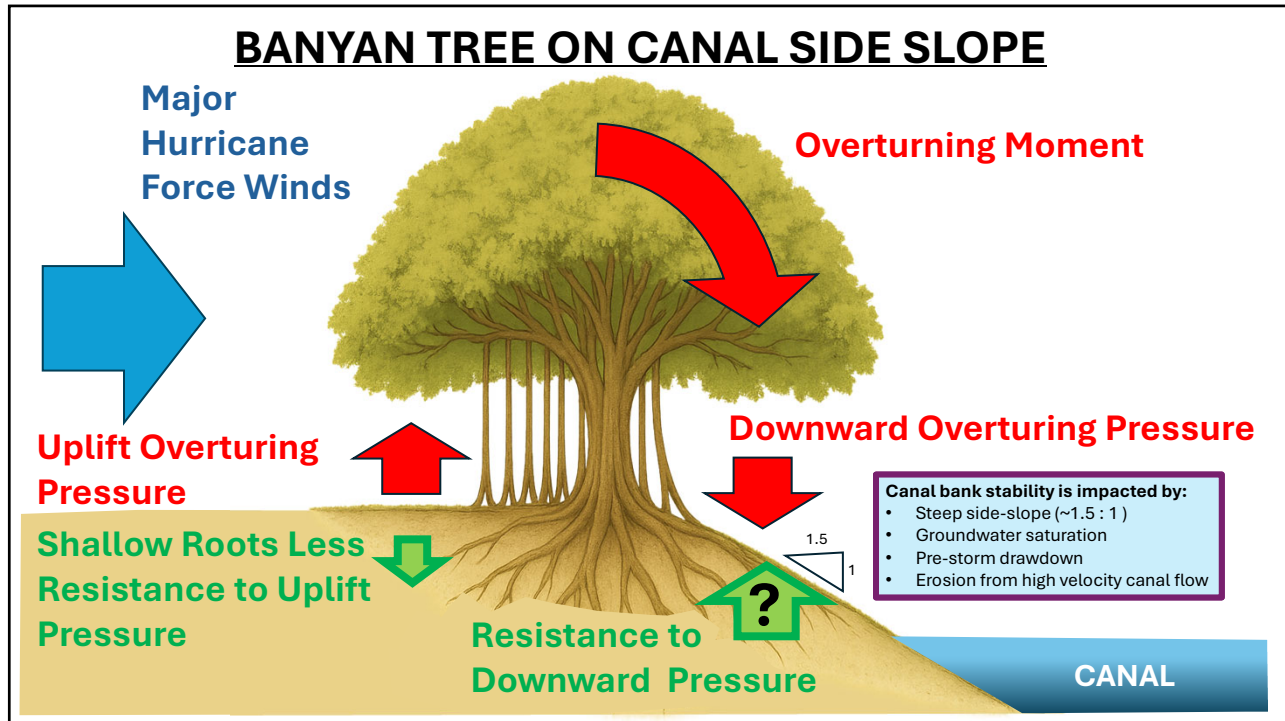
4



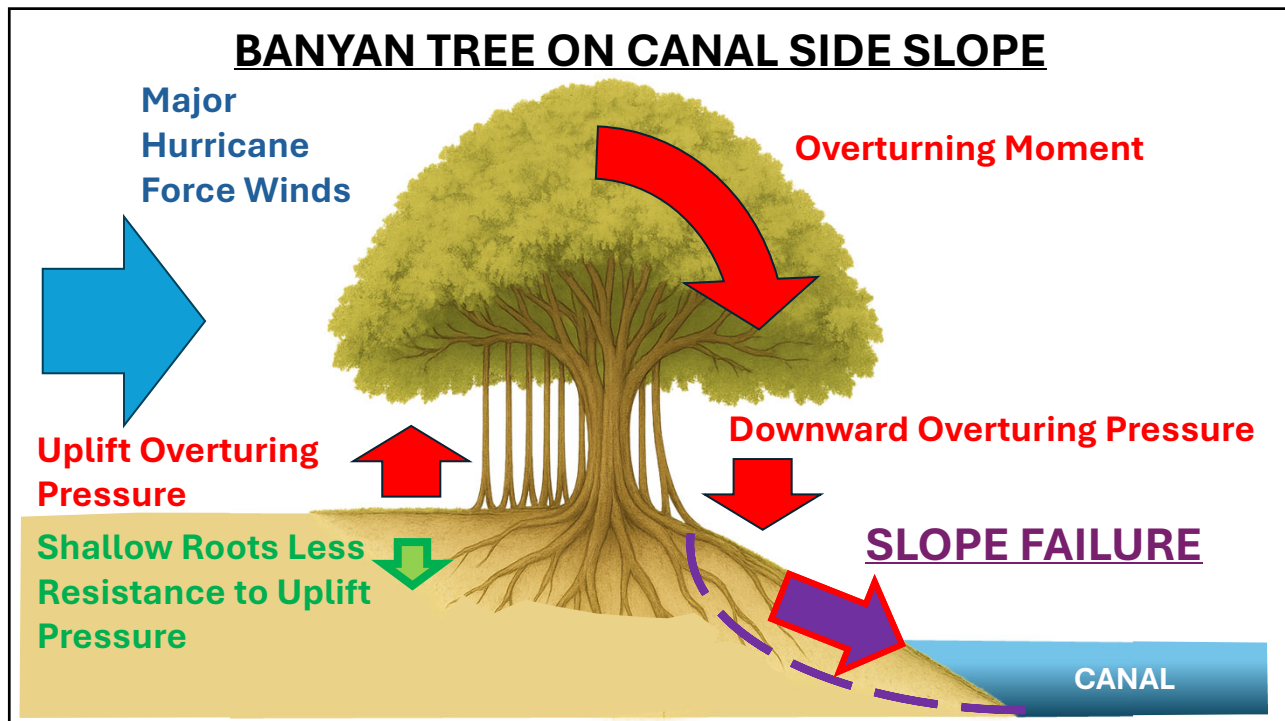
5



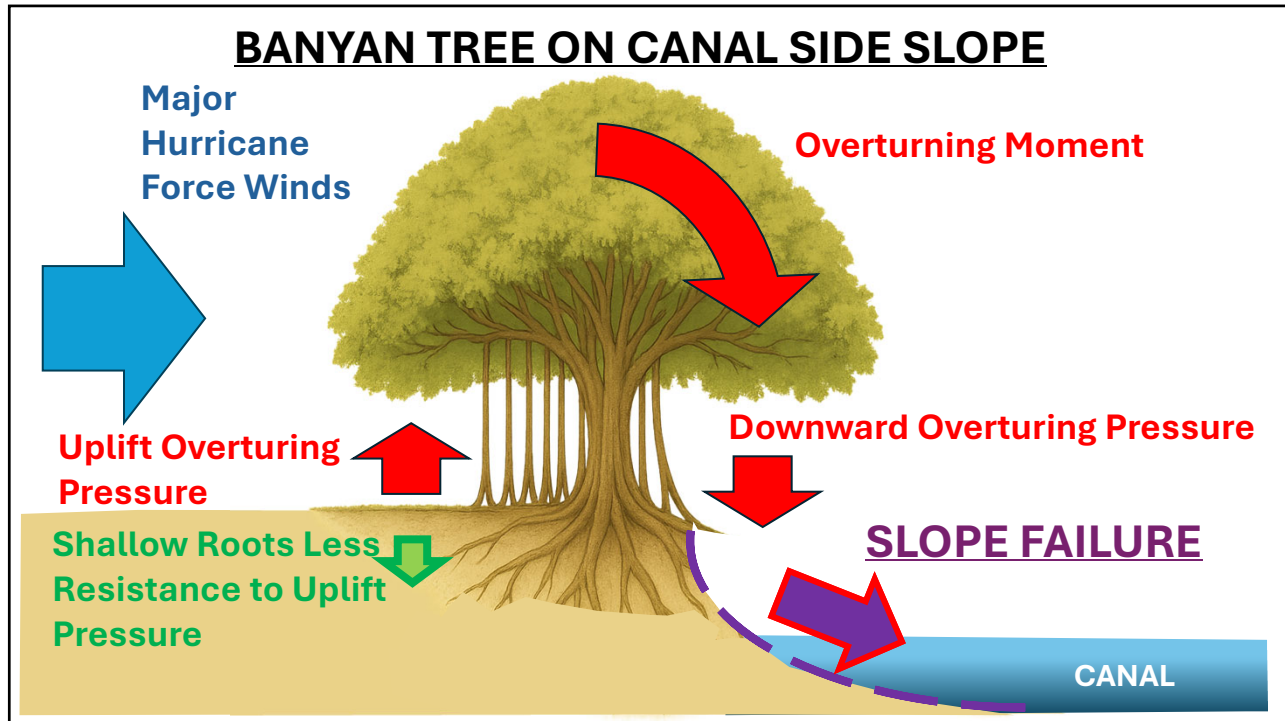
6



7



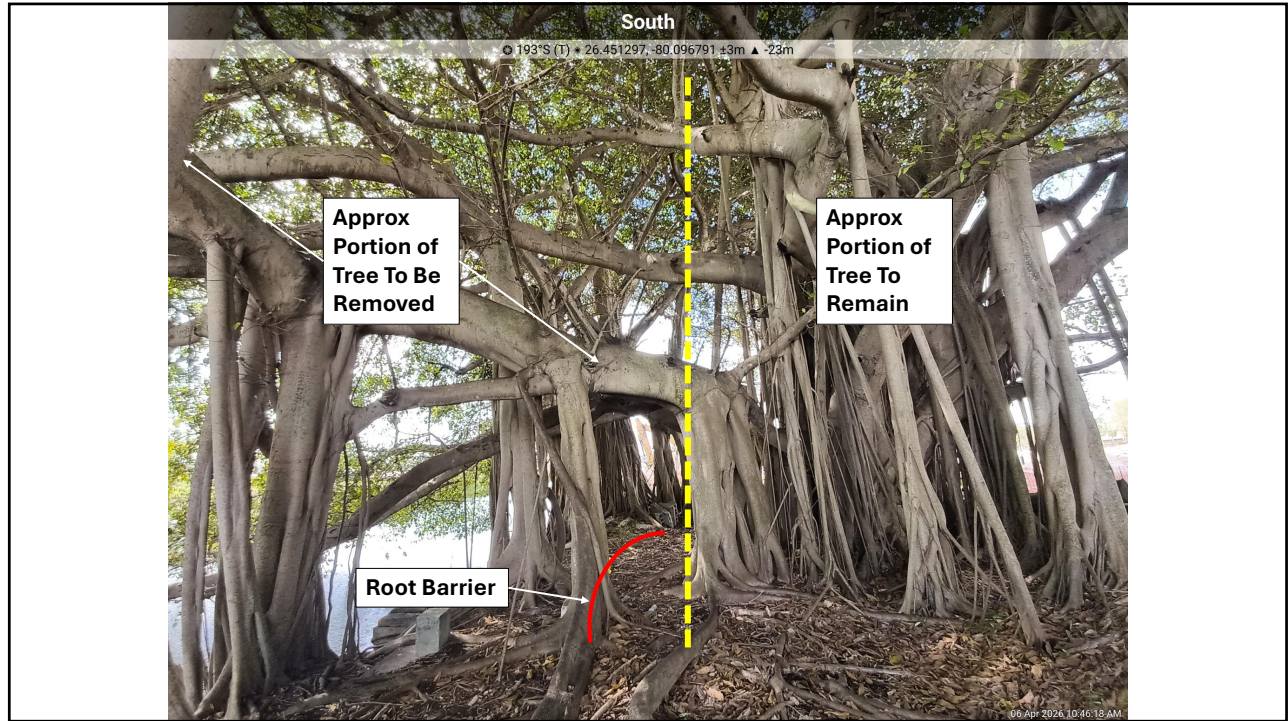
8



9



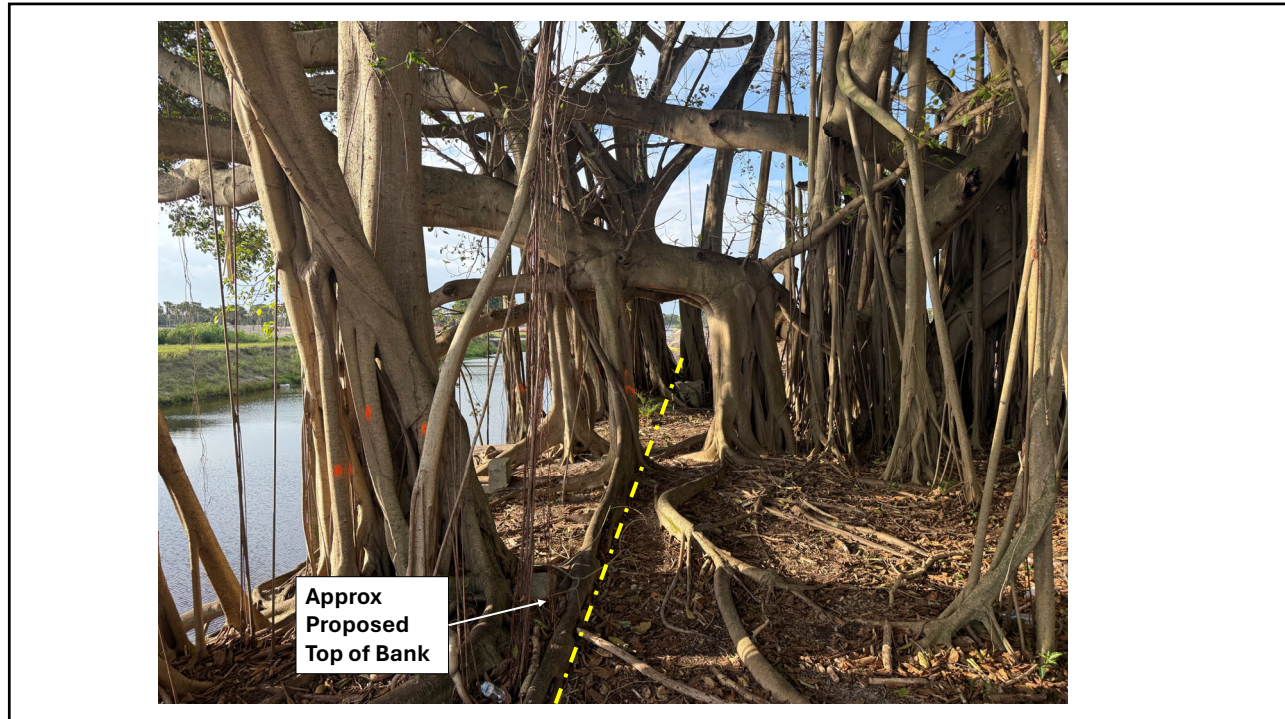
10



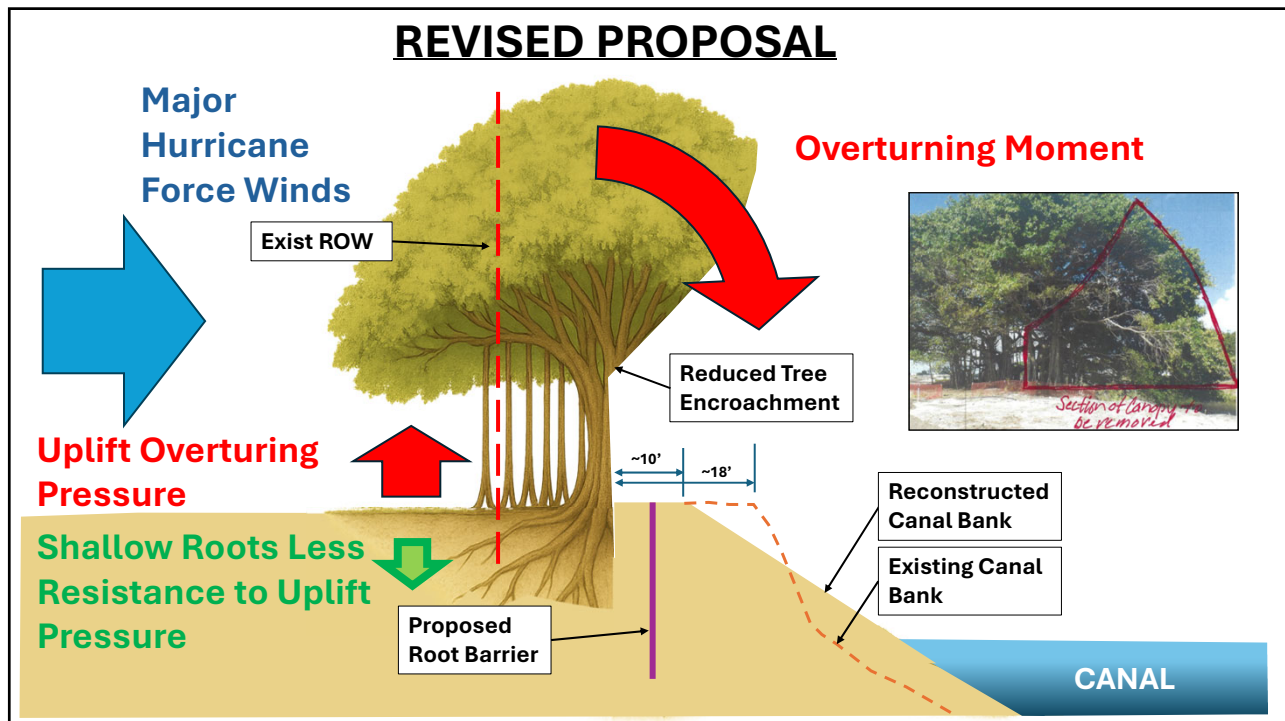
11



12



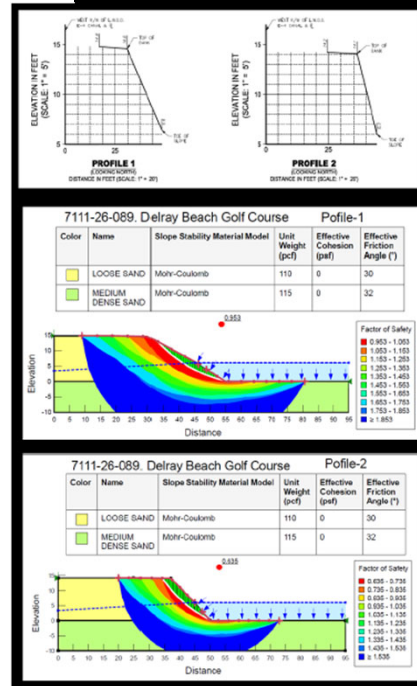
13



14

Delray Engineering Assessment

- Slope failure analysis looked at the existing canal configuration
 - Exist groundwater conditions
 - No external loading
- The analysis indicates the slope failure face to be approximately 10 ft from the top-of-bank for dry unconsolidated sandy soil
- The proposed plan leaves the east face of the tree approximately 10 ft from the proposed top-of-bank
 - Still reasonably in an unstable position under hurricane force winds and saturated soil conditions.



15



16

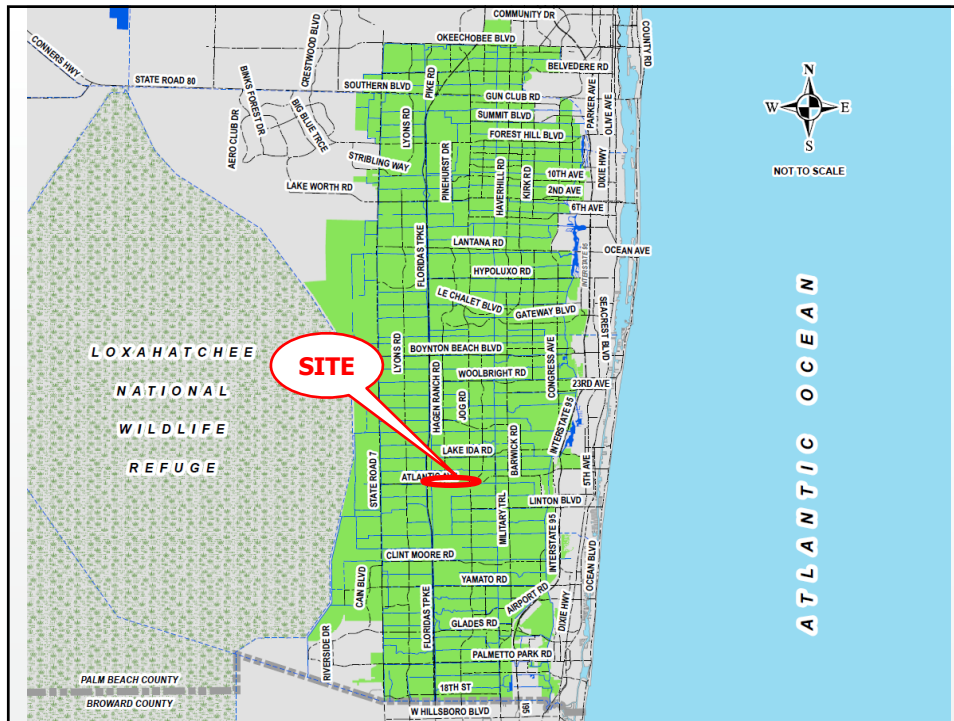
Approval of FDOT's Atlantic Avenue Roadway Widening Project, L-34 Canal Modifications, and Memorandum of Agreement (MOA) Florida Turnpike to East of Jog Road

(RI-19-0123)

David Bends, P.S.M., Right-of-Way Interest Supervisor
Governing Board Meeting – April 15, 2026
Agenda Item #12



1



2



3

Background (previous Board approval)



- March 15, 2023 – LWDD board approved the conceptual design, sale of surplus R/W based on approved R/W line, and directed staff to formalize a Memorandum of Agreement (MOA)
 - Right-of-Way dimensions approved:
 - 80'+ right-of-way to be maintained
 - 75' right-of-way between E-2E Canal and just west of Cumberland Drive
 - 67'-69' reduced right-of-way at the two (2) pinch points at Legends Way & Michelangelo Blvd to accommodate the turn lanes

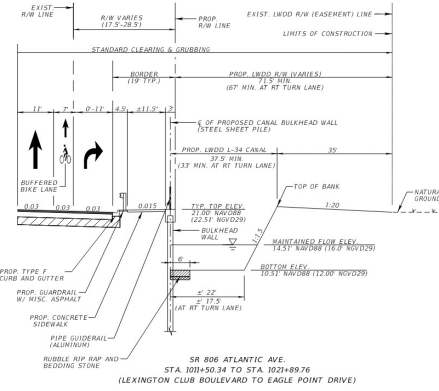
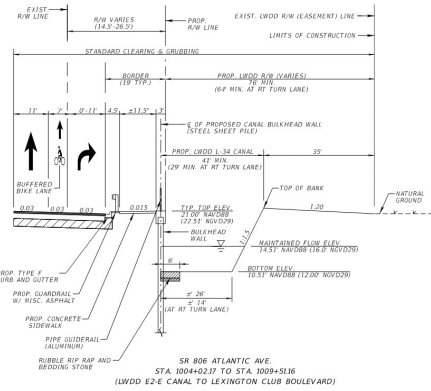
4

Typical Section - Previous



E-2E Canal to Lexington Club Blvd (min. 76' r/w, 64' at turn lane)

Lexington Club Blvd to Eagle Point Drive (min. 71.5' r/w, 67' at turn lane)



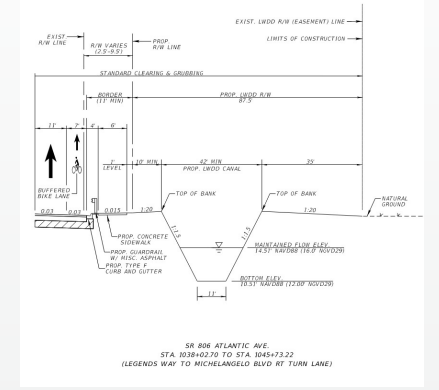
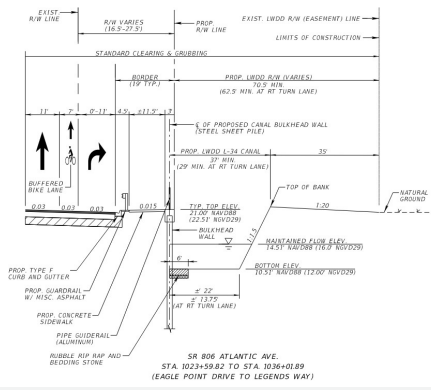
5

Typical Section - Previous



Eagle Point Drive to Legends Way (min. 70.5' r/w, 62.5' r/w at turn lane)

Legends Way to Right Turn Lane at Michelangelo Blvd (87.5' r/w)

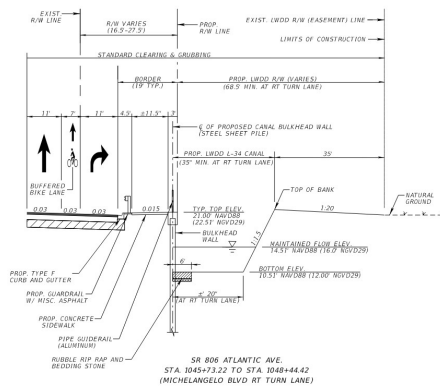


6

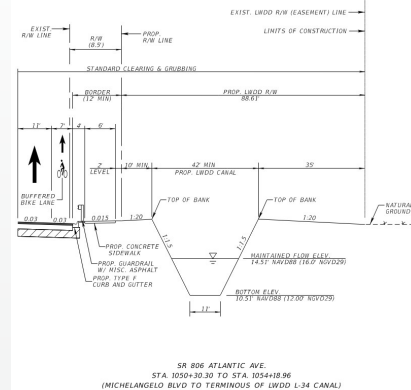
Typical Section - Previous



Right Turn Lane at Michelangelo Blvd (min. 68.5' r/w at turn lane)



Michelangelo Blvd to the Terminus of L-34 Canal (88.61' r/w)



7

Design and R/W Updates



- Since the 2023 board approval LWDD and FDOT staff met multiple times to discuss FDOT's roadway design and r/w requirements:
 - March 2024, July 2024, September 2025, February 2026, March 2026
- FDOT roadway design changed to include installing additional bulkhead wall and reduction in LWDD's L-34 Canal Right-of-Way in certain locations:
 - E-2E to Lexington Club Blvd: 570 L.F. Bulkhead Wall
 - Lexington Club Blvd to Eagle Point Dr: 1,065 L.F. Bulkhead Wall
 - Eagle Point Dr to Legends Way: 1,270 L.F. Bulkhead Wall
 - Turn lane west side of Michelangelo Blvd: 265 L.F. Bulkhead Wall
- Benefits of the bulkhead wall:
 - Reduces canal maintenance along the north bank
 - Increases hydraulic flow and volume capacity of the realigned canal
- LWDD and FDOT staff coordinated and drafted Memorandum of Agreement (MOA). All comments have been satisfied by both parties

8

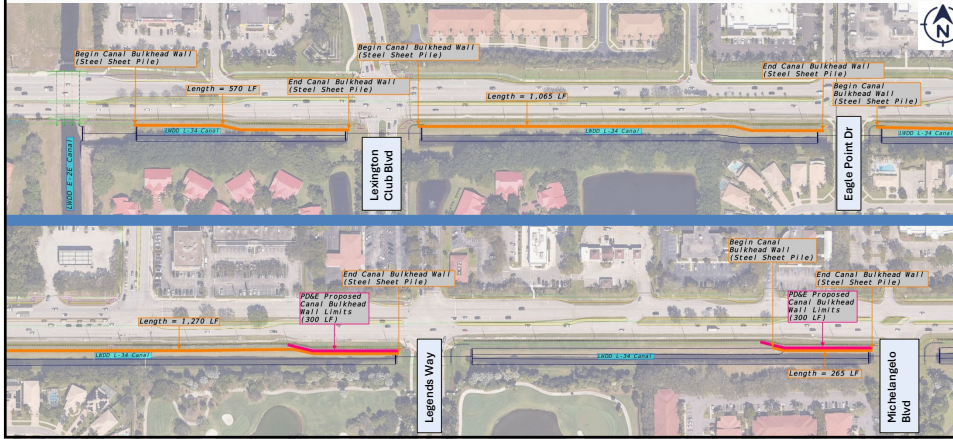
Design Update (Bulkhead Wall Limits)



Based on coordination to date, a significant amount of canal bulkhead wall is now proposed within the realigned canal section.

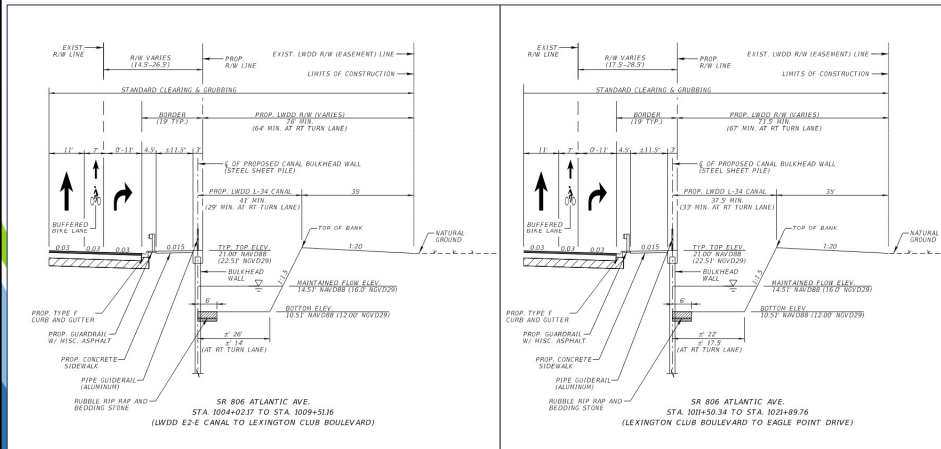
Benefits to LWDD:

- Significantly reduced future maintenance along the north side of the realigned canal
- Increase in hydraulic/volume capacity of the realigned canal



9

Design Update (Canal Realignment Typical Sections)



Minimum R/W for Realigned LWDD Canal:


- E-2E Canal to Lexington Club Blvd = 76' Min. (64' at Right Turn Lane)*
- Lexington Club Blvd to Eagle Point Dr = 71.5 Min. (67' at Right Turn Lane)*

*Canal bulkhead wall provided throughout the entire length.

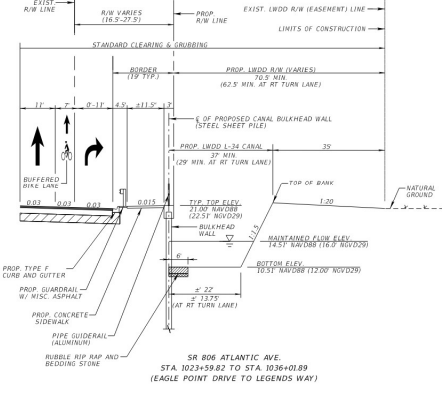


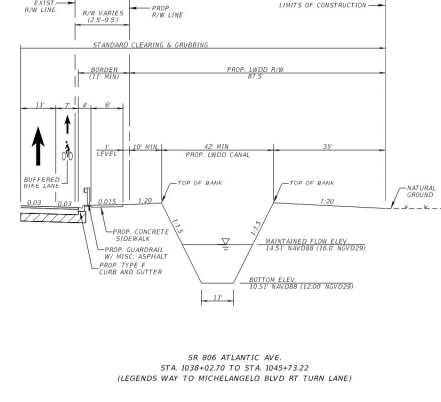
10

Design Update (Canal Realignment Typical Sections)



LWDD
LAKE WORTH DRAINAGE DISTRICT






Minimum R/W for Realigned LWDD Canal:


- Eagle Point Dr to Legends Way = 70.5' Min. (62.5' at Right Turn Lane)*
- Legends Way to Michelangelo Blvd Right Turn Lane = 87.5' Min.

**Canal bulkhead wall provided throughout the entire length.*

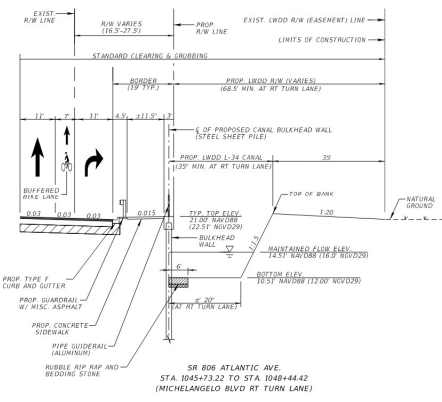


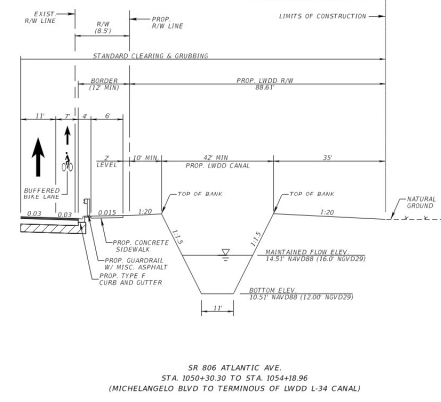
11

Design Update (Canal Realignment Typical Sections)



LWDD
LAKE WORTH DRAINAGE DISTRICT






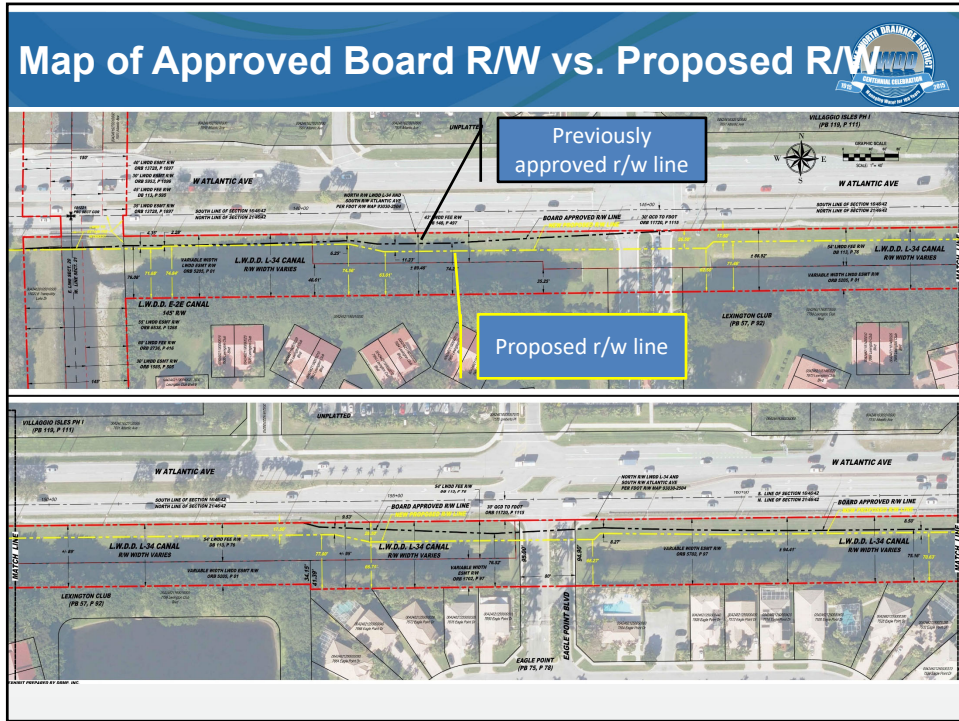
Minimum R/W for Realigned LWDD Canal:

- At Michelangelo Right Turn Lane = 68.5' Min.*
- Michelangelo Blvd to Terminus of L-34 Canal = 88.6' Min.

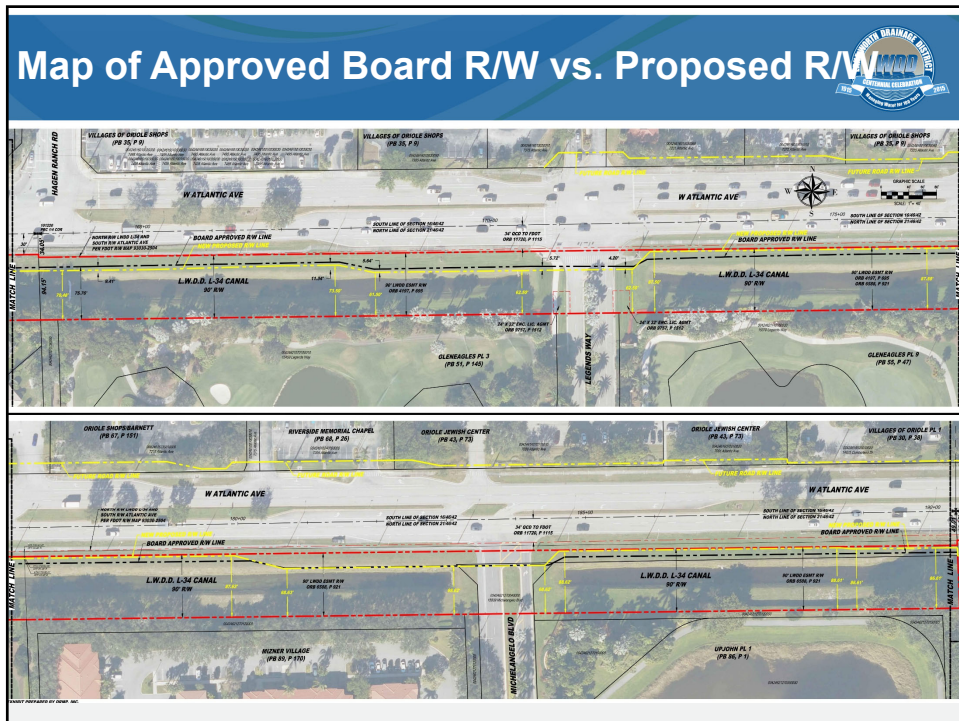
**Canal bulkhead wall provided throughout the entire length.*



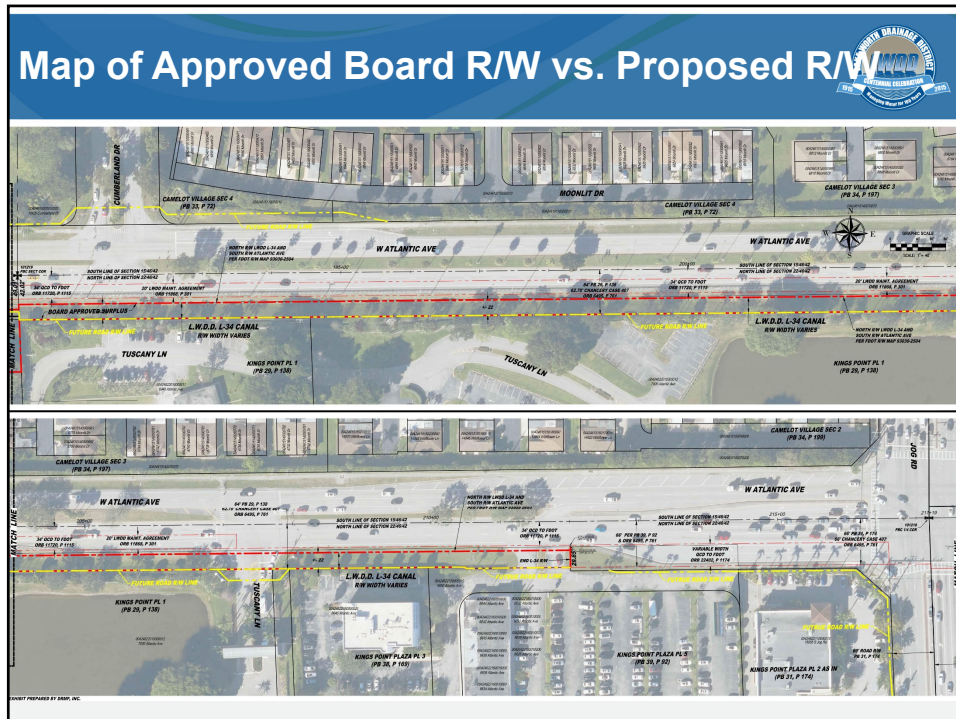
12



13



14



15

FDOT Canal Modification Requirements



- Shift the heavy maintenance berm currently on the north side of the channel to the south side and provide a 35' continuous maintenance berm
- Rip-Rap or other permitted material that may be required to armor the canal bank to prevent scour where the canal transitions and 25' beyond headwalls
- Drop curb (14' in width) centered on maintenance berms on north and south sides of canal at road crossings and through medians; sidewalks (6" thick) through canal right-of-way
- A minimum of 15' clear unobstructed access at all four (4) quadrants of any crossing
- Vegetative side trimming (25-foot vertically) along the south canal right-of-way line and removal of all vegetation on the south side of the canal that may exist throughout the project limits to provide 35' unencumbered access
- Removal of all above-ground encroachments on the south side of the canal that may exist to provide 35' unencumbered access
- The existing utility transmission line and poles parallel with and adjacent to the existing north right-of-way line of the L-34 Canal will be required to be relocated within FDOT's right-of-way for Atlantic Avenue
- At road crossings, culvert size and length to be approved by LWDD to ensure no impacts to drainage and sufficient access

16

Memorandum of Agreement Highlights

- FDOT and LWDD to enter into a Memorandum of Agreement for construction coordination
 - LWDD shall execute conveyance and other documentation to transfer ownership of the canal right-of-way to FDOT prior to construction
 - FDOT shall control the L-34 Canal right-of-way during the construction of the Project
 - FDOT shall grant access to LWDD to maintain the canal in the event of an emergency
 - FDOT will include in the construction contract the proposed permit to be issued by LWDD, which contains conditions set forth in the agreement
 - The project shall be complete within 10 years of MOA execution, or as extended by the parties

17

Staff Recommendation

- Approval of FDOT's revised design for Atlantic Avenue roadway widening and L-34 Canal modifications, as specifically presented in plans submitted by FDOT on April 1, 2026
- Approval to surplus and sell that portion of the L-34 Canal right-of-way for roadway widening at fair market value, containing approximately 3.57 acres, more/less, as specifically presented in plans submitted by FDOT on April 1, 2026
- Approval to abandon that portion of the L-34 Canal right-of-way from the west line of King's Point Plat No. One to the eastern terminus and turn over maintenance responsibilities to FDOT
- Approval of the Memorandum of Agreement to be approved by the Board, necessary for FDOT to commence R/W acquisition phase.
- Additional engineering design elements affecting LWDD for roadway, drainage connections, and bridge improvements will be subject to permitting at a future date

18

Staff Recommendation, cont;



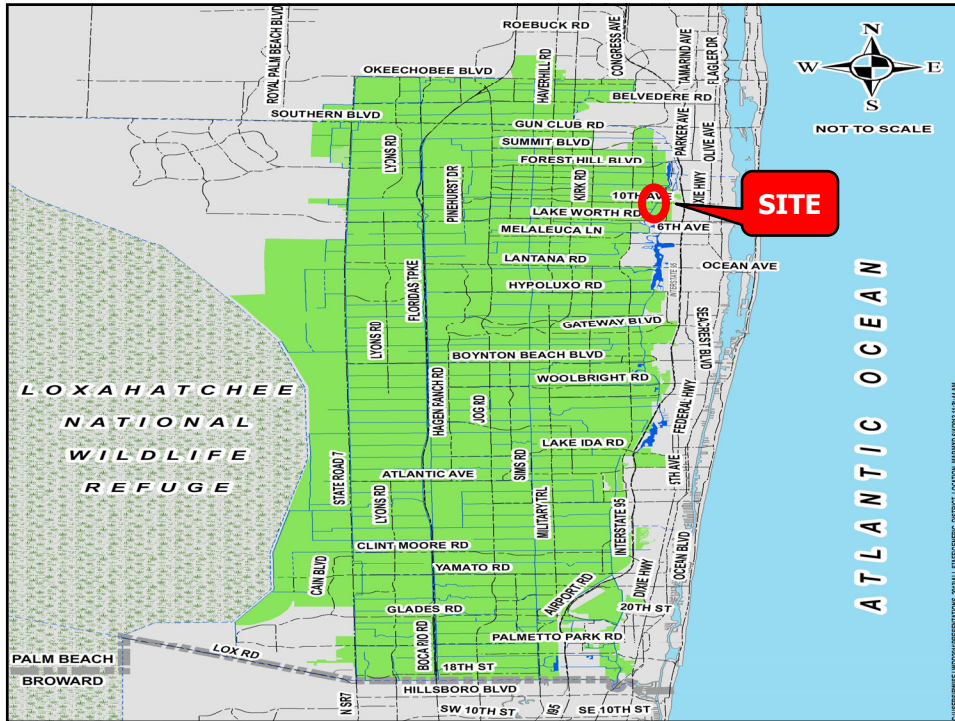
- Subject to:
 - Permittee shall be responsible for all costs associated with the proposed canal improvements and modifications
 - Board approval of fair market value based on an appraisal provided by FDOT
 - All LWDD Operating Policies

Lie Run He Trust – 2651 2nd Avenue Encroachments within the west right-of-way of the E-4 Canal; North side of 2nd Avenue N Project #RI-25-0067 & 00-5596P.01

Nicole Smith, Permit Supervisor
Board Meeting – April 15, 2026
Agenda Item #13



1



2



3



4

History

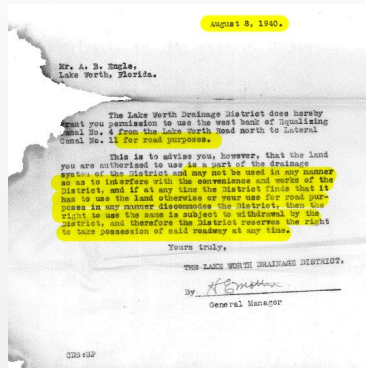


- August 2, 1940 – LWDD board of Supervisors granted permission for the use of the western bank of the E-4 Canal Right-of-Way to be used as a road from Lake Worth Road north for 1/2 of a mile by A.B. Engle provided that possession can be regained by the District at any time in the future. Letter of authorization provided.

The Secretary reported that Mr. A. B. Engle, had made a request, through Mr. J. F. Barton of Lake Worth, for permission to use the District's right-of-way along the west bank of Equalizing Canal #4 from the Lake Worth Road north one half mile as a road right-of-way.

He reported further than an inspection trip had been made with Mr. Lingle, and that Mr. J. I. Keller, the other adjoining land owner had been contacted and Mr. Keller's approval had been procured.

Attorney Blackwell was instructed to prepare a letter providing for use of the right-of-way and also protecting the District by providing that possession can be regained by the District at any time in the future.



5




6



7

Site History



- June 11, 1974 (ORB 2315/964)
 - Grantor: Weiler Kohl & Gertrude Kohl
 - Grantee: Richard Friderich & Jan Friderich
- December 21, 2005 (ORB 19696/1650)
 - Grantor: Richard Friderich Trust
 - Grantee: Chew Yook Wing
 - Grantee: Lie Run He
- November 4, 2011 (24834/1409)
 - Grantor: Chew Yook Wing
 - Grantor: Lie Run He
 - Grantee: Lie Run He Trustee
 - Grantee: 2651 2nd Avenue North Land Trust

8

History

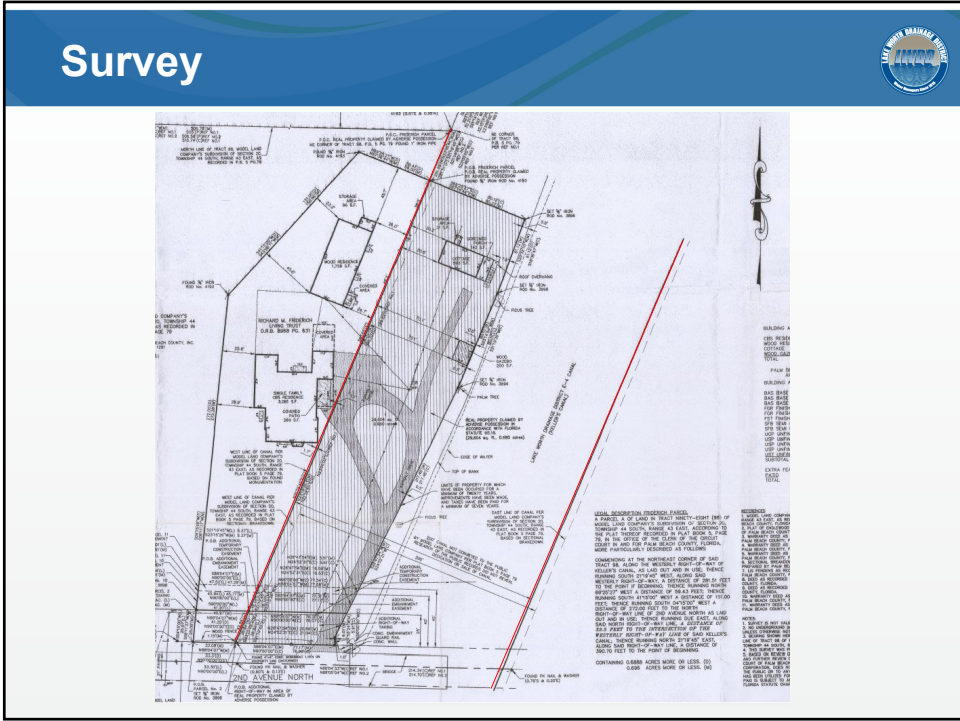


- LWDD had numerous communications with the property owners and their representatives throughout history regarding the use of the E-4 Canal Right-of-Way, removal of encroachments, and property rights.
 - 1999 – LWDD sent multiple letters to previous owner requesting structures to be removed
 - 2006 - 2009 – Letters exchanged with title company regarding LWDD's property interest per Chancery Interest and Recorded plat; also recorded on Required Right-of-Way map
 - 2025 – LWDD sent letter to property owner requesting encroachments to be removed; David Tolces, Esq responded on behalf of Lie Run He Trust
 - 2026 – LWDD staff and property owners/representatives met to discuss encroachments issues; property owners removed the canvas car tents following meeting with staff

9



10



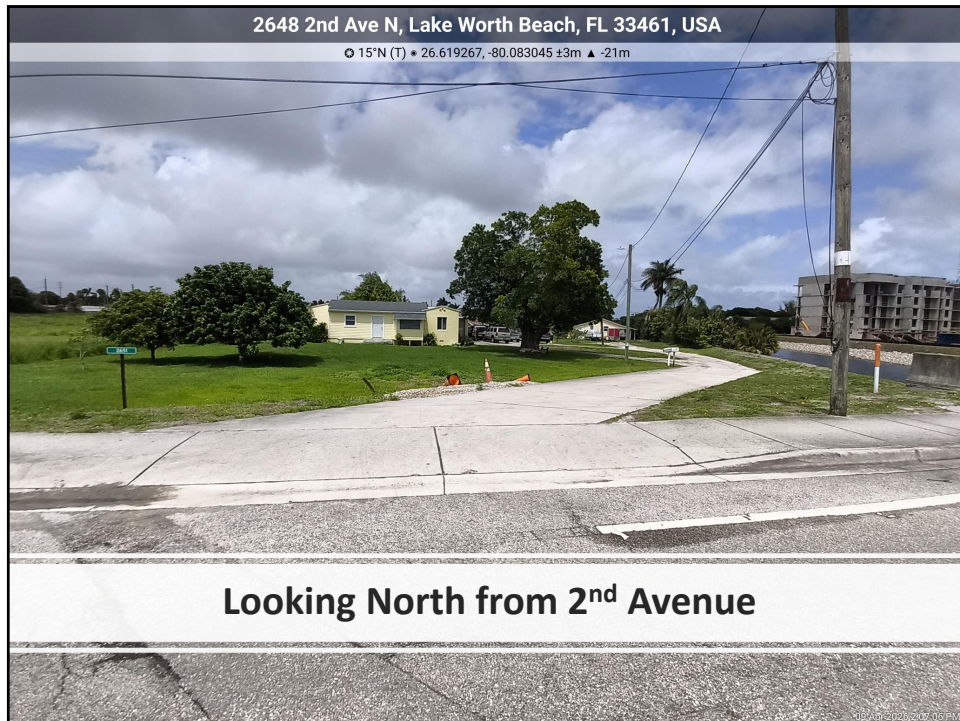
11



12



13




14



15

Staff Recommendation



- Approval to issue a Non-Transferrable Right-of-Way Permit to the Trustee's of the Lie Run He Trust for the existing Cottage located within the eastern portion of the west right-of-way of the E-4 Canal to remain as-is
- Subject to:
 - Applicant is to apply for a Right-of-Way Permit by submitting an application within 15 days of the board meeting
 - Provide LWDD with unencumbered access within the E-4 Canal Right-of-Way at all times
 - Remove all vegetation located within the E-4 Canal Right-of-Way
 - Remove the existing septic system once public utility services become available to the property
 - Removal of the Cottage once it reaches a state of disrepair; no future improvements, expansions, or renovations shall be permitted
 - Remove all remaining structures and encroachments from the right-of-way upon sale or transfer of the adjacent property
 - Proof of Liability Insurance (\$300,000 Min.) listing LWDD as a Certificate Holder

16