



A Unique Equestrian & Agricultural Community





INDIAN TRAIL

DISTRICT - DRAINAGE, PARKS & ROADS

Serving the communities known as Loxahatchee and the Acreage

Indian Trail was created in 1957 as a Special District to provide water drainage, roads, utilities, parks and recreation. Indian Trail maintains 70 miles of paved roads, 389 miles of unpaved roads, approximately 62 miles of sidewalks and 9 parks.

The area served is 110 square miles with a population of nearly 50,000 residents. This does not include the population of adjacent unincorporated County areas (Deer Run, White Fences, etc.).



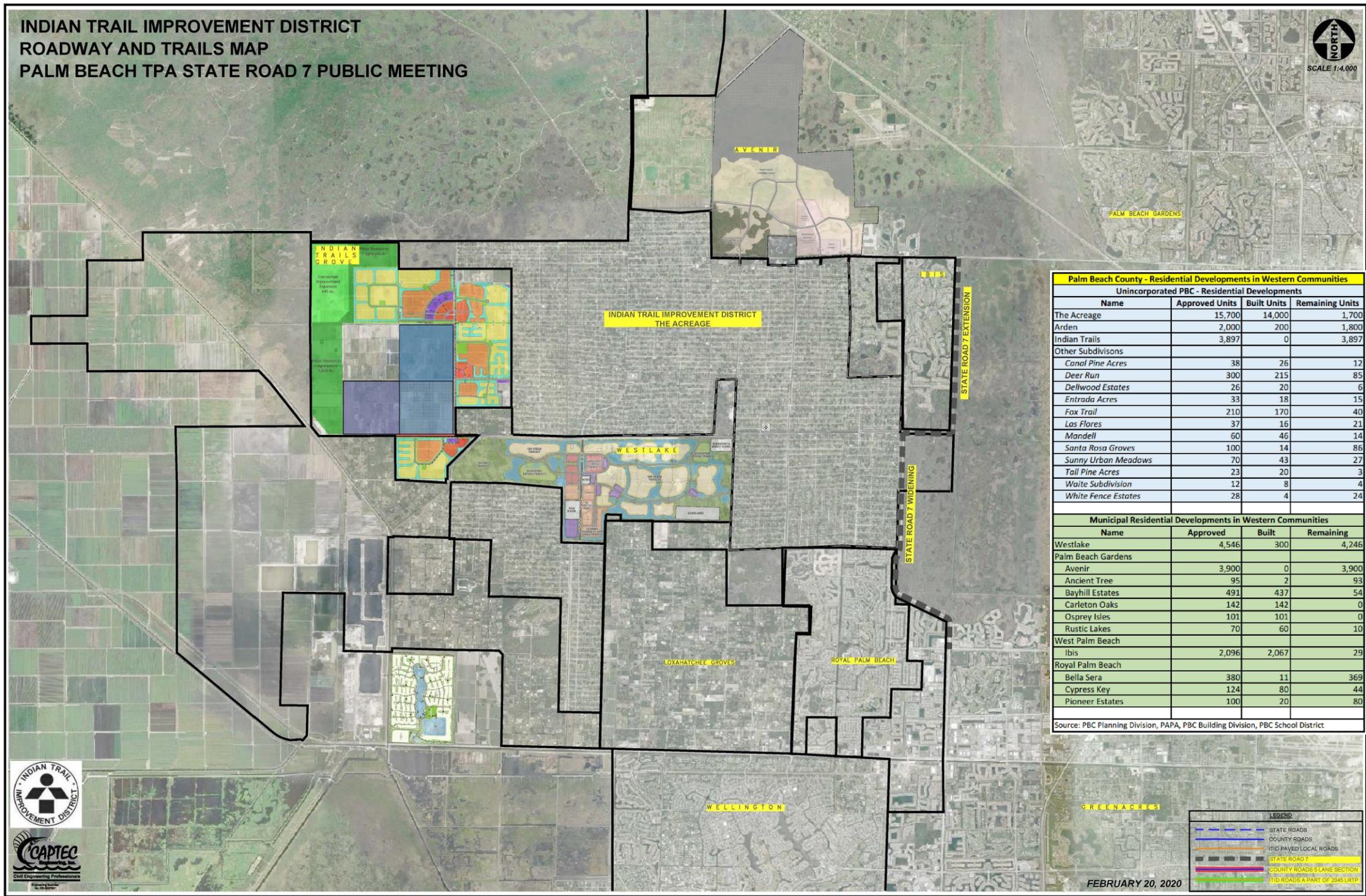
Our communities are made up of blue collar, public safety, educational and professional working class people that serve the tri-county area.

We offer the last remaining sense of a rural quality of life where you can safely walk, ride horses or bicycles and enjoy the outdoors. Our residents move here for the safety, quaint & quiet environment that promotes a community-oriented lifestyle that contrasts the rapid development of rural areas in Miami-Dade, Broward and other parts of Palm Beach County.

Our lifestyle is within the economic means for teachers, fire rescue professional, law enforcement officers, trades professionals, government employees, etc.



**INDIAN TRAIL IMPROVEMENT DISTRICT
ROADWAY AND TRAILS MAP
PALM BEACH TPA STATE ROAD 7 PUBLIC MEETING**



Palm Beach County - Residential Developments in Western Communities
Unincorporated PBC - Residential Developments

Name	Approved Units	Built Units	Remaining Units
The Acreage	15,700	14,000	1,700
Arden	2,000	200	1,800
Indian Trails	3,897	0	3,897
Other Subdivisions			
Canal Pine Acres	38	26	12
Deer Run	300	215	85
Dellwood Estates	26	20	6
Entrada Acres	33	18	15
Fox Trail	210	170	40
Las Flores	37	16	21
Mandell	60	46	14
Santa Rosa Groves	100	14	86
Sunny Urban Meadows	70	43	27
Tall Pine Acres	23	20	3
Waite Subdivision	12	8	4
White Fence Estates	28	4	24

Municipal Residential Developments in Western Communities

Name	Approved	Built	Remaining
Westlake	4,546	300	4,246
Palm Beach Gardens			
Avenir	3,900	0	3,900
Ancient Tree	95	2	93
Bayhill Estates	491	437	54
Carleton Oaks	142	142	0
Osprey Isles	101	101	0
Rustic Lakes	70	60	10
West Palm Beach			
Ibis	2,096	2,067	29
Royal Palm Beach			
Bella Sera	380	11	369
Cypress Key	124	80	44
Pioneer Estates	100	20	80

Source: PBC Planning Division, PAPA, PBC Building Division, PBC School District

LEGEND

- STATE ROADS
- COUNTY ROADS
- ITID PAVED LOCAL ROADS
- STATE ROAD 7
- COUNTY ROADS 5-LANE SECTION
- ITID ROADS A PART OF 2045 LRTR





INDIAN TRAIL

DISTRICT - DRAINAGE, PARKS & ROADS

Indian Trail, as a Special District, is not authorized to receive gas taxes or impact fees. The roads within the District with the exception of Seminole Pratt Whitney Road, Northlake, Orange (east of Seminole Pratt), Coconut (north of Orange) and Royal Palm Beach Boulevards are maintained by Indian Trail through maintenance assessments on the property owners.

Many of our roads are already having to deal with cut-through traffic including trucks and construction traffic from surrounding development and specifically relating to the lack of connection of SR7 to Northlake Boulevard.

This has created a burden for our taxpayers. Traffic Calming has become a necessity and unplanned expense to create a safe environment for our communities.



The communities served and benefiting from the extension of SR7 from 60th to Northlake to the east of IBIS, include but are not limited to the following:

The Acreage

Loxahatchee

(Fox Trail, Deer Run, White Fences, Santa Rosa Groves, Can Pines, Tall Pines, Sunny Urban Meadows, Dellwood, Learwood, Los Flores, Indian Trails Groves)

Town of Loxahatchee Groves

City of Westlake

Village of Royal Palm Beach

Palm Beach Gardens (specifically Avenir, Ancient Tree, Bayhill, Rustic Lakes, Carlton Oaks)

City of West Palm Beach (specifically IBIS, Oakton Commons, Baywinds, Andros Isles and Riverwalk)

Village of Wellington

Arden Development



Our Issue with the recent SR7 Extension Removal

There was **no consultation** with the Central Western Communities and specifically with Indian Trail Improvement District on the additions and deletions most directly affecting them in LRTP 2045 process.

In addition, the last minute motion to remove SR7 at the December adoption meeting, did not allow for **public comment** and **ignored decades of data**, community input and efforts by the County, FDOT and the TPA (MPO) relating to the alignment of SR7.

Today is the opportunity to right that wrong and to make sound decisions based on decades of data supporting the SR7 projects.



West Palm Beach - A Real Deal Breaker

WPB developed land contiguous to their WCA to improve their tax base and use the new tax base to rehab their coastal city. **“This is our future tax base, we can take that money and go back and rehab our coastal city.” WPB Commissioner 1/25/94.**

West Palm Beach for their own economic benefit went on to develop contiguous to their water supply, aka WCA:

3,400 acres (5.3 square miles) of land with more than

- 8,000 residential units;
- 4 golf courses, commercial development;
- gas stations;
- 56 miles of roadways; and,
- all the ancillary facilities to support suburban development .

This created a \$2.5 billion dollar tax base.

WPB - Western Development Impacts & Mitigation:

Oakton Commons included 16.6 acres of conservation land, Oakton Commons was determined to not result in significant adverse impacts on the natural environment as a result of the applicant mitigating:

- By enhancing and preserving 10 acres of wetlands on site and
- Purchase 50 acres of mitigation within unit 11 Regional Offsite Mitigation Area.

Ibis included 363.3 acres of wetland impacts,

- Ibis resulted in more than 700 acres of wetland, preservation, creation, restoration, off site mitigation and a series of interconnected lakes that discharge into the WCA.

Baywinds, Andros and Riverwalk - 234 acres of wetland impacts.

- Permit required more than 450 acres of wetland, preservation, creation restoration, off site mitigation and a series of interconnected lakes.

All the impacts have been mitigated, resulting in far more lands available for the environment and Florida habitat.



Our Question

If the above development projects did not pose a negative impact when it was designed and constructed...

then we must ask how will a properly designed, permitted, constructed and inspected 4-mile roadway extension using 21st Century techniques and technology create an environmental risk or catastrophe?



Environment

Water Supply Risk from SR7 Extension is not a risk that warrants a no construction solution. All risks have been considered and minimized or eliminated by the Design.

- a. If the Risk described by WPB existed the following would not exist;
 - i. 20 miles of roadways built by or agreed to by WPB, contiguous to the WCA for WPB's \$2.5 billion western development tax base.
 - ii. 56 miles of internal neighborhood roads built for 5 WPB developments with the majority of the land allowed to discharge into the WCA. The 5 developments are Ibis, Baywinds, Andros Isles, Riverwalk and Ironhorse.
 - iii. Spring Training Baseball Park inclusive of grass parking contiguous to WPB Water supply, the M-Canal.

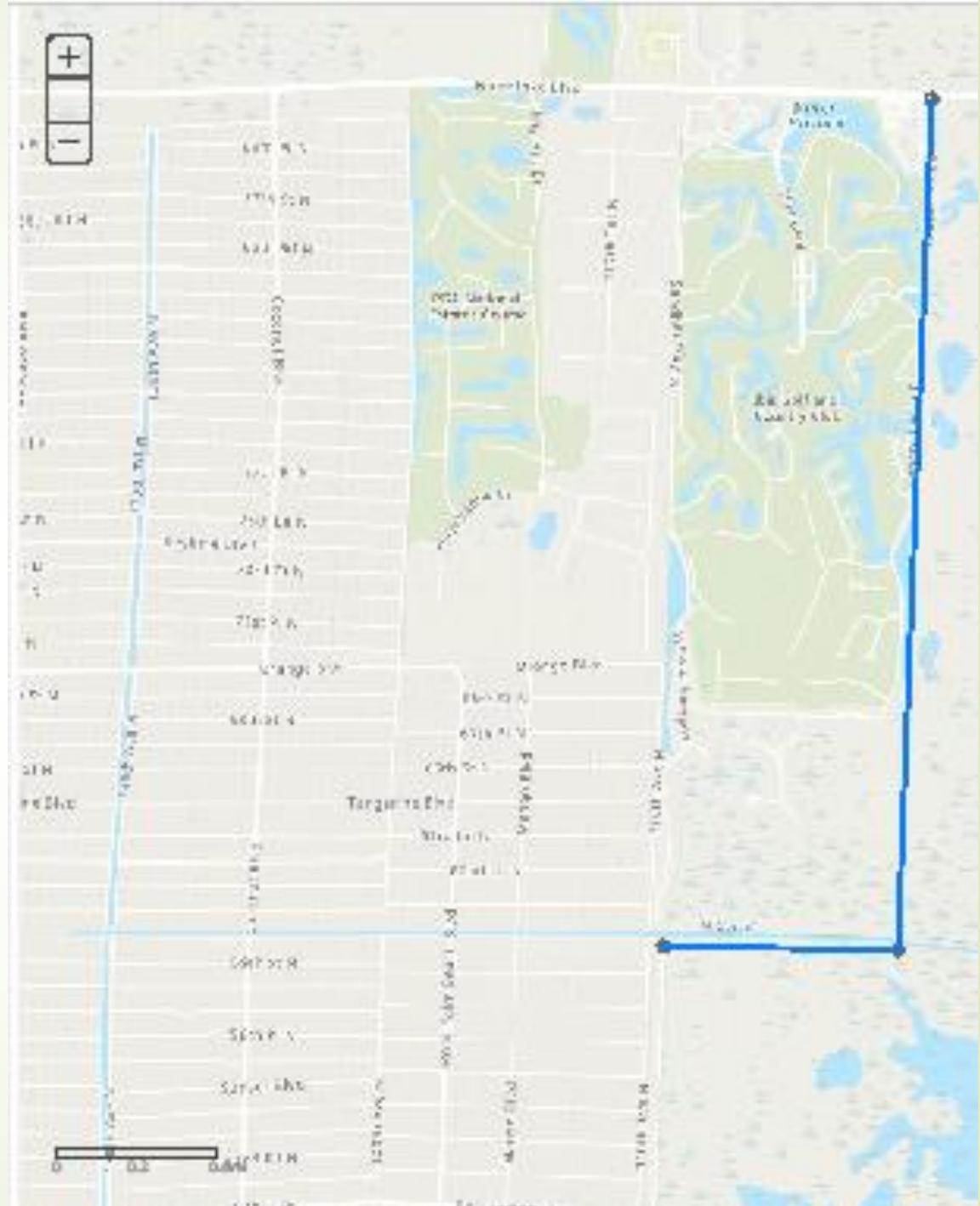


Environment cont...

- b. If the risk described by WPB existed, the following as a result of a Vulnerability Assessment would exist:
 - i. Barriers protecting WPB water supply next to other WPB roads, i.e. Okeechobee, Australian, Northlake and the existing portion of SR 7 contiguous to Ibis.
 - ii. The Water Plant Intake Lake, an 18-acre Lake contiguous to WPB water plant is currently protected by a wooden vehicle barrier. Clear Lake, a major WPB water supply source directly across the street from the 18-acre lake is not protected, nor any other WPB water supply body of water west of Australian Avenue.
 - iii. The former conservation easement contiguous to WPB drinking water supply instead of the Spring Training Baseball facility.

The link from 60th Street to Northlake Boulevard 4-miles

Current alignment which has been on the books since prior to the approval of IBIS development.





The link from 60th Street to Royal Palm Beach Blvd. to Orange Blvd. to Coconut to Northlake and the SR7 terminus is 7 miles. This traverses through the existing residential streets in the area known as the Acreage.



An Unintended Environmental Impact

Carbon Footprint - Emissions Calculation

According to the EPA, for every mile the average car travels (22mpg), 404 grams of CO₂ are emitted.

The future trips on SR7 from existing trips with a 3% growth rate plus the Avenir project = 29,897 daily trips on State Road 7 from 60th St North to Northlake.

$$29,897 \times 404g = 12,078,388 \times 3 \text{ extra miles traveled} = \mathbf{36,235,164}$$

36,235,164 additional grams of CO₂ emission DAILY released into the environment by not building the SR-7 extension.

That is an 13,225,834,860 additional grams of CO₂ annually.



Commitment

The sudden reversal of a more than 40-year commitment...

The TPA's responsibility is to focus on planning while the regulating agencies have the responsibility review and approve or deny based on appropriate regulations.

The SR7 project has been in discussions, plans, reviews, studies and LRTP going as far back as 1948. MPO/TPA Staff and committees repeatedly have recommended the current alignment. The County has been committed to the road as long as the MPO/TPA have existed. FDOT has consistently supported and recommended the project and after every PD&E Study has recommended the current alignment. In the 2009 plan is when it became a funded project.

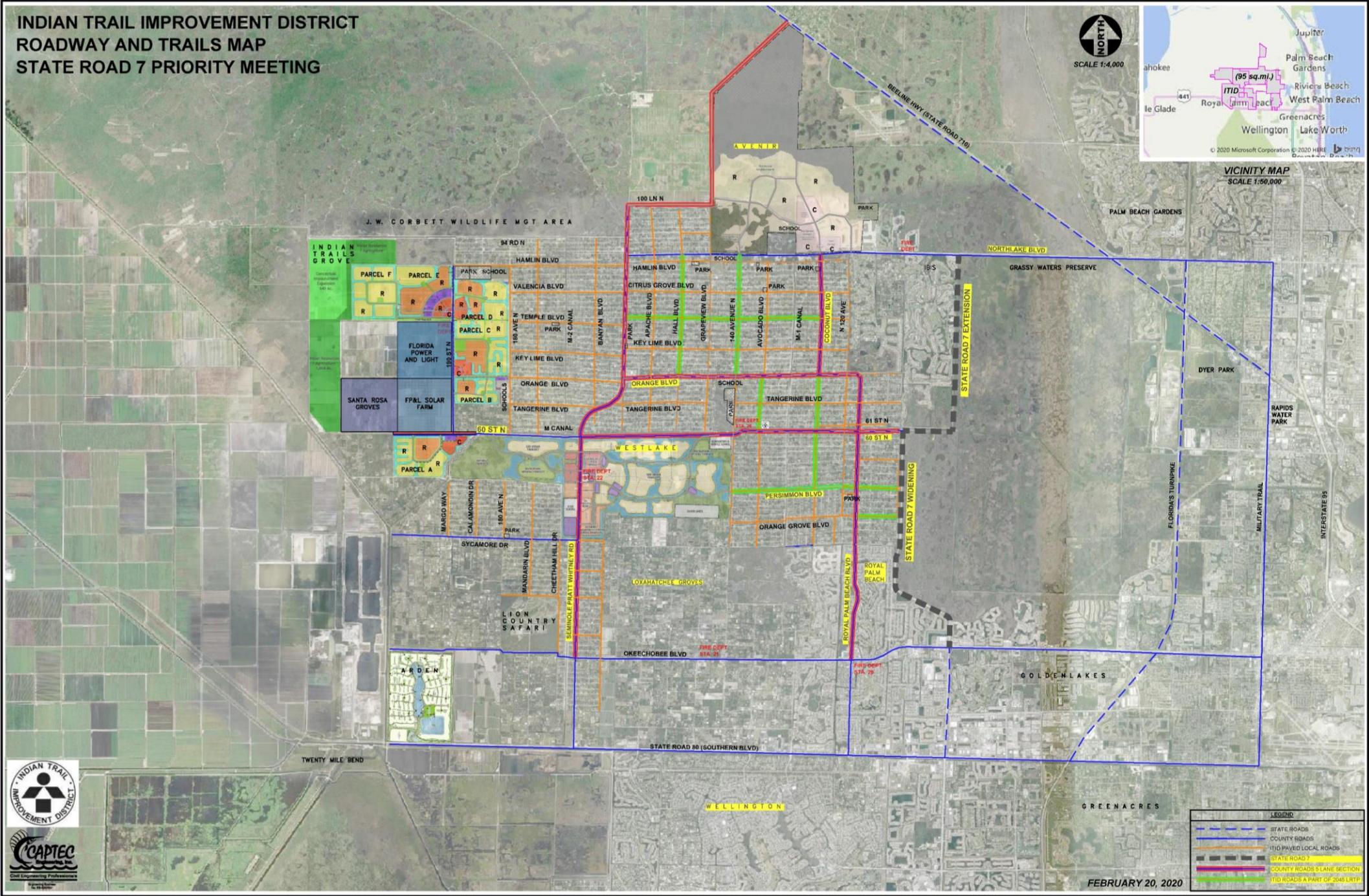
Yet the projects were removed at the December 2019 meeting, without review, feedback and input from the public or the communities and cities this impacts.

INDIAN TRAIL IMPROVEMENT DISTRICT ROADWAY AND TRAILS MAP STATE ROAD 7 PRIORITY MEETING

NORTH
SCALE 1:4,000



VICINITY MAP
SCALE 1:60,000



LEGEND	
	STATE ROADS
	COUNTY ROADS
	ITID PAVED LOCAL ROADS
	STATE ROAD 7
	COUNTY ROAD'S LAKE SECTION
	ITID ROADS A PART OF 2048 LRTF



FEBRUARY 20, 2020

SR7 Extension is Necessary and Was Agreed Upon

A well planned and constructed roadway system increases all property values.

A poorly planned roadway system with missing links results in congested roadways, emergency response issues, evacuation delays, increased noise and air pollution.

Indian Trail has an Interlocal Agreement with the County to connect Persimmon and Orange Grove Boulevards to SR7 Extension.

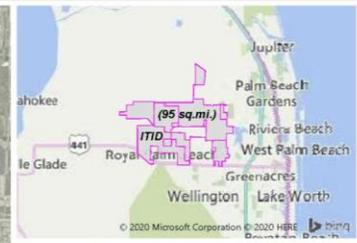
Level of Service D – could be an issue if not extended to Northlake Boulevard.

Constructing the 4 miles of State Road 7 adjacent to the WCA can be built without creating future economic, environmental and water supply catastrophes.

SR7 Extension to the East of IBIS will result in a roadway system that will better serve area residents and businesses.

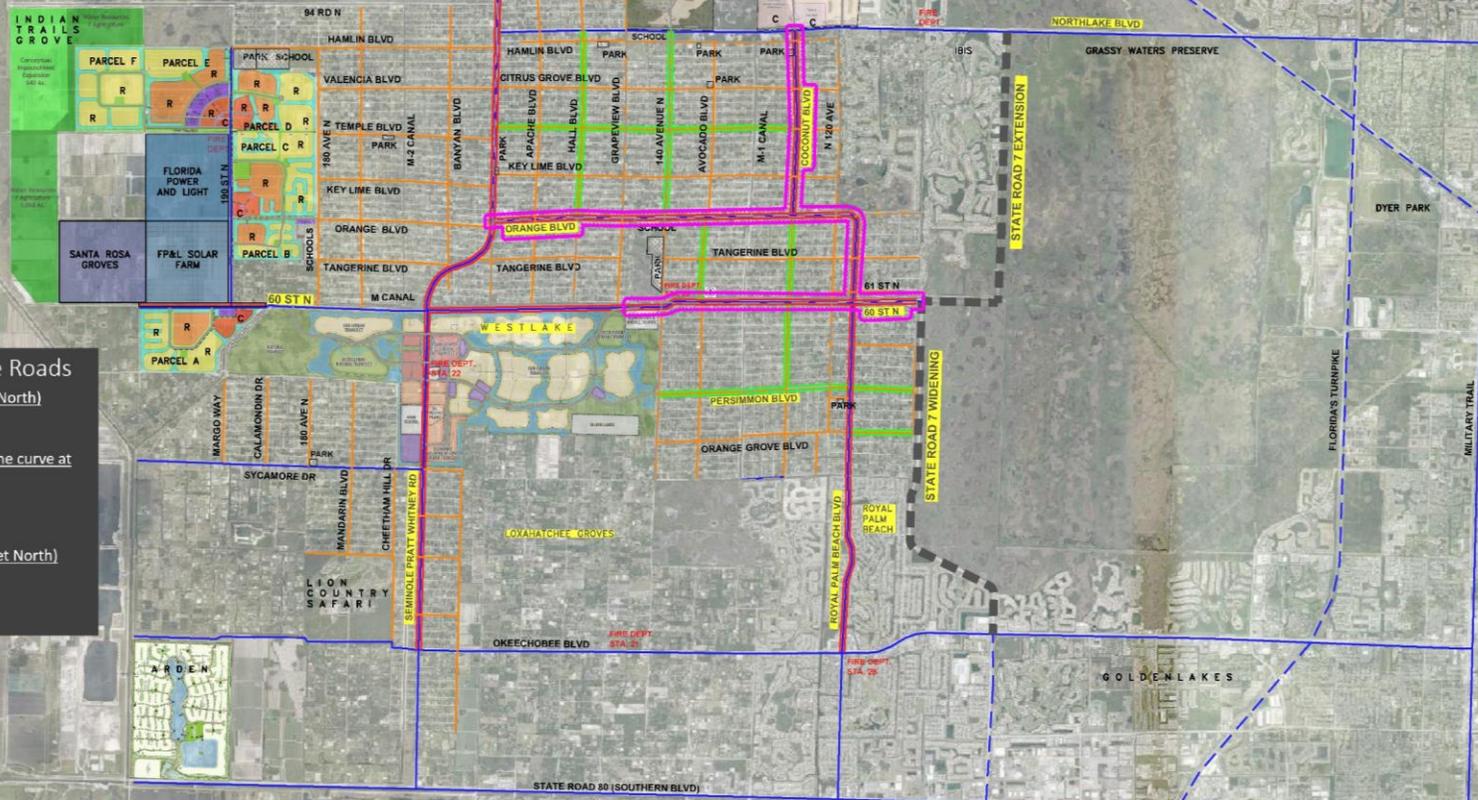
County & Regional Mobility – network relies on these connections for access to schools, jobs & retail amenities etc.

INDIAN TRAIL IMPROVEMENT DISTRICT ROADWAY AND TRAILS MAP STATE ROAD 7 PRIORITY MEETING



VICINITY MAP
SCALE 1:50,000

- ### Residential Lots Along Proposed 5 Lane Roads
- 60th Street North (from 180th Avenue North to 143rd Drive North)
 - Approximately 64 Houses
 - Approximately 17 Vacant Residential Lots
 - Orange Boulevard (from Seminole Pratt Whitney Road to the curve at RPB Boulevard)
 - Approximately 9 business buildings
 - Approximately 138 Houses
 - Approximately 1 commercial lot and 36 Vacant Residential Lots
 - Coconut Boulevard (from Northlake Boulevard to 40th Street North)
 - Approximately 203 Houses
 - Approximately 28 Vacant Residential Lots
 - 1 Retention Pond



LEGEND	
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	COUNTY ROADS
	ITID PAVED LOCAL ROADS
	STATE ROAD 7
	COUNTY ROAD 5 LANE SECTION
	ITID ROADS A PART OF 2045 LRTP





Why SR7 Extension Makes Sense?

SR7 Extension is on the LRTP and TIP because it improves north-south and east-west traffic connectivity for Central Western Community residents.

Without SR 7 Extension area roadways see daily increases:

- Seminole Pratt Whitney Road traffic - 4,000;
- Royal Palm Beach Blvd. - 5,000;
- Coconut Blvd. - 5,000;
- Jog Road - 3,000;
- Florida Turnpike - 2,000;
- Okeechobee West of SR7 - 6,500 cars per day

Sufficient right-of-way exist for the SR7 Extension, buffering and water recharge without encroaching into the WCA.



Other Routes through Indian Trail Don't Make Sense

Through the years, dozens of studies have been conducted exploring alternative routes and reviewing impacts. They have all resulted in the current proposed alignment to the East of IBIS.

The PD&E Study completed in 2014 evaluated 5 alignment alternatives. They concluded that none were acceptable alternatives and recommended the alignment to the east of IBIS.

The study did not include the Coconut Boulevard route which we feel is not a viable alternative route and will have significant impacts on several homes and community roadways.

It is also important to point out that this study did not include significant new development approvals for Indian Trails Groves adding an additional 4,000 homes nor new development in the Villages of Royal Palm Beach and Wellington.



Safety

Could potentially double and consume the core residential roadways of Indian Trail, Loxahatchee Groves and Royal Palm Beach that were neither planned nor designed for cut-through traffic demands that will be generated.

The SR7 Extension will provide relief to traffic congestion when there are major accidents along Northlake Boulevard, Okeechobee Boulevard, Florida Turnpike and Seminole Pratt Whitney Road

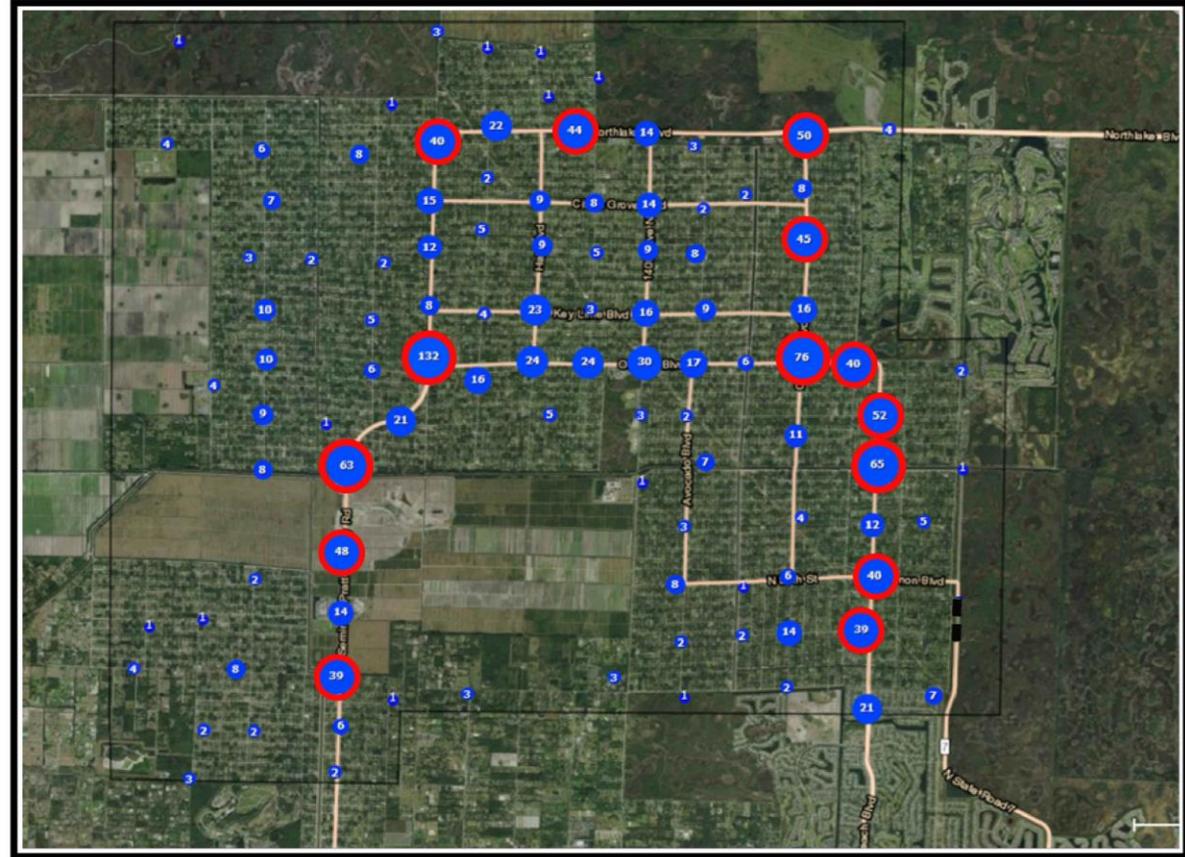
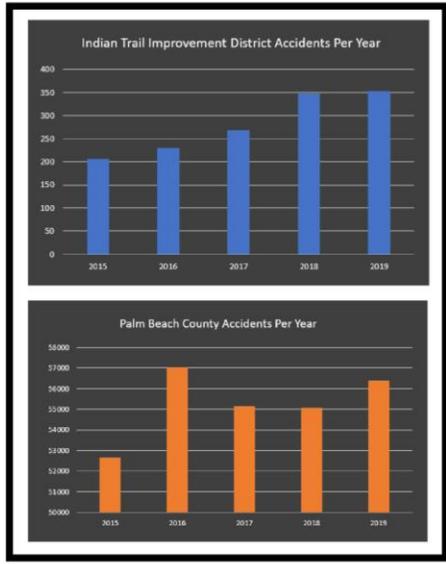
Emergency response times are hindered by the lack of SR7 Extension.

There is still a large missing evacuation route. We cannot only focus on coastal evacuations for hurricanes, but also wildfires and other natural or manmade western disasters.

Note the crash slide for current accidents on a local neighborhood road.

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ROADWAY AND TRAILS MAP
PALM BEACH TPA STATE ROAD 7 PUBLIC MEETING**

SIGNAL FOUR ANALYTICS 5 YEAR CRASH REPORT DATA 2015-2019



5 YEAR CRASH DATA TABLE

	ITID	PBC
2015	206	52,657
2016	230	57,043
2017	268	55,142
2018	347	55,073
2019	353	56,388
5 Year Total	1,404	276,303

CURRENT POPULATION EST.
 Palm Beach County = 1,485,941
 Indian Trail Improvement District = 100,388



LEGEND

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	STATE ROAD 7
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Sense of Community

Protecting Our Unique Equestrian & Agricultural Lifestyle

Homes with driveways on local residential roads should not be turned into major thoroughfares.

Many of our homes are owner-occupied with families who enjoy spacious, quiet lot sizes which will be destroyed by increased traffic noise, air pollution and accidents.

Our roadways were neither planned nor designed for cut-through vehicular traffic. Our drainage and safety standards were developed for localized traffic.

The TPA would never consider putting a road in a gated community on the LRTP, yet there will be a significant impact on our many roads that are owned and maintained by residents without any input from the community or Indian Trail.

We have one of the largest horse ownership population in this Central Western Palm Beach County.

Horse trails and horse riding occur throughout the District along most of our District roadways.

