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SR 710 Corridor

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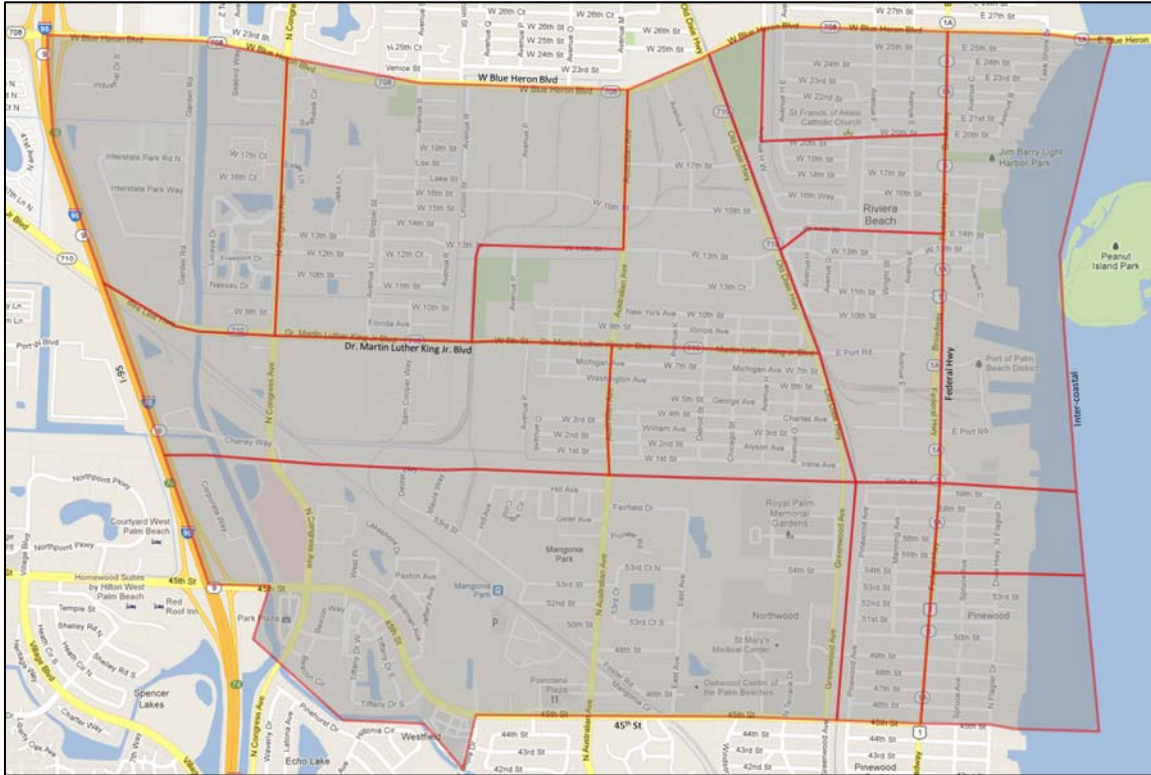
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Community Background Report

SR 710 Corridor



Note: The State Road 710 study area consists of thirteen Census Block Groups based on the 2010 US Census.¹ The Census Block Groups are identified in the Demographic section of this report.

Boundaries

- North: W. Blue Heron Boulevard
- South: 45th Street
- East: Atlantic Intracoastal Waterway
- West: I-95

Community Type:

The State Road (SR) 710 Corridor study area is an urbanized region of mixed uses including older neighborhoods. Industries and businesses located along this major roadway access to Palm Beach County's primary working waterfront and the Port of Palm Beach. The State Road 710 Corridor study area runs along both sides of SR 710, east of I-95. This section of SR 710 is also

known as Dr. Martin Luther King, Jr. Boulevard or Port Road. To the west of the study area, SR 710 is also known as the Beeline Highway or Purple Heart Highway, because it runs alongside a VA Hospital a short distance west of I-95. SR 710 is a major roadway that continues westward beyond I-95 through the City of Indiantown in western Martin County and into Okeechobee County where SR 710 dead ends into SR 70.

The boundaries of the **State Road 710 Corridor study area** (as it is referred to throughout the report) have been established by the Palm Beach Metropolitan Planning Organization (MPO) in order to facilitate transportation outreach planning. These boundaries have not been officially designated by the County.

History

This section provides a general history of the SR 710 study area, as well as its surrounding communities. The details provided are not specific to the defined study area, unless otherwise specified.

The defined SR 710 study area includes sections of three municipalities and some small unincorporated areas close to I-95. Most of this corridor is located in the City of Riviera Beach. The corridor also includes the Town of Mangonia Park, and a small portion of the City of West Palm Beach. The following provides a brief history for each of these areas.

The area today known as the **City of Riviera Beach** originated its name in 1893 when Judge Allen Heyser changed the name of both his family's hotel and post office from Oak Lawn to Riviera. This hotel was built on top of a Jeaga Indian mound that has now disappeared. In 1901, Charles Newcomb bought the hotel. He also purchased 200 acres that extended from Lake Worth to the Florida East Coast (FEC) railroad tracks and extended from 14th to 10th Street. In 1913, Newcomb recorded a plat for the Riviera resort community. On the west side of Riviera, William Taylor and George Currie developed plats settled by African Americans.

In 1919, a fishing colony (largely of white Bahamian known as "Conchs") moved from Singer Island – a barrier island to the east - to Riviera's mainland. By the 1920s, Riviera was one of the largest suppliers of fish on Florida's east coast. In response to rumors that West Palm Beach planned to annex the little fishing village, the locals voted to incorporate the Town of Riviera in 1922, which was renamed as the City of Riviera Beach in 1942.² While the community in the early 20th century was occupied by wealthy New Yorkers, white Conchs and tourists from the East Coast; the City of Riviera Beach became a predominately African American community by 1970. Detailed information on the changes in the character of the community over the years can be found in the third quarter of 2012 edition of *The Riviera* newsletter.

West Palm Beach was the brainchild of Henry Flagler, who founded the community as a commercial and residential center to support his hotels in Palm Beach. In 1893, Flagler platted the development that became West Palm Beach, and, in 1894, the City of West Palm Beach was

incorporated. At that time, Flagler extended the FEC railroad to West Palm Beach from the north. The West Palm Beach Canal was completed in 1917. This canal provided access to the farming areas in the Glades, which enabled the city to become the major distribution point for farm products that were shipped throughout the United States. A second railroad, the Seaboard Air Line Railway (now known as the CSX railway) arrived in 1925. With access provided by two railroads, the city became a popular tourist destination.³

Already separated by a canal from the City of Riviera Beach to its north, the **Town of Mangonia Park** was created in 1947 when a group of white residents in a rural area near Voss Road (since renamed Australian Avenue) decided to incorporate in order to avoid being absorbed by West Palm Beach. The town was named for the mango trees common in the area since the early 1900s. Mangonia Park has become increasingly inhabited by industrial and commercial businesses, including one of the region's network television stations.

For 40 years, Mangonia Park's main attraction was the Palm Beach Jai-Alai Fronton, which opened in 1955. The facility was destroyed by fire in 1978, rebuilt, and closed permanently in 1994.⁴ The property was sold to the Rooney family in 1993, the owners of the Pittsburgh Steelers football team, the Palm Beach Kennel Club, and a greyhound racetrack in West Palm Beach. They decided to sell in 1998. After another two failed sales of the property, boxing promoter Don King acquired the defunct fronton in 1999, with the Rooneys retaining the Jai Alai pari-mutuel betting license. King has envisioned redeveloping a portion of the property as a casino-style resort for entertainment and jobs, but the project was faced with extensive approval processes and subject to court rulings on gaming. King's early plans included spending more than \$20 million to convert the former fronton into an arena and entertainment complex for international boxing matches, concerts, tennis matches and other events. King also proposed the site for a new ballpark for the Florida Marlins in 2003, which could have included offseason boxing matches if a new ballpark were constructed with a roof. Several additional proposals for all or a portion of the property have emerged through the years. A Boca Raton developer failed to complete a purchase after contracting in 2004 to buy 52 acres of the property for a multi-million dollar, mixed-use project of condominiums, retail spaces and offices as part of a transit oriented development based on the adjacent Tri-Rail station and the property's close proximity to I-95. Another local firm with national real estate holdings proposed purchase of 55 acres for flex/distribution use, and had hoped to begin demolition of the abandoned fronton by late 2009. As of late 2012, Don King's still abandoned property remains empty with the exception of a parking lot leased for the northernmost Tri-Rail station.

SR 710 has been a critical roadway for transportation in the study area, providing connectivity and a means to transport goods throughout the larger region. Prior to the construction of the Skypass Bridge on US 1, SR 710 intersected with US 1. The Skypass project involved elevating US 1 over the Port of Palm Beach to allow the east-west movement of rail cars and cargo and to connect the eastern and western portions of the port. The project also included the acquisition of land between US 1 and Old Dixie Highway for the expansion of the port. The segment of SR 710 between US 1 and Old Dixie Highway became an access road, Port Road. Due to new state and federal security regulations for ports, the Port of Palm Beach has established a security gate on Port Road to control access to the port cargo area.⁵

In order to improve transportation in the area, there are many planned improvements in the SR 710 Corridor study area. The “Port of Palm Beach Master Plan Update 2012-2022” as adopted August 23, 2012 by the Port of Palm Beach Commission contains policies that recommend improvements to adjacent transportation facilities including SR 710. Policy 3.2 made several recommendations to upgrade intermodal facilities including the widening of SR 710 between I-95 and Old Dixie Highway from two to four lanes; improved connectivity between SR 710 and I-95; and extension of Tri-Rail along the FEC rail line and construction of new stations. Policy 3.3 has the Port of Palm Beach cooperating in feasibility studies with several transportation improvements including off-port intermodal rail improvements that include relocating/shifting of FDEC switching facilities to the South to reduce the impact of crossings within the City of Riviera Beach; improved switching facilities between CSX and FEC near the port; improved SR 710 connection to I-95; Blue Herron Blvd/US 1 intersection improvements; 45th Street/US 1 intersection improvements; Avenue C connection to 13 Street ; Atlantic Commerce Corridor improvements project; and FEC reconstruction of rail line north of 13 Street to alleviate SR 710 blockage.⁶ Additional information on transportation improvements in the corridor can be found in the Central East Palm Beach Mobility Study.

Community Dynamics

The State Road 710 Corridor is an urbanized area with a variety of transportation modes. Public transportation in this area includes Palm Tran, which provides bus service, and Tri-Rail, a commuter rail service. Tri-Rail, which uses the CXS railroad line, has its northern terminus at its Mangonia Park Station on the north side of 45th Street. Additional commuter rail service is being considered along the FEC rail line between Miami and Jupiter.⁷ Water taxi service is available at the working waterfront.

A working waterfront occupies the shoreline along the Lake Worth Lagoon and is a focus for the economic revitalization activities in this area. This waterfront includes marinas such as the New Port Cove Marine Center and the city-owned Riviera Beach Marina and marine industries such as Lockheed Martin, Cracker Boy Boat Works, Rybovich and Viking Yachts. Other related activities in this area include the Freedom Boat Club, Jim Barry Light Harbor Park and the Port of Palm Beach. The Riviera Beach Marina received federal funds awarded through an Palm Beach Metropolitan Planning Organization (MPO) grant process that awarded funds to eight county projects toward construction of new water taxi dock facilities. Located just west of the working waterfront is an associated use, the Riviera Beach Maritime Academy, which offers high school students vocational, training for the marine industry. This school is sponsored by Viking Yachts,

The working waterfront is located inside the Riviera Beach Community Redevelopment Area (CRA). A CRA is an area where tax increment financing is being used to finance redevelopment efforts. This CRA covers the area east of Old Dixie Highway plus the Riviera Beach Heights Subdivision west of Old Dixie Highway. The Marina District South Geostrategic Zone of the

CRA is located east of Broadway between 10 and 15 Streets. Marina Place is an cooperative venture in this Geostrategic Zone between the City of Riviera Beach, the Riviera Beach Community Redevelopment Agency and Viking Developers. The vision for Marina Place includes over 65,000 feet of new retail and office floor area, a new tiki-styled restaurant, a green market pavilion and a new facility for Newcomb Hall. Another project of the CRA is the revitalization of a residential area, Riviera Beach Heights. For more information on the CRA process and individual projects, please see the website of the Riviera Beach Community Redevelopment Agency at <http://www.rbcra.com/>.

According to the American Association of Port Authorities, the Port of Palm Beach in Riviera Beach is the fourth busiest port in Florida and the 21 largest intermodal container throughput in the country. The port is a major cargo facility with over 2,000,000 tons annually and the home port for the Bahamas Celebration Cruise Ship, which offers 2-day and 4-day Bahamas cruises, and the Black Diamond Casino Cruise Ship. The port handles over 300,000 passengers annually. The port is a transfer point for cargo in the 20-foot long intermodal containers that can be transported by ships, trucks and railroads. The FEC railroad services the docks and piers at the port. In addition to its intermodal capacity, the port is a major point for the shipment of bulk items that are shipped in the hull of a ship such as sugar, molasses, asphalt, cement, utility fuels, water, and produce.. The port also handles breakbulk cargo, which are items shipped in packages but not in intermodal containers. The port has a Coast Guard Station and a cold storage terminal.⁸

Extensive industrial development has occurred in the SR 710 Corridor as a result of access provided by the Port of Palm Beach, the FEC and CSX railroads and I-95. Both the CSX and FEC railroads handle freight in the area. Other land uses in the corridor include both single-family and multi-family residential developments, commercial activities along Broadway (US 1) in Riviera Beach, and at intersections of major roads. There are also utility uses, such as the current redevelopment of an outdated Florida Power & Light (FPL) plant and the transmission line corridor. Institutional uses include schools, churches, medical facilities such as St. Mary's and Columbia hospitals along 45th Street in West Palm Beach, and cemeteries such as, Royal Palm Beach Memorial Garden in West Palm Beach and Glenwood Memorial Cemetery in Riviera Beach.

The residents living in the study area are predominantly Black, many of which are from Bahamian ancestry. Immigrants from Guatemala, Haiti, Jamaica, Mexico and other nations also reside in the area. The area consists of older historic communities with a high concentration of poverty. The Port activity and redevelopment efforts have served to divide the historical neighborhoods and have raised concerns over the years. Homes, schools, and local businesses have been impacted by the traffic of large industrial vehicles accessing the Port, the FPL station currently undergoing construction, and surrounding light industrial uses. There have also been concerns regarding the impact to a historical cemetery near the intersection of 710 and Australian Avenue (Royal Palms Memorial Gardens). Although, FDOT issued a letter stating that the cemetery would not be affected, tension with redevelopment efforts is ongoing. Much of the tension stems from the Riviera Beach Community Redevelopment Agency's (CRA) use of eminent domain on the SR 710 corridor to allow for new development. They declared the area "blighted", regardless of the condition of individual properties, and used eminent domain to take

the properties in order to eliminate “blight”. Florida laws regarding blight allowed for such action. After a battle in the court system, the regulations for taking property were changed. However, the initial action by the CRA created great fear in the community and caused some families to move. As a result, outreach activities conducted in the area must be done with great sensitivity to the residents.⁹

The SR 710 Corridor study area is located inside the Urban Service Area of Palm Beach County, which requires all public services including centralized public water distribution and centralized wastewater collection and disposal systems.¹⁰ Public services in the study area are provided by the three municipalities, countywide agencies and a special district. The municipalities of West Palm Beach and Riviera Beach provide code enforcement, police, public works, utilities, library and parks and recreation. The Town of Mangonia Park provides code enforcement, utilities and park and recreation and contracts with the City of West Palm Beach for fire/rescue services and with the Palm Beach County Sheriff’s Office for police services. Services provided by countywide agencies include public schools (The School District of Palm Beach County), public transit (Palm Tran) and solid waste disposal. The South Florida Regional Transportation Authority provides Tri-rail service. Drainage services for the area west of Congress Avenue are provided by the Northern Palm Beach County Improvement District.

Public schools situated in the area include three elementary schools (Dr. Mary McLeod Bethune, Lincoln and West Riviera), John F. Kennedy Middle School and Suncoast Senior High, ranked among the top in the nation by Newsweek Magazine. Alternative schools in the area operated by The School District of Palm Beach County include Riviera Beach Preparatory and Achievement Academy at 7071 Garden Road in Riviera Beach, CARP (alternative program north) at 5400 East Avenue in West Palm Beach and Kelly Center at 1041 45 Street in West Palm Beach.¹¹

Demographic Highlights

The demographic data that follows was compiled using Census Block Group data. The State Road 710 Corridor study area is made up of the thirteen 2010 Census Block Groups listed below. Census Block Groups consist of several census blocks and generally have a population of 600 to 3,000 people.

120990014021	120990014031	120990014032	120990014041	120990014042
120990014043	120990015001	120990015002	120990015003	120990015004
120990016001	120990016002	120990016003.		

According to the 2010 US Census, the SR 710 Corridor study area has a population of 15,039 people.¹²

The SR 710 Corridor study area population is primarily Black. In 2010, Blacks made up 79.48% of the population, while whites only represented 13.26% of the population. In comparison, 73.49% of the population in Palm Beach County are white and 17.32% are Black.¹³

The SR 710 Corridor study area has a younger population than Palm Beach County and a slightly higher concentration of working age adults. In 2010, working age adults ages 18 to 64 made up 60.3% of the population in the State Road 710 Corridor, compared to 58.03% for Palm Beach County.¹⁴

The level of educational attainment in the SR 710 Corridor study area is significantly lower than in Palm Beach County. Approximately 37.2% of the area’s residents had a college or graduate degree (Bachelor or higher) or some college education, compared to 60.1% for Palm Beach County as a whole.¹⁵

<u>Education</u>	Study Area	%	County	%
With a Degree or Some College				
Doctorate	62	0.7	11,103	1.2
Professional	61	0.7	28,863	3.1
Master	268	3.0	68,815	7.4
Bachelor	668	7.6	186,552	20.1
Associates	372	4.2	73,088	7.9
Some College	1,842	20.9	190,510	20.5
	<u>3,273</u>	<u>37.2</u>	<u>558,931</u>	<u>60.1</u>
High School or Less				
High School	2,902	33.0	248,302	26.7
Below High School	2,629	29.9	122,361	13.2
	<u>5,531</u>	<u>62.8</u>	<u>370,663</u>	<u>39.9</u>
Total	8,804	100	929,594	100

The average income per capita in the SR 710 Corridor study area is 56% less than the average per capita income for Palm Beach County as a whole. The average per capita in the State Road 710 Corridor is \$14,877, compared to \$33,610 for the county.¹⁶

Approximately 39.23% of the total population of the of the SR 710 Corridor study area is living in poverty, compared to 16.48% for the County as a whole.¹⁷

The SR 710 Corridor study area has a lower percentage of owner-occupied units than Palm Beach County. Approximately 36.32% of the total housing units in the State Road 710 Corridor are owner-occupied and 44% are renter-occupied. In Palm Beach County, 58.46% of the total housing units are owner-occupied and only 23.43% are renter-occupied.¹⁸

Approximately 9.13% of the State Road 710 Corridor study area residents identified themselves as Hispanic.¹⁹

Non-English speaking residents accounted for 4.87% of the population. Approximately 3.74% of the non-English speaking residents reported they spoke Spanish and 1.13% spoke other Indo-European language.²⁰

Place of Birth, Nationality, and Language Spoken at Home

The place of birth, nationality and language data presented below are reported at the Census Tract level instead of at the Block Group level since the 2010 US Census does not have such information available by Census Block Groups. Though the Census Tracts represent a larger area than the study area, the data provides valuable information on the social characteristics of the population living in and around the State Road 710 Corridor study area.

Census Tracts are subdivided into Block Groups and have a population of 1,500 to 8,000 people. They are created to be fairly homogeneous with respect to social and economic characteristics. The State Road 710 Corridor study area is located within the Census Tracts listed below. The data reported below are for the following Census Tracts.

12099001402 12099001403 12099001404 12099001500 12099001600

Place of Birth²¹

Born in Florida	8,283	58%
Born in Different State	3,333	23%
Born in Puerto Rico or abroad to American parent(s)	109	1%
Foreign Born	2,471	17%
Total population	14,196	100%

Foreign Born Population: Top Ten Places of Birth²²

Guatemala	639	26%
Haiti	552	22%
Jamaica	525	21%
Mexico	151	6%
Trinidad and Tobago	83	3%
Bahamas	48	2%
Panama	43	2%
United Kingdom (inc. Crown Dependencies):	41	2%
Honduras	40	2%
Canada	37	1%

Language Spoken at Home²³

Language	Population 5 Years and Over		Speak English Less Than Very Well	
		%		%
English only	1,968	50%	1,449	50%
Language other than English				
Spanish	1,202	31%	1,051	36%
Other Indo-European languages	754	19%	386	13%
Asian and Pacific Islander languages	0	0%	0	0%
Other languages	12	0%	12	0%
Population 5 years and over	3,936	100%	2,898	100%

Transportation Trends

The figures below provide key transportation indicators for the State Road 710 Corridor:²⁴

Housing units with vehicles available:

State Road 710 Corridor	4,352 (85.07%)
Palm Beach County	490,820 (93.82%)

Mean (Average) Vehicles per households:

State Road 710 Corridor	1.29
Palm Beach County	1.54

Means of Transportation to work:

	State Road 710 Corridor	Palm Beach County
Carpool	18.76%	11.15%
Drive Alone	70.56%	78.66%
Public Transport	2.03%	1.55%
Motorcycle	0.00%	0.27%
Bicycle	0.61%	0.59%
Walk	3.92%	1.69%
Other	0.77%	1.16%
Work at Home	3.35%	4.92%

Special Events

The City of Riviera Beach hosts most of the special events in the SR 710 Corridor, including a Martin Luther King, Jr. Parade. To the south of the corridor, a variety of community events are held in West Palm Beach's Northwood District, and farther south along the downtown waterfront. Events are sponsored by the City of West Palm Beach, CRAs, and other organizations throughout the year including Clematis by Night, Fourth on Flagler, SunFest, and an international boat show. (Community calendar: www.wpb.org/events/).

Business Landscape

The largest employers in the general area of the SR 710 Corridor study area are industrial firms utilizing the Port of Palm Beach or the FEC or CSX railroad lines, hospitals and FPL. The major industrial firms, which by definition includes manufacturing and distribution activities, are a defense contractor, Lockheed Martin; two food distributors, Cheney Brothers, and SYSCO Food Services; and a cargo shipper, Tropical Shipping USA. Hospitals include St. Mary's Medical Center and Columbia Hospital.²⁵

In an effort to expand the economic base in northern Palm Beach County, a minimum of 8,000,000 sq. ft. of floor area for bioscience purposes is being sought by the County and the municipalities of Jupiter, Palm Beach Gardens, Lake Park, Riviera Beach and Mangonia Park.²⁶ Palm Beach County has adopted amendments to the Comprehensive Plan that include a Bioscience Research Protection Overlay in the unincorporated portion of this community, specifically the area bounded by Blue Heron Boulevard on the north, C-17 Canal and Garden street on the east, Interstate Park Way on the south and I-95 on the west. The Palm Beach County Comprehensive Plan as amended through July 27, 2012 also contains policies that support bioscience activities.²⁷

In addition, efforts have been made to foster economic development by designating a State Free Enterprise Zone in Riviera Beach that covers the area south of Blue Heron Boulevard in Riviera Beach and extends into the northeastern portion of West Palm Beach, especially in the corridor between Greenwood Avenue and Broadway (US 1).. Businesses that are located in a State Free Enterprise Zone may be able to receive tax benefits if conditions are met.

Other efforts to improve the business environment and economic development in the area include the Intracoastal Waterway Plan for Palm Beach County, which was funded by the Palm Beach MPO, and the establishment of a Foreign Trade Zone (FTZ) that included two properties in the area. The plan was prepared by the Treasure Coast Regional Planning Council, and adopted in 2010 by the Palm Beach Metropolitan Planning Organization. Recommendations include supporting marina village efforts in Riviera Beach and West Palm Beach, as well as

establishing a “Megayacht Mile” overlay from the Blue Heron Bridge south through Riviera Beach into West Palm Beach.²⁸

A Foreign Trade Zone is a federally designated site created to help businesses remain competitive in the global market place. The benefits of a FTZ include lower duties and processing fees plus quicker movement of goods. The FTZ #135 sites in the area include a 25-acre parcel at the Port of Palm Beach and a 37-acre property in an industrial area at I-95 and SR 710.²⁹

Additional Resources

- **City of Riviera Beach Community Redevelopment Plan** by the Treasure Coast Regional Council for the City of Riviera Beach and the Riviera Beach Community Redevelopment Agency (CRA) :
http://www.tcrpc.org/departments/studio/riviera_beach_cra/riviera_beach_cra_home.htm#implementation
- **Final Port of Palm Beach Master Plan Update 2012-2022** by the Port of Palm Beach:
<http://www.portofpalmbeach.com/business-opportunities/master-plan/>
- **Palm Beach County Comprehensive Plan** by the Palm Beach County Planning, Zoning, and Building Department Planning Division: <http://www.co.palm-beach.fl.us/pzb/planning/comprehensiveplan/tableofcontent.htm>
- **The Intracoastal Waterway Plan for Palm Beach County** by the Treasure Coast Regional Planning Council for the Palm Beach Metropolitan Planning Organization:
http://www.tcrpc.org/departments/studio/intracoastal_water_way/icww_home.htm

Sources

¹ The State Road 710 study area represented in this report consists of thirteen 2010 Census Block Groups: 120990014021, 120990014031, 120990014032, 120990014041, 120990014042, 120990014043, 120990015001, 120990015002, 120990015003, 120990015004, 120990016001, 120990016002, 120990016003.

² Palm Beach County History Online. Retrieved August 2012 from <http://www.pbchistoryonline.org/page/archeology-in-palm-beach-county-a-sampler>

³ Palm Beach County Online History. Retrieved July 2012 from <http://www.pbchistoryonline.org/page/city-of-west-palm-beach>

⁴ Palm Beach County History Online. Retrieved July 2012 from <http://www.pbchistoryonline.org/mangonia-park>

⁵ Port of Palm Beach. *Final Port of Palm Beach Master Plan Update 2012-2022*. P. 1-4. Retrieved December 2012 from http://www.portofpalmbeach.com/business-opportunities/master-plan/downloads/POPB_Master_Plan_Update3_August_23_2012_Comission

⁶ Port of Palm Beach. *Final Port of Palm Beach Master Plan Update 2012-2022*. Pages 4 and 5 of 14. Retrieved December 2012 from http://www.portofpalmbeach.com/business-opportunities/master-plan/downloads/POPB_Master_Plan_Update3_August_23_2012_Comission

⁷ Palm Beach County Planning, Zoning and Building Department. *Palm Beach County Comprehensive Plan, Transportation Element*. Figure TE 16.1, 2020 Future Intermodal Facilities. Retrieved July 2012 from <http://www.pbcgov.com/pzb/planning/comprehensiveplan/>

⁸ Port of Palm Beach District. Retrieved July 2012 from <http://www.portofpalmbeach.com>

⁹ Pat Beall, *Riviera Beach Eminent Domain Case Draws National Spotlight*. January 2006. Retrieved December 2012 from <http://www.freedom.org/articles/beall-106.shtml>

¹⁰ Palm Beach County Planning, Zoning & Building Department. *Palm Beach County Comprehensive Plan, Future Land Use Element*. P. 63- FLU. Retrieved July 2012 from <http://www.pbcgov.com/pzb/planning/comprehensiveplan/>

¹¹ The School District of Palm Beach County. Retrieved on October 2012 from <http://www.palmbeachschools.org>

¹² US Census Bureau. American Fact Finder: 2010 US Census. Retrieved July 2012 from <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>

¹³ Ibid.

¹⁴ Ibid.

¹⁵ US Census Bureau. 2006-2010 American Community Survey. Retrieved July 2012 from <http://www.census.gov/acs/www/>

¹⁶ Ibid.

¹⁷ Ibid.

¹⁸ Ibid.

¹⁹ Ibid.

²⁰ US Census Bureau. 2006-2010 American Community Survey. Retrieved July 2012 from <http://www.census.gov/acs/www/>

²¹ US Census Bureau. 2007-2011 American Community Survey: DP02: Selected Social Characteristics in the United States. Retrieved December 2012, from <http://www.census.gov/acs/www/>.

²² US Census Bureau. 2007-2011 American Community Survey: B05006: Place Of Birth for the Foreign-Born Population in the United States. Retrieved December 2012, from <http://www.census.gov/acs/www/>.

²³ US Census Bureau. 2007-2011 American Community Survey: DP02: Selected Social Characteristics in the United States. Retrieved December 2012, from <http://www.census.gov/acs/www/>.

²⁴ US Census Bureau. American Fact Finder: 2010 US Census. Retrieved July 2012 from <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>

²⁵ Business Development Board of Palm Beach Country. Retrieved July 2012 from <http://www.bdb.org>

²⁶ Palm Beach County Planning, Zoning and Building Department. *Palm Beach County Comprehensive Plan, Future Land Use Element*. P. 38- FLU. Retrieved July 2012 from <http://www.pbcgov.com/pzb/planning/comprehensiveplan/>

²⁷ Ibid.

²⁸ Treasure Coast Regional Planning Council. *The Intracoastal Waterway Plan for Palm Beach County*. P. 1-5. Retrieved October 2012 from http://www.tcrpc.org/departments/studio/intracoastal_water_way/icww_home.htm

²⁹ Port of Palm Beach *Final Port of Palm Beach Master Plan Update 2012-2022*. P. 2-4. Retrieved December 2012 from <http://www.portofpalmbeach.com/business-opportunities/master-plan>