

CBD West Riverfront Development Area

This is one of the most attractive development areas in the City. An important part of this development is the construction of the Riverside Parkway, providing landfill in the private land between the River and the Parkway. The southeastern side of Riverside Drive is partially built up. However, the area southeast of these buildings and inside the bulkhead line would be available for new development.

The quality of the urban environment is more and more important to Americans and particularly to the citizens of Florida. Residents of apartments along the St. John's Riverfront would be within a few minutes comfortable travel (by transit) of all major downtown sites, with garages directly below accessible to Coastline Drive and by freeway to the countryside beyond. They would also be part of an environment that for many tastes provides the finest kind of urban living.

Development in this area over the next decade or two can change the character of the central Jacksonville region. The quality and efficiency of this development is important both to the public and individual landowners. Of particular importance to all is the integration of the downtown people-mover system into the construction.

The area between the I-95 Expressway and the CBD is a logical location for peripheral parking facilities.

There is space for peripheral parking in the area bounded by Riverside and Forest Street. It would be desirable to require covered two- or three-level parking under new development along

the Riverside Parkway.

Connection to such facilities certainly should be made by surface transit. There seem to be no environmental obstacles to such connections or parking facilities.

The ecological impact of landfill has not been investigated. This is an issue in the development project itself rather than an issue for transit alone.

The proposed Riverside Parkway would provide a bulkhead for landfill on private land along the riverfront. This development would create one of the most attractive areas in this part of the country. A transitway, built into the new development, would serve that development which, in form, would provide ridership for the transitway.

Seaboard Railroad Area. The most reasonable alignment location in this corridor would be north of Water Street and the Auditorium. Then the alignment could turn southwest through the Seaboard Railroad's proposed project area. The possibility of locating a station in this area has been discussed with representatives of the Seaboard Railroad.

There are minor engineering problems in crossing the Acosta Bridge approaches.

There are several ways of crossing the Acosta Bridge right-of-way. However, the most feasible seems to be to remove the diagonals in the approach truss to pick up the panel points on new piers, and to carry the transit guideways between the upper and lower chord members. Note that the sketch shows the transit in the existing landscape. In fact, the guideways most