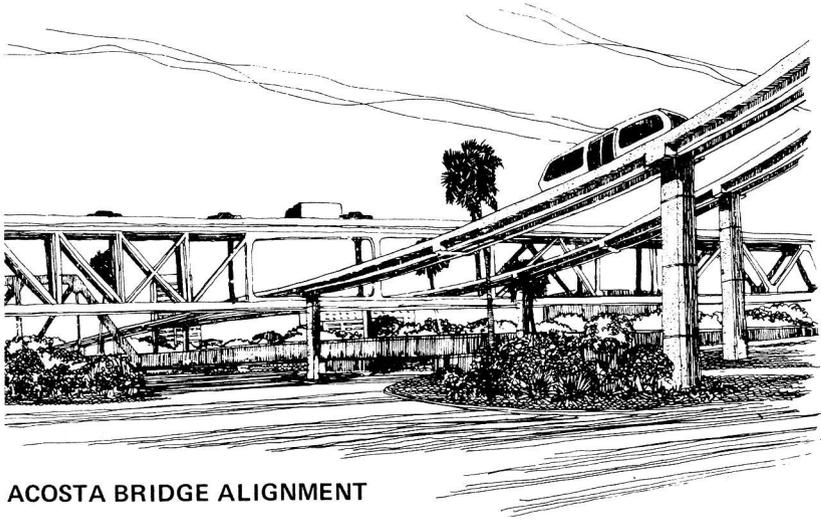


likely would be built into major development projects in the Seaboard Railroad site and along the riverfront southwest of the Acosta Bridge.



**ACOSTA BRIDGE ALIGNMENT**

## **SOUTH BANK OF ST. JOHN'S RIVER**

The right bank of St. John's River from the shipyards to the Fuller Warren Bridge and beyond is the fourth most promising development area close to the CBD.

There has been much recent construction south of the River. Two of the newest corporate office buildings, the Gulf Building and the Prudential Life Insurance Building, are on this side of the River including the new Hilton Hotel, the Municipal Park and Marina, the Children's Museum, the Baptist Hospital, the Blue Cross Building, and Jacksonville's newest in-town restaurant/nightclub. All have major parking facilities.

Major developments are planned for the Container Corporation site.

The Gulf Building was just completed and has almost 100 percent occupancy. This area has the advantage that if parking is provided both for local development and a park-and-ride facility, traffic congestion will be reduced on the downtown bridges across the St. John's River. This would seem to be the only area close enough to the CBD (and on the opposite side of the River) to merit consideration for such park-and-ride facilities. Parking could be developed between Alvarez and Gulf Lake Drive and Flagler and the Bugbee.

The principal problem here, both economically and esthetically, is to cross the St. John's River with a handsome bridge.

Three alternatives exist:

- A new bridge between the Acosta Bridge and the Main Street Bridge exclusively for transit.
- An addition to the Main Street Bridge.
- Separate right-of-ways on a new bridge planned to cross the River at approximately Liberty Street.

The new bridge for transit only would be expensive. The quality of the design would be extremely important because of its prominent position on the riverfront.

Plans for the Liberty Street highway bridge are not far along at this time to be seriously included in this discussion. Therefore, the most feasible location for a bridge would be west of and adjacent to or connected to the Main Street Bridge.

The City's policy decision to connect the left bank and the right bank of the St. John's River by pedestrianways should also be considered. Any bridge structure that can carry the people mover can also carry a pedestrian walkway.