

next best for downtown uses; and frame, representing in general the oldest and most deteriorated (and primarily residential) structures. The buildings in downtown Jacksonville are thus classified and shown by analysis area on Figure 9 and in the following table:

Jacksonville CBD East of Main						
	Area A	Area B	Area C	Area D	Area E	Total CBD East of Main
Brick & Concrete Concrete Block	23.1%	53.8%	30.7%	53.1%	29.7%	41.1%
Frame	21.1	15.4	14.1	6.2	9.4	11.9
Vacant (No Building)	48.0	20.3	46.9	36.5	57.8	40.2
	7.8	10.5	8.3	4.2	3.1	6.8
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Jacksonville CBD West of Main and Entire CBD				
	Area F	Area G	Total CBD West of Main	Total Entire CBD
Brick and Concrete	38.0%	82.7%	64.8%	52.0%
Concrete Block	20.2	2.2	9.4	10.8
Frame	24.0	1.3	10.4	26.4
Vacant (No Building)	17.8	13.8	15.4	10.8
Total	100.0%	100.0%	100.0%	100.0%

As indicated earlier, the type of building construction existing in August, 1962, in the CBD east of Main lends itself particularly to the upgrading of land use and new construction which is predicted to result from the proposed Commodore Point system. Of the total downtown area analyzed east of Main, 40.2% is occupied by frame buildings and 6.8% has no buildings, while another 11.9% has concrete block buildings. Since 42.0% of this total area east of Main is presently devoted to dwellings, and since much of the 41.1% occupied by brick and concrete structures is old and deteriorated, opportunity for replacement of existing structures and conversion

to more productive land uses is abundant. When Area C, the one which would be most affected by the Duval, Monroe, Adams, and Forsyth arterials, is examined separately, we find that 46.9% of these 15 city blocks is in frame structures, 8.3% has no buildings, and 14.1% is in concrete block—presenting an even more conducive environment for the upgrading opportunities of the proposed Expressway extension.

West of Main there is an entirely different picture. Here only 10.4% of the entire area analyzed is in frame structures and only 9.4% in concrete block, while 65.8% is occupied by brick and concrete structures. When we examine core Area G separately, we find 82.7% in brick and concrete structures, while frame (1.3%) and concrete block (2.2%) have virtually disappeared. This area has firmed up as the central core of Jacksonville's retail, financial, and hotel section of the CBD, and its future will depend very largely upon traffic access and flow and parking facilities. Area F, north of Ashley from Main west to Pearl, however, still has 24.0% of its area in frame structures (with 25.9% still in dwellings) and 17.8% still with no buildings. Here remains another potential for CBD expansion. As suggested previously, the economic impact of the proposed extension on Area F will be beneficial, in the long run rather than in short, in both land use and type of construction.

In total, the economic impact of the Commodore Point extension on the entire downtown area should result in considerable construction of new buildings replacing the present overall proportion of 26.4% frame, 10.8% concrete block, and 10.8% vacant, as well as some of the older structures among the 52.0% brick and concrete. The current razing of one old landmark, the Masonic Temple Building, is only a hint of things to come. As the predicted increases in daily trips to and from downtown resulting from the Commodore Point Bridge system come about, changes in land use and new buildings to serve the increased volume of people will most certainly follow.

Parking

It cannot be overemphasized that all of the predicted benefits to the CBD from the proposed Commodore Point Expressway extension are largely dependent also on adequate downtown parking facilities. There is no value in making it possible for thousands of additional