

people daily to get downtown easily and quickly by car unless they can park within a reasonable distance of their destinations. In our automotive civilization today a reasonable distance is interpreted by most people as no more than about two blocks for a city of this size.

Available 24 hour public parking spaces as of August, 1962, both curb and off-street, have, therefore, been counted for this study and are shown graphically in Figure 10. In the previously defined seven areas of the CBD, they are as follows:

**Public Parking Facilities in Jacksonville CBD as of August, 1962**

	Available Curb Parking Spaces	Available Off Street Parking Spaces	Total Available Parking Spaces
Area A	82	12	94
Area B	199	46	245
<b>Total, A and B</b>	<b>281</b>	<b>58</b>	<b>339</b>
Area C	474	683	1157
Area D	548	349	897
<b>Total, C and D</b>	<b>1022</b>	<b>1032</b>	<b>2054</b>
Area E	206	53	259
<b>TOTAL EAST OF MAIN (A, B, C, D, &amp; E)</b>	<b>1509</b>	<b>1143</b>	<b>2652</b>
Area F	363	239	602
Area G	548	2127	2675
<b>TOTAL WEST OF MAIN (F &amp; G)</b>	<b>911</b>	<b>2366</b>	<b>3277</b>
<b>TOTAL IN DELINE- ATED CBD (A, B, C, D, E, F, &amp; G)</b>	<b>2420</b>	<b>3509</b>	<b>5929</b>

The analysis of parking facilities indicates an urgent future need for more off-street parking facilities in the entire CBD, particularly

as the area east of Main develops. Whereas the 40 blocks in the analyzed areas west of Main offer 2,366 off-street parking spaces, and 2,127 of these are in core Area G, the entire 48 blocks east of Main presently provide only 1,143 off-street spaces. Even though 1,032 of these are in Areas C and D, it will probably be necessary to provide more off-street parking in Areas C and D and obviously in Areas A, B, and E, in order to accommodate the expected increase in people with destinations in these areas resulting from the improved access and consequent upgrading of land use and building construction.

West of Main, Area G currently provides considerable off-street parking but its present facilities of 2,127 spaces will need to increase in the very near future. Area F is presently in short supply of off-street parking and in the long run must provide more.

Therefore, it is a suggestion of this study that this proposed extension, and any future extensions of the Jacksonville Expressway System designed to provide better access to the CBD, be accompanied by adequate expansions of off-street parking facilities. Such a program is absolutely vital if the optimum benefits to the CBD, and to Jacksonville as an area shopping center, are to be realized. In fact, the ability of professional people and service firms to draw clients and customers is as vitally affected as is retail trade. Finally, as more traffic is afforded better access to the CBD, and with traffic growth which will occur with or without the proposed Bridge, major withdrawal of present curb parking spaces will become necessary to accommodate traffic flow. This factor will further increase the need for off-street parking.

**Impact On Jacksonville as a Retail and Wholesale Center**

Over the years Jacksonville has developed into a major trade center. In wholesaling, certain rail transportation factors and port facilities have enabled it to serve all of Florida and much of Georgia and South Carolina in many lines. As a retail center for shopping goods it draws customers regularly from a 50 to 75 mile radius in Florida and south Georgia and from much greater distances for occasional purchases. The tabulated figures, from the last three U. S. Censuses of Business, indicate the importance and the growth of retail and wholesale trade to Jacksonville.