no vacancy in the area at present. Like "B-4", there was little change of ownership among improved properties, and so it was difficult to define a shrinkage trend. Further, there has been virtually no activity in lot sales here for the last few years until the present time. There are very few vacant lots left, and it was felt that a good 50-foot lot in this area in 1929 would sell for $1,200, there was one actual case noted of a lot being sold for $800 in 1933, and it is assumed that the lots there now would sell for $1,000 to $1,200. While this area, it is claimed, will maintain its present level for perhaps 10 years, the factors of decline are present from its age and from the presence of the declining area surrounding it.

This area separates the best residential neighborhood on the north side of Fresno from the popular new suburban residential sub-division known as Fig Gardens. It includes sections on both sides of the main line railroad running northwesterly through the north side of the city. The area is occupied by American white laborers, wage earners, and some small business men with incomes ranging from $900 to $1,800. The structures in it are not uniform throughout but on the whole present a fair appearance. The houses range from almost new to some as old as 20 years, the average being about 12 years. The structures are virtually all frame, ranging in cost from $3,000 to $4,000. There is no new construction at present. The area is entirely outside of the city limits, with the exception of one block, and, consequently, is not zoned, and there are no deed restrictions. The area, as a whole, is about 75% owner-occupied, and there are no vacancies at present. Normally, the vacancy runs as high as 10%. The solid "yellow" parts of the area are about 70% built up. Utilities are all in this area, and all but a few streets are paved, with curbs and sidewalks. The hatched part of this area differs in no respect except that it is only about 15% or 20% built up.

This area is considered a fairly desirable place in which to live. The improvements vary a good deal in cost of construction,