   b. Class and Occupation: Business and professional men, skilled artisans, white collar workers, gardeners, etc. Income $1200-$2500 & up.
   c. Foreign Families: None
   d. Nationalities: 
   e. Shifting or Infiltration: Better class of people coming in, but slowly

2. BUILDINGS:
   a. Type and Size: 4 room cottages
   b. Construction: Frame
   c. Average Age: 12 years
   d. Repair: Fair
   e. Occupancy: 96%
   f. Owner-occupied: 60%
   g. 1935 Price Bracket: $1500-2500
   h. 1937 Price Bracket: $2000-3000
   i. 1939 Price Bracket: $2000-3000
   j. Sales Demand: Fair
   k. Predicted Price Trend (next 6-12 months): Static (see below)
   l. 1935 Rent Bracket: $20-25
   m. 1937 Rent Bracket: $25-30
   n. 1939 Rent Bracket: $25-30
   o. Rental Demand: Seasonally good
   p. Predicted Rent Trend (next 6-12 months): Static to down (see below)

3. NEW CONSTRUCTION (past yr.): Type & Price: None
   a. HOLC Institutions: Few

4. OVERHANG OF HOME PROPERTIES: a. HOLC: None b. Institutions: Few

5. SALE OF HOME PROPERTIES (3 yr.): a. HOLC: None b. Institutions: Few
   1938-9

6. MORTGAGE FUNDS: Limited

7. TOTAL TAX RATE PER $1000 (193_): $.22.70

8. DESCRIPTION AND CHARACTERISTICS OF AREA: Terrain: Typical canyon topography with varying construction hazards. Land improved 30% of the 60% available for building sites. There are no deed restrictions nor zoning; however, terrain and isolation are protective elements. Transportation limited to private automobiles. Free bus service to public schools. Churches, trading and amusement centers are remote, the nearest being Westwood Village. Originally opened up some 15 or 16 years ago as a small "cabin" type project. This area has improved considerably in the past few years and new construction is now more pretentious and of much better quality. In consequence the area is extremely heterogeneous, improvements varying from two-room cabins and shacks to new modern 6 & 7 room bungalows. There are very few improved streets and the majority shown on the map are non-existent and are topographically impossible. Platting has been largely arbitrary, contours being followed as improvements were made. In this respect lack of restrictions has been a decided detriment. Beverly Glen Blvd., the principal thoroughfare, is a through trunk highway, and well traveled, but is narrow and winding with a number of steep grades.

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