of "deed restriction". It should be added that since 1921, the city has developed a modern system of zoning restrictions which are rigidly adhered to and have every indication of permanence.

All of the foregoing explains the heterogeneous character of some of the areas, such as "C-24", "C-26", and "C-28". This original platting of 26-foot lots also throws light upon the popularity and seeming preference in some cases for "row" houses in San Francisco, the existence of which is well-nigh universal in all the areas.

On Page 29 of this report under the heading of "Taxation", is given a representative list of residential properties, their assessed value, and actual taxes paid. Attention is now directed to the comparatively low amount of taxes assessed against most of these properties. These concrete examples tend to substantiate the statement that San Francisco places an unusually low burden of taxation upon its house owners.

No attempt has been made in the Area Descriptions to cover what might be termed "essential appurtenances". These have been purposely omitted for the reason that every area shown on the Security Area Map is provided with street lighting, sewers, water mains, is piped for gas, wired for electric connections, and with one exception, every area has "city accepted" paved streets and sidewalks. This single exception is Area "A-7" in the description of which the matter is mentioned.

As a means to a better acquaintance with the Security Area Map and what it is intended to portray, there have been placed in the Appendix on Pages 13-A to 20-A, inclusive, a series of outline maps of San Francisco. The first three of these (Appendix Pages 13-A, 14-A, and 16-A) show the location of apartment houses, hotels, and restaurants. These indicate the districts having the greatest density of population.

The next one (Appendix Page 16-A) shows the traffic flow and the daily circulation on the primary streets. This will give a splendid idea of the location of the main arteries of the city, and in connection with it, attention is called to the volume of traffic on Mission, Valencia, and Howard Streets, running downward toward the southwest portion of the city between Areas "D-8" and "D-12", "D-13", "D-10" and on southeastward. The scale shown upon this map indicates a flow of con-