tected, the restrictive provisions have expired. Therefore, city zoning laws and practices were important factors in determining the grades to be accorded the various residential areas.

San Jose has an excellent zoning code which is administered by a City Planning Commission whose past record does much to insure the future stability of the city's residential areas. A copy of the Zoning Map and Ordinances of San Jose will be found in the Loose Exhibits Section of this report.

Santa Clara's zoning ordinances, which are also administered by a Planning Commission, leave much to be desired, both from the standpoint of clarity and restrictions. As copies of the Santa Clara Zoning Map and Ordinances are not available for distribution, the classifications and restrictions are set forth in the "Introduction to Area Descriptions."

In grading the various areas, zoning regulations were given careful consideration, and the ground uses permitted in each area are noted in the description.

In connection with zoning, it is of interest to note that in San Jose provision has been made for enough commercial and industrial ground use to care for a population of over 250,000 people. As a consequence of this, business and industry are widely scattered, and in many of the districts, zoned for such uses, residences constitute a large percentage of the improvements. While no attempt has been made to designate or grade areas where business and industry predominate, it should be understood that more than the usual number of dwellings are located in such districts. Some of the areas shown on the map, notably D-3, D-5, and D-11, are partially zoned for business or industry, but in those districts, one to four-family dwellings constitute more than fifty percent (50%) of the ground use.

The local transportation system, which consists of street cars, supplemented by bus lines, is privately owned and is inadequate both in extent and schedules. This, it is explained, is due to a lack of patronage caused by the fact that practically every family has one or more automobiles which are used by the family for local transportation. As a result of the poor service and limited coverage of the transportation system, the taxi companies are in active competi-