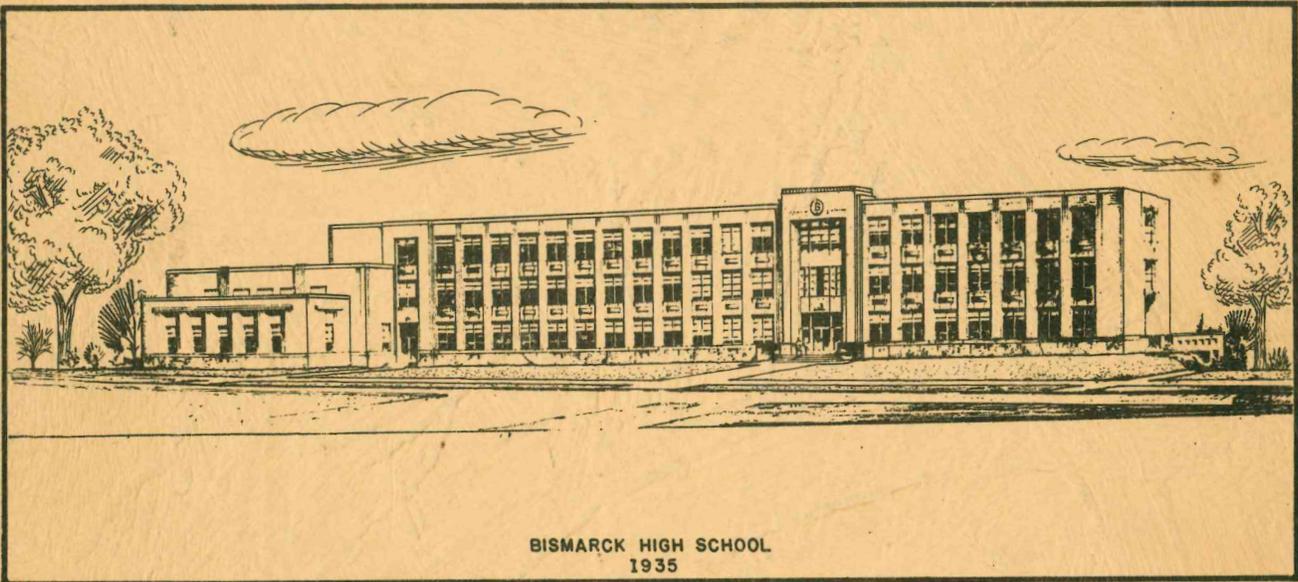


GEORGE WILL

SIX YEAR PROGRAM  
FOR  
MUNICIPAL IMPROVEMENTS  
1941-1946  
AND  
PLAN FOR DEVELOPMENT



BISMARCK  
NORTH DAKOTA

CITY PLANNING COMMISSION  
W.P.A. PROJECT O.P. NO. 165-1-73-15  
MAY 1, 1941

SIX YEAR PROGRAM  
For  
MUNICIPAL IMPROVEMENTS  
1941 - 1946  
And  
PLAN FOR DEVELOPMENT

PUBLISHED  
By  
CITY PLANNING COMMISSION  
And  
WORK PROJECTS ADMINISTRATION  
OFFICIAL PROJECT NUMBER  
165 - 1 - 73 - 15

WITH THE  
COOPERATION & CONSULTING SERVICES  
OF THE  
NATIONAL RESOURCES PLANNING BOARD

B I S M A R C K  
NORTH DAKOTA

May 1, 1941

LETTER OF TRANSMITTAL

B I S M A R C K  
NORTH DAKOTA

August 14, 1941

To the Honorable:

Board of City Commissioners  
Board of Education  
Library Board  
Park Board

Gentlemen:

There is transmitted herewith a SIX YEAR PROGRAM FOR MUNICIPAL IMPROVEMENTS, 1941 - 1946, and PLAN FOR DEVELOPMENT. It is presented to you for consideration and adoption of such parts thereof as may be applicable to your respective boards.

This report was made possible through a staff of workers provided by the Work Projects Administration, advisory and technical assistance by the National Resources Planning Board, and miscellaneous aid provided by the National Youth Administration. Without the assistance of these agencies, this work could not have been undertaken and brought to a satisfactory conclusion.

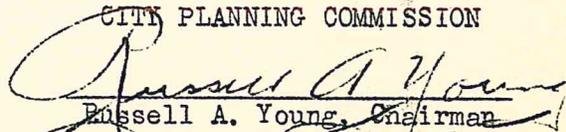
The detailed studies involved and the preparation of the report were supervised by Mr. Oscar Becker, Project Supervisor for the Work Projects Administration. The Commission feels that the report itself speaks for the ability and untiring services of Mr. Becker and wishes to express to him, through this transmittal, its appreciation for work well done.

The Commission wishes also to thank the representatives of the several Federal Agencies, the members of the Advisory Committee, the staff that prepared this report, and all other individuals who made contributions, for their work, interest, and cooperation. The names of Federal Representatives and Committee Members are shown on the following page.

The members of the Planning Commission enjoyed preparing this report and trust that it will aid the various boards and the individual members in discharging their responsibility for the orderly development of the City of Bismarck.

Respectfully Submitted,

CITY PLANNING COMMISSION

  
Russell A. Young, Chairman

  
A. R. Tavis, Secretary

CITY PLANNING COMMISSION

Russell A. Young, Chairman  
Dr. H. A. Brandes, Vice Chairman  
A. R. Tavis, Secretary  
R. B. Webb

Neil O. Churchill, Mayor  
D. R. MacDonald, City Engineer  
C. L. Foster, City Attorney  
T. Clem Casey

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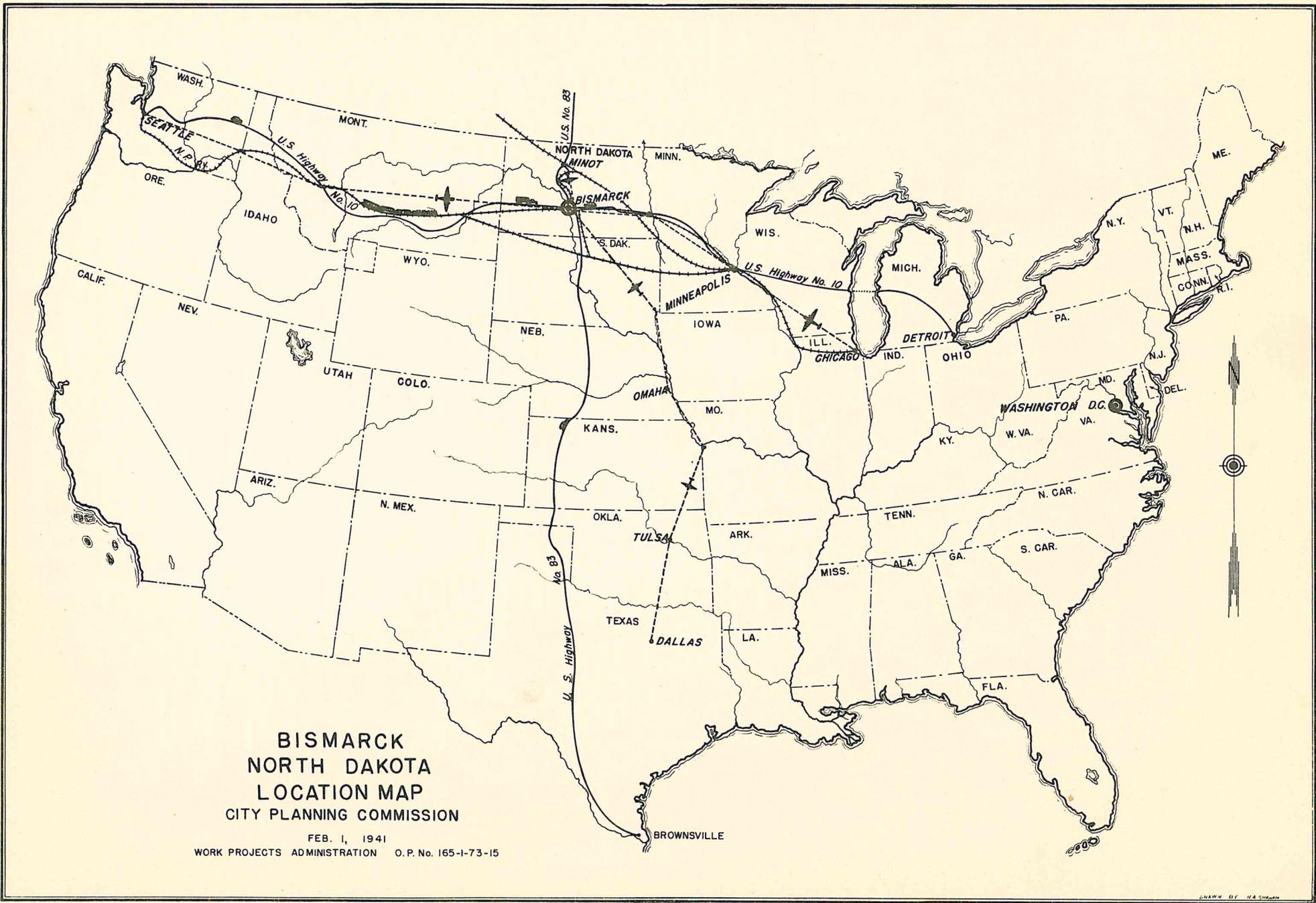
NATIONAL YOUTH ADMINISTRATION

Robert Byrne, State Administrator

W. Howard Nelson, Area Supervisor

BISMARCK, NORTH DAKOTA

May 1, 1941



**BISMARCK  
NORTH DAKOTA  
LOCATION MAP  
CITY PLANNING COMMISSION**

FEB. 1, 1941  
WORK PROJECTS ADMINISTRATION O.P. No. 165-1-73-15

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SIX YEAR PROGRAM FOR MUNICIPAL IMPROVEMENTS  
AND  
PLAN FOR DEVELOPMENT

I N T R O D U C T I O N

All citizens of Bismarck are vitally interested in the administration of the municipal government because they pay the bills. They are concerned that not only shall the business of the City be conducted with efficiency and economy, but also that there be provided, as needed, all those facilities and services--water, sewers, streets, schools, parks, etc.-- essential to the maintenance of general welfare, health, convenience, and pleasure.

In its broad aspects, therefore, the business of city government concerns two distinct yet related functions. One is the cost of operation and maintenance of existing facilities, financed generally by taxation or from current revenues, which is budgeted for expenditure each year. During the past years the practice of budgeting of such "ordinary" expenditures has been perfected and is now a regular administrative practice. Each year it becomes more apparent that efficient and economical operation depends upon the wisdom that has governed the provision of public improvements in the past.

The other aspect is the replacement or expansion of facilities. These wear out, or because of growth and development of the City, are no longer capable of affording the service intended, and as the city expands and becomes more important as a trade center there are demands or evident necessity for additional improvements.

From a Pioneer City in which the horse provided the prevailing mode of transportation, Bismarck has grown in both population and area and has become modern. Property values and the need for protection have increased. Street cars have come and gone with the horse. In their place are automobiles, and buses and trucks engaged in local and interstate traffic. Air transportation is a reality, but in its infancy.

Over a period of years the creation of public facilities to meet such changing conditions, in most cities, has been a "hand to mouth" procedure which has failed to consider the necessity for development so planned as to economically accommodate future growth. It is not uncommon to find costly and partially occupied subdivisions equipped with paved streets, and water and sewer mains on which special assessments are not being paid or without sufficient service connections to provide maintenance revenues. This and other examples, have added little to municipal assets, but much to financial burdens. Not a few are the product of over-enthusiastic minorities.

All such situations testify to the need of planning for the future, to the end that orderly arrangement and accommodation can be had at a minimum of cost, and a maximum of advantage to the taxpayer. They demonstrate that it is as essential to budget expenditures for capital improvements as it is to budget costs of operation and maintenance. Without such a dual budgetary system there exists a condition of "straining at a gnat and swallowing a camel."

It is a tribute to the wisdom of North Dakota that it has foreseen the advantage of so planning--that it has enacted legislation making possible the creation of appointed planning commissions, serving without pay, charged with the duty of preparing plans for future development based on,..."careful and comprehensive surveys and studies of present conditions and future growth of the municipality.... with the....purpose of guiding and accommodating a coordinated, adjusted, and harmonious development,....which will, in accordance with present and future needs, best promote....efficiency and economy in the process of development,....including.... wise and efficient expenditure of public funds."<sup>1/</sup>

Subsequent to the enactment of the State Legislation, the City Commissioners passed Ordinance No. 463, creating the present City Planning Commission which is charged with performing such duties as are now or may hereafter be required by the State Statutes.

---

<sup>1/</sup> Session Laws of North Dakota - 1929, Chapter 177, Paragraph 5, Page 229.

In fulfillment of that duty, this report, which in effect is a capital budget, has been prepared by the Planning Commission with the cooperation of the Work Projects Administration and the National Resources Planning Board. It is directed to the citizens of Bismarck through their elected officials. It presents for consideration a six-year program of improvements, evidently necessary, capable of realization only by the citizens acting cooperatively through their city government.

Defined as an orderly scheduling of the construction of proposed improvements, based on relative needs and related directly to financing ability, the programming of public improvements involves the activities of each of the four units of the city government: the Board of Commissioners, Board of Education, Park Board, and Library Board. Hence, as necessity has indicated, each Board, through its departments, has submitted project proposals, including cost estimates. With each proposal there is a supporting statement, telling why and when the project, whatever its nature, is needed.

At the same time a careful analysis has been made of the city's finances. Each of the many sources of municipal income has been examined. Its history has been studied and its future estimated. Present and future operating and maintenance costs have been predicted with care by each unit of government. From that analysis, the amount of money available for capital investment has been calculated.

The final step has been the adjustment of the list of needed projects to the anticipated financing ability. In those cases where a project was urgently needed, but the sponsoring board had insufficient current revenue or other available funds, bond issues have been suggested. Projects have been compared not only within each department but related to the needs of other departments. The initial and final consideration has been the welfare of the whole city. The question has been: What projects will be of greatest benefit to the citizens of Bismarck? Some proposals had great merit, but could not be included as a possibility within the next 6 years. These have been listed to insure consideration as the program is extended annually or as economic conditions may warrant.

The program as developed provides for a most moderate expansion. If for any reason the growth of Bismarck should become accelerated, as it might be by the location of industry in or near the city, this program could be altered to fit the new conditions. Therefore, the programming process and the resulting program is flexible in nature--it provides for changing conditions, requires annual review, revision, and extension to meet ever-changing conditions.

The improvement program is not an endeavor to encourage public spending. On the contrary, it is intended to conserve financial resources by limiting expenditures to projects which have been analyzed by an impartial commission working with detailed financial and technical data. The supporting statement for each project, the related tables, maps, and graphs, all form a part of the report and merit careful study.

An important objective gained by programming of public works is the aid to stabilization of employment in the local construction industry and related supply and general business. In depressed times, a well-considered program can be speeded to afford employment and at the same time taking advantage of generally prevailing low prices in such times. In turn, such a procedure improves general business conditions.

The final section of this report is a plan for the development of the City. Building a city is a continuing process. It has the same general requirements as any other construction--there must be some general plan, some "blue print" to guide the builder, if the results are to be satisfactory and accomplished with reasonable efficiency and cost. Obviously, Bismarck is destined to grow. If it follows planned expansion, there must result a savings in future taxes. Although the final section of this report is not a complete plan, the Commission believes that a better understanding of municipal problems is made possible.

The task of the Planning Commission is not finished with the submission of this report, rather it is its continuing responsibility to evaluate projects as they are proposed, and to recommend revision and extension of the program to meet changing conditions.

In the preparation of this report there have been made available the services of able and qualified technicians and consultants. Through the cooperation of Mr. Thomas H. Moodie, State Administrator of the Work Projects Administration, the services of Mr. Oscar Becker and staff have been assigned in the development of report material. Mr. Becker, a civil engineer of Bismarck, has served as W. P. A. Supervisor. To him, and to his associates, the Commission is greatly indebted for the skill, zeal, and energy which has resulted in this report.

The National Youth Administration of Bismarck also made a noteworthy contribution by making available clerical help for the development of data on traffic and parking in the business section of the City.

The advantages of planning and public works programming have been capably demonstrated elsewhere by the National Resources Planning Board. Through its Omaha Office, under the direction of Mr. Philip Elwood, Regional Chairman, and Dr. C. Woody Thompson, Senior Planning Technician, there has been made available to the Commission the wealth of experience and technical knowledge which the Resources Board has acquired in this field in which it has pioneered. This National Agency has made it possible for the Commission, without charge, to have as its consultants, Mr. Royden E. Reed, Public Works Consultant of Dallas, Texas, and Mr. Dennis O'Harrow, Planning Technician, of Omaha, who have conferred continuously with the Commission and the W. P. A. staff in guiding the necessary studies and in the development of this report. It is anticipated that the further services of Mr. Reed and Mr. O'Harrow will be available to the Commission in future annual revisions.

The Commission is also greatly indebted to the City Government for the able and continued interest of Mr. Myron Atkinson, City Auditor, and to the members of the coordinating Executive Committee which has done so much to facilitate the conduct of the entire work.

## SUMMARY AND CONCLUSIONS

The Bismarck Municipal Government, which consists of the Board of City Commissioners, Board of Education, Library Board, and Park Board is responsible for providing citizens with water, sewerage, streets, parks, library, recreational facilities, schools, police and fire protection, and many other incidental facilities and services. These are the foundation of our community life, and indispensable to its functioning.

The physical plants for providing these facilities are termed "Public Works". They are of particular importance to all citizens because a large proportion of tax monies is required for providing and maintaining these facilities. They must be designed to meet requirements of future years as well as the present. Their proper size and capacity requires careful study of the needs of the city and its ability to finance construction and maintenance. Therefore, the projects in this report were listed and programmed only after an exhaustive study of past trends, indications affecting future growth, and financial resources.

Some of the major projects are as follows: completion of airport, three additional soft ball diamonds which will also serve as skating rinks, modernization of fire fighting equipment and police and fire department quarters, addition to Richholt School, enlargement of Library, replacement and expansion of down town lighting system, and storm sewerage. In addition to these there are many projects of lesser importance such as schools, parks, and special assessment work comprising watermains, sanitary sewers, and street improvements. The programmed expenditures by years and funds are as follows:

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
General Funds	\$ 50,225	\$ 42,450	\$ 36,700	\$ 21,000	\$ 24,000	\$ 21,000
Bond Issues	--	--	105,000	16,000	--	--
Special Assessments	49,600	29,470	68,350	43,550	22,470	238,000
Water Department	--	16,700	--	--	--	--
Total	\$ 99,825	\$ 88,620	\$210,050	\$ 80,550	\$ 46,470	\$259,000

The effect of the programmed expenditures on municipal finances follows: The outstanding bond issues (City Commission & Board of Education) will be reduced from

\$289,000 in 1940 to \$191,300 in 1946, and are scheduled to be liquidated in 1954. Outstanding special assessment warrants will increase from \$569,000 to \$603,000 because of the scheduled expansion of the storm sewer system to cost \$200,000 in 1946. Estimated levies to meet operating costs and capital expenditures for all branches of the City Government are tabulated below:

<u>Levies For</u>	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
Tax Rate	In Mills					
Operating, Interest and Sinking	42.7	41.9	41.7	41.6	40.9	40.8
Meeting Unpaid Assessments	3.4	2.4	1.5	1.9	1.7	1.3
Financing Scheduled Projects	0.4	3.1	5.0	3.8	3.5	3.9
Total City Levies	<u>46.5</u>	<u>47.4</u>	<u>48.2</u>	<u>47.3</u>	<u>46.1</u>	<u>46.0</u>

The average levy for all city purposes during the past 5 years was 44.6 mills. This did not include a levy for the second item in the table.

If the program of public works construction is carried through substantially as proposed in this report, the City of Bismarck will have kept pace with its community needs for schools, streets, parks, sewers, water supply, safety and the many other public facilities. In addition, its Library will be of sufficient capacity for many years to come. The municipal airport will be well in advance of the development of aviation and will be able to accommodate the largest commercial and military aircraft, and at the same time provide for the anticipated increase in private flying. All of the projects will have been built without an undue tax burden and with a reduction of the municipal debt.

The program, by years, is especially designed for adoption by the governing boards as a capital budget for current years. To permit continuation of this practice, it is necessary that the data be extended and revised annually so that improvements and expenditures may be in harmony with current developments and anticipated conditions. The program is not intended as a rigid budget; on the contrary, it is intended to be flexible in order to permit advancing projects during times of stress to increase employment.

One objective of this study has been to have the financing of public works construction approach a pay as you go basis. Full attainment of this objective is impossible under present laws which limit the tax levy to requirements for operating purposes and make no other provision for financing major improvements than by bond issue and special assessment. The present schedule provides a reasonable approach to a pay as you go basis.

City Zoning -- this is the method adopted by modern cities to protect the public against the operations of short-sighted and sometimes unscrupulous individuals. Bismarck adopted a zoning ordinance in 1926 which was revised in 1935. The desirability of further revision has become apparent. This includes the elimination of Zone "E", the limitation of building heights to 85 feet in commercial and industrial areas, and the zoning of areas not zoned.

Adequate provision for present and anticipated traffic is also a major problem. A system of thoroughfares which will permit convenient and safe circulation within and through the City is shown on Figure 25, Page 142. Such a plan, in addition to its convenience to the general public, will also improve the efficiency of the police and fire departments in answering calls.

A check of traffic and accidents at corners of 6th and Main and at 4th and Broadway shows that an average of 8,500 vehicles pass through these intersections daily. During the past 3 years there was an average of only 1 accident per 1,100,000 vehicles passing through these intersections, a remarkably fine safety record.

Available statistics indicate there are approximately 4,300 motor vehicles in Bismarck, 6,000 in Burleigh County and 18,000 in Bismarck trade area. A comparison of traffic counts made in 1938 and 1941 shows a substantial increase in the number of vehicles frequenting the business section. Parking space in the down town area, see Figure 21, Page 134, provides street parking for 1,300 cars, public parking lots 90 cars and business parking lots for 50 cars. There is a definite need for an ordinance requiring the builders of homes, apartment houses, or businesses to

provide off street parking space for automobiles to prevent a serious shortage of parking space in the future.

Stress should be placed on the need of caution in expanding public facilities. There is a tendency for individuals after establishing homes on outlying lots because of cheap land and low taxes, to request public improvements. On June 30, 1940, there were over \$200,000 of unpaid special assessments. A large percentage of this was spent for premature construction of public works in 1929. The City at large may be legally responsible for this debt. With contemplated improvements listed and shown on maps in this report, anyone desiring the advantage of modern facilities should consider carefully the construction of a home beyond the indicated water, sewer, and paving improvements.

In the expansion of the City, the platting of some subdivisions has not been in harmony with existing conditions and modern trends. That future subdivisions, as well as improvements in the city, may be standardized in keeping with modern developments, the adoption of "Subdivision Procedure and Minimum Standards," shown in the Appendix is recommended.

Bismarck is one of the fastest growing cities in the State. The future financial and physical condition of the city will depend on the precautions and plans adopted at present.

CHAPTER 1  
CITY OF BISMARCK

## THE CITY OF BISMARCK

Many factors must receive consideration in determining need for improvements. It is only by recognition and appreciation of the growth and related characteristics of the City as well as those factors which affect its economic situation that its future may be appraised intelligently.

### Origin and Growth

On February 9, 1874, the first plat of the "City of Bismarck" was recorded. It is of interest that the township plat made in 1872 shows a town "Edminton" in what is now a part of the business section of the city and another town "Burleigh City" west of present Fort Lincoln. Also shown is a steamboat landing on the Missouri River some distance south of the site of the Memorial Bridge. The end of the Northern Pacific Railway is shown near Burleigh City.

Bismarck soon became a city of importance. Located at the junction of boat transportation on the Missouri and the first transcontinental railway built across the state it was the trading center for a large area. In 1883 it was designated as the Capital of Dakota Territory and in 1889 when the State of North Dakota was created, it became the State Capital. It is also the seat of the Burleigh County government.

Today, although it is not the largest city in the State, Bismarck is one of the most important partly due to the fact that it is the State Capital. Moreover, it is the trade and cultural center for an area approximating 7,000 square miles, containing 65,000 people.<sup>1/</sup> It has over 350 business establishments, not including the offices of professional men. The value of the merchandise distributed by its wholesale and retail merchants during 1940 was about \$18,000,000. Two hospitals contain over 400 beds and have the services of a staff of able physicians and surgeons. Educational facilities consist of five elementary public schools, a parochial school, a junior high school, a senior high school, and a junior college.

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<sup>1/</sup> State Planning Board and Work Projects Administration. Trade Centers in North Dakota, January 1, 1939, Introduction - Plate I, Page 3.

Additional educational facilities are provided by the public library containing approximately 19,000 volumes of books and over 600 volumes of magazines. For spiritual guidance there are sixteen splendid churches representing twelve religious denominations. These are but indications of the present social and cultural advantages and economic importance of the City.

Transportation facilities have contributed materially to the growth and enhanced importance of the City. As rail transportation became efficient, navigation on the Missouri was discontinued. The City is now served from all directions by rail, highways with bus and truck service, and air transportation.

In contrast to most North Dakota cities, Bismarck is most fortunate in having available in the Missouri River a dependable supply of water for all purposes. Other important facilities essential to continued growth, such as fuel and power, are readily available at economical rates. Extensive lignite deposits within 50 miles, as well as natural gas, provide a ready source of heat. Power plants near actively operated lignite deposits, interconnected with a local power plant, provide electrical energy.

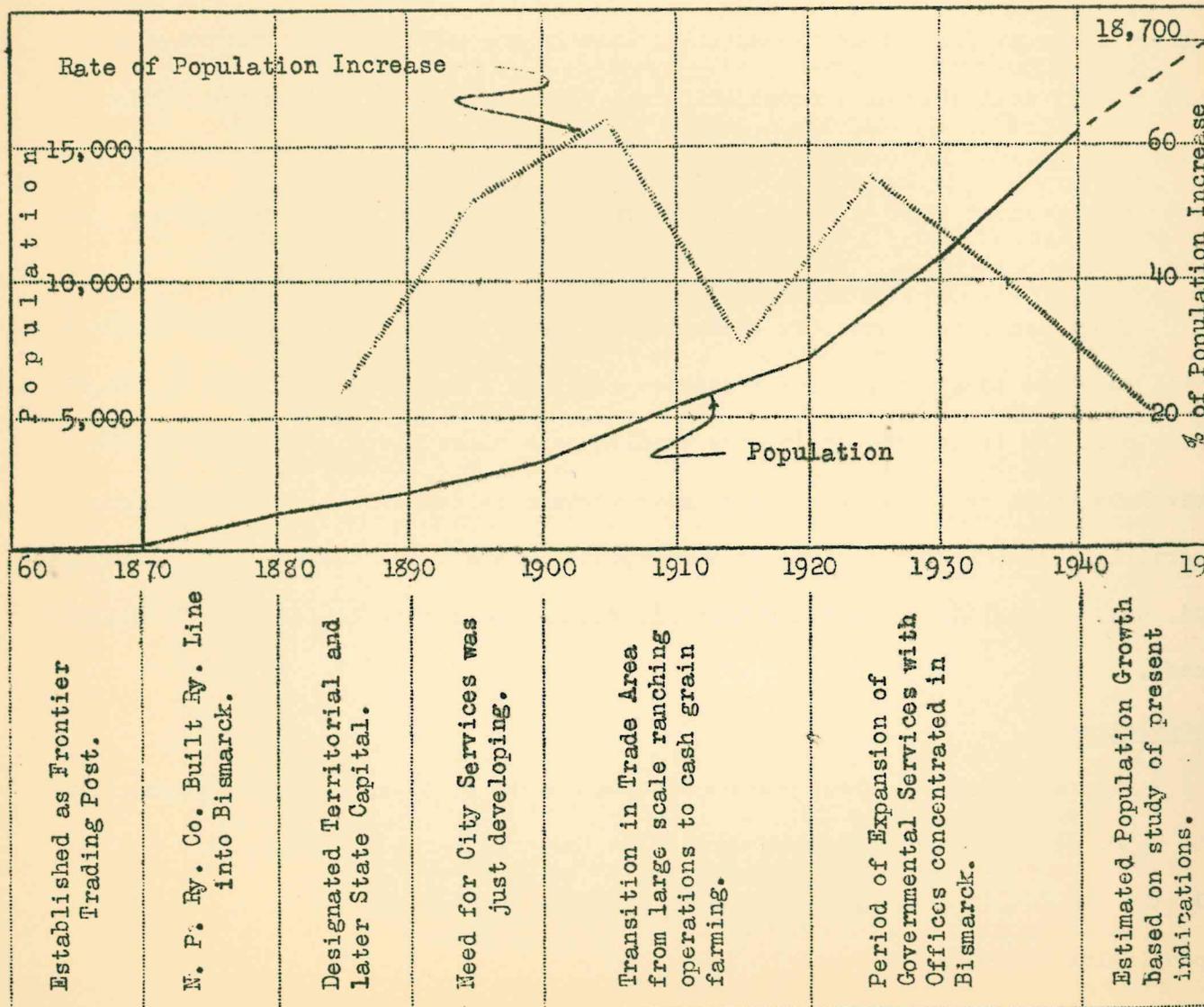
These and other favorable circumstances permit the assumption that Bismarck will continue to expand. Recent studies indicate a definite trend for the 65,000 people in its trade area to do more trading here where there are larger stocks of merchandise to select from and a greater variety of commercial and professional services. Anticipated irrigation development within the trade area, if accomplished, would stimulate an increase in trade volume and contribute to greater employment.

#### Population

Figure 1, Page 4, shows the population growth to date, estimated population to 1950, and the important developments in the trade area and State that have affected the City's growth. A second line on the graph shows the trend in rate of population increase.

BISMARCK  
POPULATION 1870 - 1940 AND ESTIMATED 1950

POPULATION STATISTICS <sup>1/</sup>							
Census		Increase		Census		Increase	
Year	Population	No.	%	Year	Population	No.	%
1870	200	Estimated 1,558		1910	5,443	1,679	31
1880	1,758	428	24	1920	7,122	3,968	56
1890	2,186	1,133	52	1930	11,090	4,406	40
1900	3,319	2,124	64	1940	15,496 Estimated	3,204	21
1910	5,443			1950	18,700		



<sup>1/</sup> 16th Census of the United States, 1940. Population, North Dakota, First Series, Number of Inhabitants.

Figure 1

The estimated population of 18,700 is predicated upon the obvious decline in rate of population increase between 1920 and 1940. That rate was 56 percent in the decade 1920-1930. In the succeeding ten years (1930-1940) it had fallen to about 40 percent. These facts appear to warrant the assumption that it will decline to approximately 21 percent in the decade 1940-1950. In substantiation of this assumption, it appears to be a significant fact that there has been a general decline in percentage of growth acceleration during the past three decades with an exception during the 1920-1930 period.

Contributing to the growth of the city has been the excess of births over deaths. During the eleven years 1929-1940, 50 percent of the population increase of 4,406 was due to this fact. The greatest number of births occurred during 1939 when 358 births were recorded, a birth rate of 23.1 per thousand population as compared to 17.3 for the United States and 18.6 for North Dakota. The death rate for the city during 1939 was approximately 40 percent below the rate for the United States, indicating a healthy population, most of which is of northern European ancestry. Presuming a continuation of this fortunate condition as well as a continuation of some immigration, it is estimated conservatively that there will be an average annual increase in population of 320 during the ensuing decade.

While population statistics are not the basis of estimating property values and tax income they play an important part and have been considered in the preparation of such estimates.

#### Climate

The needs and growth of a community are related to climate. Those elements that exercise the greatest influence are temperature and precipitation.

Temperatures have ranged from a maximum of 114° to a low of 45° below zero which extremes were recorded in 1936. The highest monthly average was 83.4° for the month of July and the lowest was 6° below zero during the month of January. The average annual temperature is 42°, and the average number of days between freezing

temperatures, frequently referred to as the "growing season", is 146.

Precipitation averages 16 inches annually. Agricultural experts state that with favorable distribution this is approximately the minimum requirement for profitable agriculture in this latitude. The economic condition of Bismarck, with much of its trade dependent on the results of agricultural pursuits, is influenced as the precipitation fluctuates above and below this average. Such fluctuations have varied from a minimum annual precipitation of 5.97 inches during the year 1936 to a maximum of 23.25 inches in 1915. Usually  $\frac{2}{3}$  of the annual precipitation occurs during the 5 growing months of April to August inclusive.

The intensity of precipitation is also important. Rains of severe intensity are a detriment to agricultural activities and determine the need and extent of storm sewerage in a community. In this respect, Bismarck is fortunate. Since 1920 there were only 30 storms with precipitation of one-half inch or more in 30 minutes and only 5 with precipitation of one inch or more in the same period of time.

#### Topography

Most of the city is on ground sloping gently downward towards the south with only minor irregularities. This slope terminates in a rather sharp break a short distance south of Highway No. 10 and the Northern Pacific Railway tracks. This distance increases towards the eastern part of the city where the break finally turns to the south. The portion of the city south of that break, which contains approximately 200 homes, is subject to periodic flood damage. In the remainder of the city the topography permits economical expansion in area. The altitude of the city is approximately 1,700 feet above sea level.

#### Assessed Valuation

Future expansion will naturally be reflected in an increase in the valuation of taxable property. Table 1 shows Assessed Valuations for the period 1929-1940, and estimated values of taxable property for the 6 year period which were used for computation of probable tax income.

TABLE 1

ASSESSED VALUATION

Fiscal <sup>1/</sup> Year	Type of Property			
	Real	Inter-State Corp.	Personal	Total
1929	\$7,060,071	\$1,008,037	\$2,283,739	\$10,351,847
1930	7,403,144	1,106,555	2,431,624	10,941,322
1931	7,491,092	1,164,429	2,341,088	10,996,609
1932	7,527,380	1,301,194	1,881,056	10,709,630
1933	7,556,548	842,040	1,778,828	10,177,416
1934	7,596,448	756,940	1,792,624	10,146,012
1935	7,477,572	1,199,204	1,864,614	10,541,390
1936	7,629,054	1,325,676	1,927,936	10,882,666
1937	7,829,242	1,417,180	2,210,268	11,456,690
1938	7,969,638	1,420,002	2,142,826	11,532,466
1939	8,106,952	1,494,112	2,188,220	11,789,284
1940	8,223,812	1,606,906	2,235,354	12,066,072
ESTIMATED FOR PROGRAM PERIOD				
1941	8,361,510	1,664,088	2,301,128	12,326,726
1942	8,499,208	1,721,270	2,366,902	12,587,380
1943	8,636,906	1,778,452	2,432,676	12,848,034
1944	8,774,604	1,835,634	2,498,450	13,108,688
1945	8,912,302	1,892,816	2,564,224	13,369,342
1946	9,050,000	1,949,998	2,629,998	13,629,996

An annual increase of about two percent in valuation of taxable property is shown in the table. During the past decade taxable real estate values increased only 10 percent compared to the population increase of 37 percent. Figure 2, Page 8, shows the value of annual new construction. The graph shows the trend in building activity. These data show an accumulation of building deficiency. The population increase of 4,051 - considering an average<sup>family</sup> of 5 - would indicate a demand for 810 dwelling units during the period in which building permits were issued for only 494 residential structures. Some of these units were for multiple family occupancy but these were not sufficient to make up the difference. During the past decade values depreciated and considerable property was acquired by the county and

<sup>1/</sup> The fiscal year is the 12 months period ending on June 30th of the year shown.

B I S M A R C K  
 VALUE OF NEW CONSTRUCTION  
 1929 - 1940 Inclusive

Year	VALUE ACCORDING TO BUILDING PERMITS						PUBLIC WORKS			Total
	Type of Construction						According to Contracts or other Records			
	Residential		Commercial		Misc. Structures		City	County	State	
	Value	No. <sup>1/</sup>	Value	No.	Value <sup>2/</sup>	No.				
1929	\$ 432,100	93	\$ 265,175	16	\$ 7,850	30	\$ 336,451			\$1,041,576
1930	292,135	60	354,525	19	7,315	29	269,975			923,950
1931	155,656	43	332,175	17	9,092	24	76,800	\$250,000		823,723
1932	66,900	22	24,000	8	2,130	10			\$ 10,000	103,030
1933	36,350	15	1,900	4	1,784	9			1,300,000	1,340,034
1934	41,645	20	36,790	16	2,435	9			491,100	571,970
1935	202,000	53	390,715	9	4,525	9	380,000			977,240
1936	306,017	103	60,100	9	11,415	15				377,532
1937	259,045	73	190,300	10	10,405	17				459,750
1938	222,820	56	77,200	8	5,155	19	42,219		53,000	400,394
1939	220,825	46	93,110	9	6,945	17	21,942		27,841	370,663
1940	120,200	53	179,375	14	27,930	21	23,395			350,900
TOTAL	\$2,355,693	637	\$2,005,365	139	\$96,981	209	\$1,150,782	\$250,000	\$1,881,941	\$7,307,762

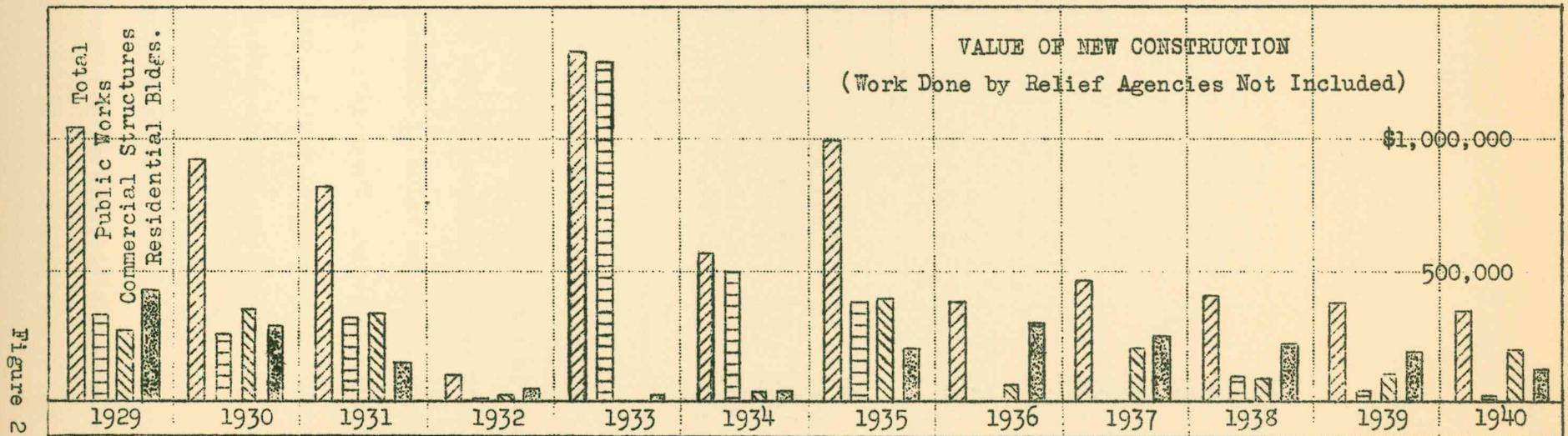


Figure 2

<sup>1/</sup> Number of new structures only.

<sup>2/</sup> Included only in total graphic analysis.

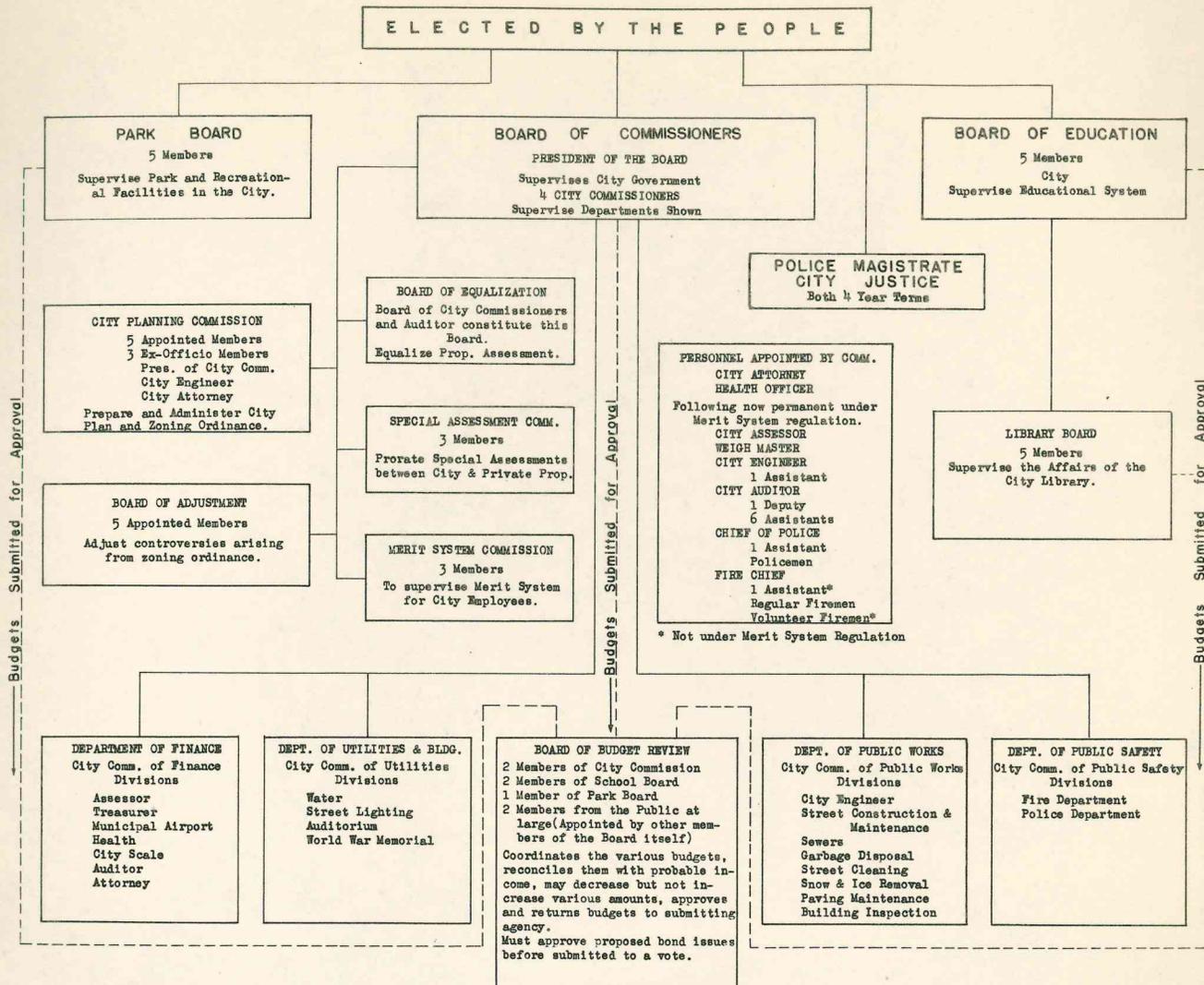
city. Now there is a general upward trend in values and much of the non-taxable property is being returned to the tax rolls.

City Government

An organization chart of the City Government, Figure 3, appears on Page 10.

The Commission form of government was originally adopted in 1909 and has functioned since that time. The "City Commission" is the governing body of general city affairs. In addition to this there is the Board of Education, Park Board and Library Board. All but the Library Board have independent taxing authority. Further information concerning the responsibilities and functions of each of these units is given in Chapter II.

# ORGANIZATION OF BISMARCK CITY GOVERNMENT



Organization as of March, 1941. The Departments under the supervision of the various Commissioners are subject to change by the Board.

## DETERMINATION OF THE VARIOUS BOARD AND COMMISSION PERSONNEL

### ELECTED PERSONNEL

- BOARD OF COMMISSIONERS - Members of this Board are elected every two years for four year terms; the President of the Board and two members being chosen at one election and the other two members at the election two years following.
- PARK BOARD - Two members are elected for six year terms in each of two succeeding biennial elections. The fifth member is elected in a third biennial election.
- BOARD OF EDUCATION - Two members are elected for three year terms in each of two succeeding annual elections. The fifth member is elected at a third annual election.

### APPOINTED PERSONNEL

- LIBRARY BOARD - Two members are appointed for three year terms by the Board of Education in each of two succeeding years. The fifth member is appointed in a third year.
- CITY PLANNING COMMISSION - One member is appointed each year by the Board of City Commissioners for a five year term.
- BOARD OF ADJUSTMENT - Two members of this Board are appointed for three year terms by the City Commission in each of two succeeding years. The fifth member is appointed in a third year.
- MERIT SYSTEM COMMISSION - This Commission was created in 1940. Members are appointed by the Board of City Commissioners. Original appointments are for one, three, and five year terms. Further appointments will be for five year terms as the original appointments expire.
- SPECIAL ASSESSMENT COMMISSION - The President of the Board of City Commissioners appoints three reputable residents and free holders of the City to serve on this Commission. The original appointments were for two, four, and six year terms. As the original terms expire, further appointments are made for six year terms at the first meeting in April of odd numbered years. The appointments made by the President of the Board are subject to approval by the City Commission.

Approved by *C. L. Foster*  
C. L. Foster, City Attorney

CHAPTER 2  
CITY COMMISSION

## THE CITY COMMISSION

### Responsibilities

The City Commission is the legislative body of the City. In this capacity it formulates and passes city ordinances - the local laws of the City. In addition to its legislative capacity the Commissioners are separately responsible, as executive heads, for the proper functioning of the several city departments under the jurisdiction of the Commission. In the fulfillment of their respective duties individual Commissioners are responsible to the Commission as a whole, and to the citizens, for the performance of the departments over which they preside.

The president of the Commission is responsible for the proper functioning of municipal business in which the Commission is concerned, however, the actual management of details is the responsibility of the City Auditor. Indicative of the scope of municipal business is the fact that approximately one-half million dollars was received and disbursed for municipal operations during the last fiscal year. During this period municipal personnel included 75 full-time and 35 part-time employees.

### Department of Public Works

This department is under the administrative jurisdiction of a commissioner of public works, and under the technical direction of the City Engineer. The functions of the department include the construction and maintenance of streets, storm and sanitary sewers, and the supervision of garbage removal and disposal. These activities are directed from the Department's Headquarters at 9th Street and Front Avenue. Its physical assets as of January 1, 1941 are valued at approximately \$9,000 for land and buildings and \$20,000 for tools and equipment.

The cost of developing the present street system, which consists of 19.6 miles of paved streets and 1.2 miles of paved alleys and has been in excess of \$1,800,000. This expenditure includes the cost of grading, paving, sidewalks, curbs and gutters. Of this cost, approximately \$465,000 was unpaid as of June 30, 1940.

The sanitary sewer system involves 26.8 miles of sewers as shown in Figure 4, Page 14. The final disposal of sanitary sewage, which is a serious problem in most North Dakota cities, is accomplished by discharge, without treatment, into the Missouri River. The minimum recorded flow of 3,000 cubic feet per second is considered ample for dilution of the effluent now being discharged.

The system for disposal of storm water is also shown in Figure 4. Its function is to remove surface water resulting from rains or melting snow. At present there are 5.5 miles of storm sewers and a lesser amount of open ditch. The storm water is discharged into surface reservoirs as shown. This open reservoir disposal is objectionable to certain interests. It is further discussed in a supporting statement for one of the proposed storm sewer projects. The cost of the present sanitary and storm sewer systems is approximately \$375,000 of which \$63,000 remained unpaid on June 30, 1940.

Closely allied with sewage disposal is garbage disposal. The City has two modern trucks which collect garbage from all residences twice a week. It is hauled to a dump north of the City, where all combustible material is burned. Commercial establishments must provide for their own garbage removal.

Other functions of the Department of Public Works are street cleaning, paving maintenance, and snow and ice removal. Because of the excessive costs, the removal of snow and ice cannot be effectively accomplished in this climate, and with the limited funds available only the most hazardous conditions can be abated.

Practically all construction work done by the Department of Public Works is financed by special assessments against the benefited property. An exception is made for new paving on which the city pays 10 percent of the total cost, exclusive of the cost of private drives, from a levy made for that purpose and special assessments against city owned real estate. Maintenance costs are met by appropriations from the general fund.

Building Inspection is under the jurisdiction of the City Auditor who is provided with technical assistance by the City Engineer and others.

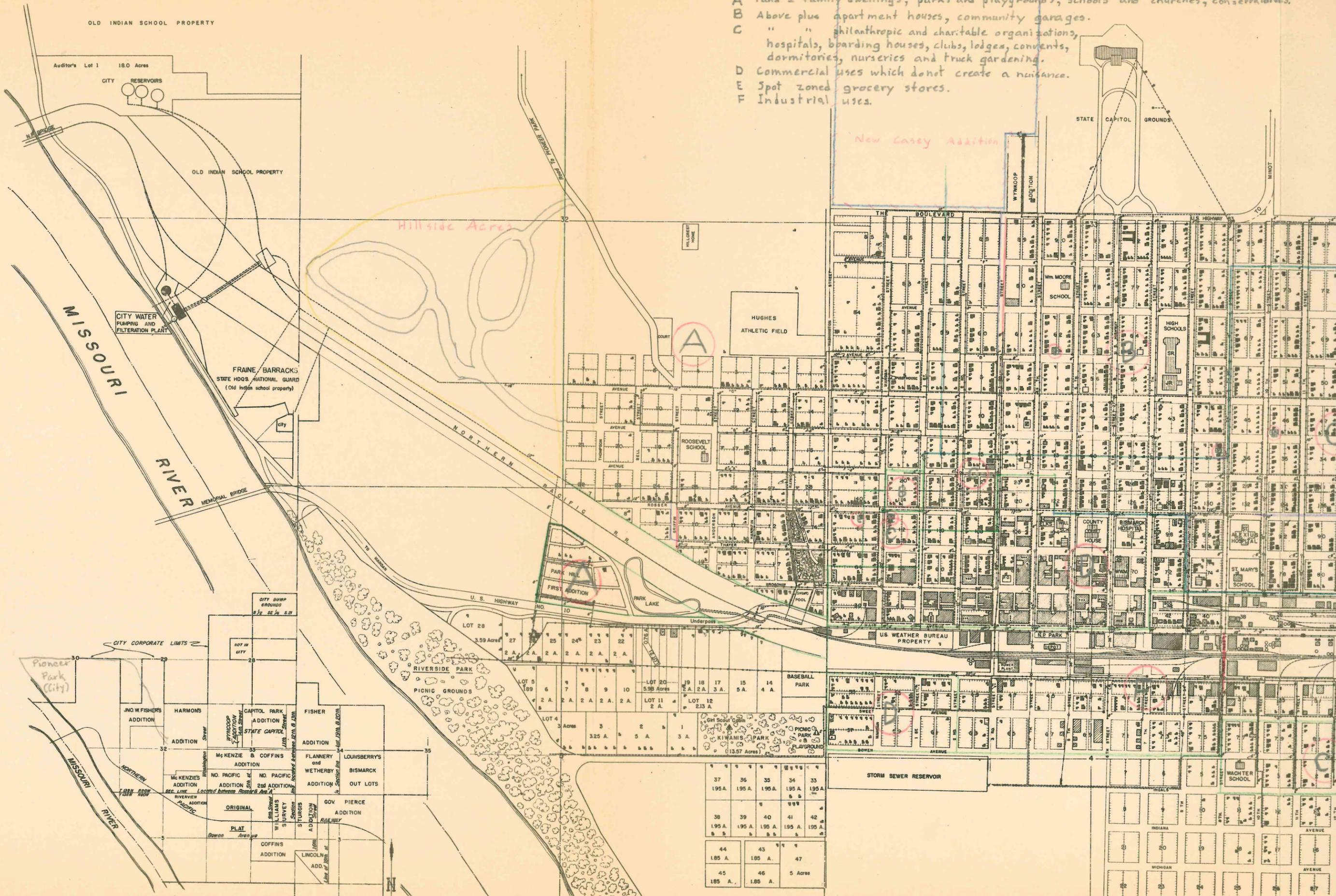
Department of Utilities and Buildings

The most important section of the Department of Utilities and Buildings is the Water Department. No city can hope for continued expansion unless it is able to supply potable water at a moderate cost, which is the case in Bismarck.

The public water supply for Bismarck is taken from the Missouri River. It flows from the intake to the water treatment plant, and subsequently is pumped into elevated tanks and distribution mains. These tanks are one of the most important features of a water supply system. Because of their height they maintain pressure at faucets and fire hydrants and also provide a reserve supply to meet fire fighting needs. The combined capacity of the Bismarck tanks is 3,500,000 gallons. Three tanks of a million gallons capacity each, are located on a hill near the Missouri River and another tank of 500,000 gallons capacity is located at the corner of Avenue F and Mandan Street.

The water distribution system contains 32.8 miles of water mains. On July 1, 1941, the total investment in water supply facilities will be about \$900,000. This includes tools and vehicles valued at \$16,000. When plant additions now under construction are completed, the water treatment plant which now has a rated daily capacity of 2,225,000 gallons will have a capacity of 4,500,000 gallons, which could be increased to 6,000,000 gallons if it became necessary to meet an emergency. This capacity is ample to meet Bismarck's needs for many years because to date, the maximum amount of water treated during any 24-hour period has been 3,225,000 gallons.

The expansion of water works facilities was necessitated by the increase in water consumers. In 1930 there were 1925 consumers. By 1940 this number had risen to 2,526, an increase of 31 percent. During this period the average number of persons per recorded users increased from 5.8 to 6.3. In the same time the



- or — zone boundaries
- A land 2 family dwellings, parks and playgrounds, schools and churches, conservatories.
  - B Above plus apartment houses, community garages.
  - C " " philanthropic and charitable organizations, hospitals, boarding houses, clubs, lodges, convents, dormitories, nurseries and truck gardening.
  - D Commercial uses which donot create a nuisance.
  - E Spot zoned grocery stores.
  - F Industrial uses.

OLD INDIAN SCHOOL PROPERTY

Auditor's Lot 1 18.0 Acres  
CITY RESERVOIRS

MISOURI RIVER

CITY WATER PUMPING AND FILTERATION PLANT

FRAINE BARRACKS STATE HOOS NATIONAL GUARD (Old Indian school property)

Hillside Acres

A

HUGHES ATHLETIC FIELD

New Casey Addition

STATE CAPITOL GROUNDS

CITY CORPORATE LIMITS

Pioneer Park (City)

JNO W FISHERS ADDITION

HARMONS ADDITION

WYMKOOP ADDITION

CAPITOL PARK ADDITION

FISHER ADDITION

McKENZIE'S ADDITION

NO. PACIFIC ADDITION

NO. PACIFIC ADDITION

FLANNERY and WETHERBY ADDITION

LOUISBERRY'S ADDITION

ORIGINAL PLAT

WILLIAMS SURVEY

STUNGS ADDITION

GOV. PIERCE ADDITION

COFFINS ADDITION

COFFINS ADDITION

LINCOLN ADD.

U. S. HIGHWAY NO. 10

LOT 28 3.59 Acres

LOT 5 1.99 Acres

LOT 11 2.13 A.

LOT 12 2.13 A.

LOT 20 5.98 Acres

LOT 19 2 A.

LOT 18 2 A.

LOT 17 3 A.

LOT 15 5 A.

LOT 14 4 A.

BASEBALL PARK

US WEATHER BUREAU PROPERTY

STORM SEWER RESERVOIR

37	36	35	34	33
1.95 A.				
38	39	40	41	42
1.95 A.				
44	43	42	41	40
1.85 A.				
45	46	47	48	49
1.85 A.				

INDIANA AVENUE

MICHIGAN AVENUE

MISSOURI AVENUE

MINOT AVENUE

- or zone boundaries
- A land 2 family dwellings, parks and playgrounds, schools and churches, conservatories.
- B Above plus apartment houses, community garages.
- C " " philanthropic and charitable organizations, hospitals, boarding houses, clubs, lodges, convents, dormitories, nurseries and truck gardening.
- D Commercial uses which donot create a nuisance.
- E Spot zoned grocery stores.
- F Industrial uses.

# BISMARCK NORTH DAKOTA

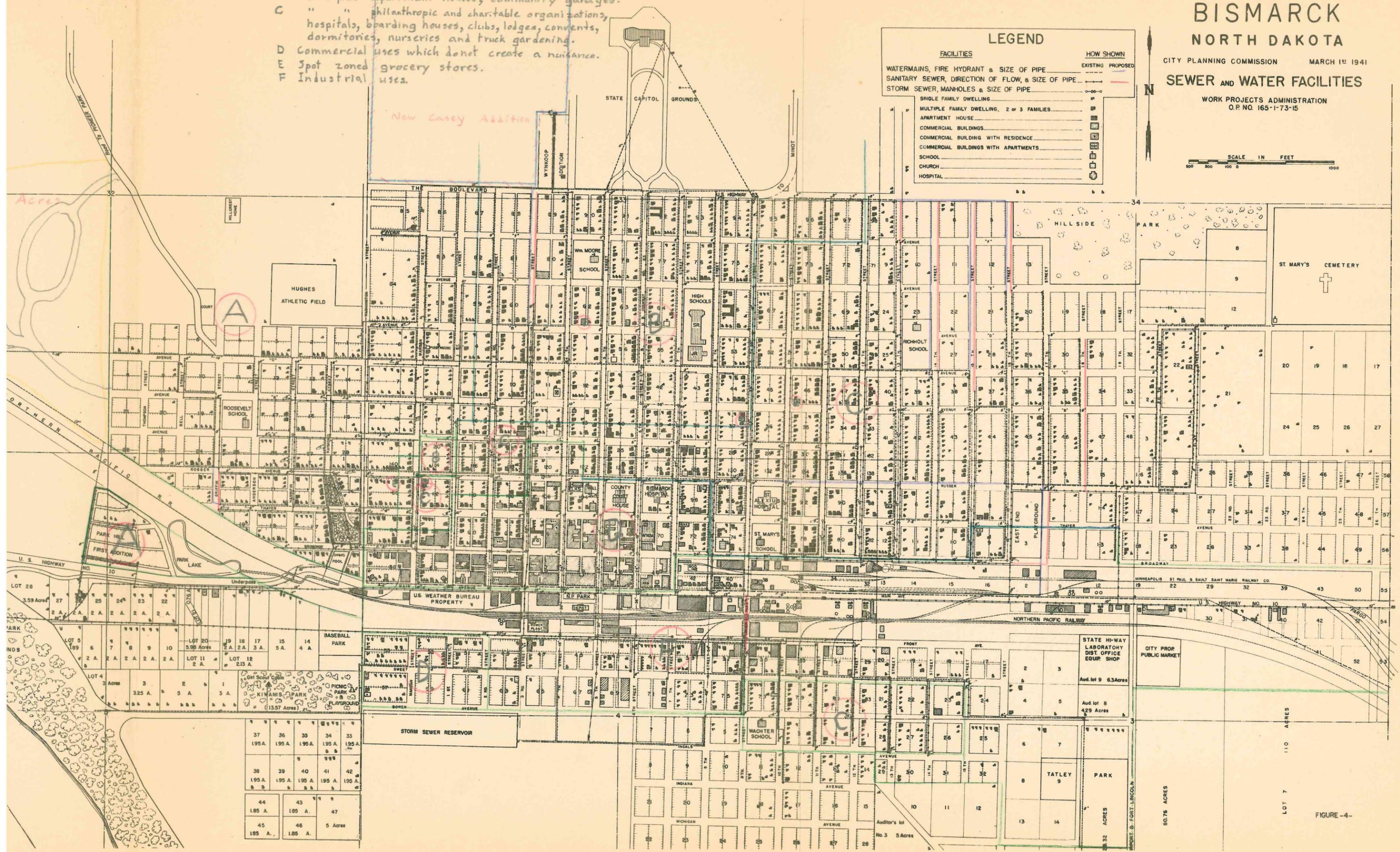
CITY PLANNING COMMISSION MARCH 1<sup>st</sup> 1941

## SEWER AND WATER FACILITIES

WORK PROJECTS ADMINISTRATION  
O.P. NO. 165-1-73-15

### LEGEND

FACILITIES	HOW SHOWN	
	EXISTING	PROPOSED
WATERMAINS, FIRE HYDRANT & SIZE OF PIPE		
SANITARY SEWER, DIRECTION OF FLOW, & SIZE OF PIPE		
STORM SEWER, MANHOLES & SIZE OF PIPE		
SINGLE FAMILY DWELLING		
MULTIPLE FAMILY DWELLING, 2 or 3 FAMILIES		
APARTMENT HOUSE		
COMMERCIAL BUILDINGS		
COMMERCIAL BUILDING WITH RESIDENCE		
COMMERCIAL BUILDINGS WITH APARTMENTS		
SCHOOL		
CHURCH		
HOSPITAL		



37	36	35	34	33
1.95 A.				
38	39	40	41	42
1.95 A.				
44	45			
1.85 A.	1.85 A.			
45	46	47		
1.85 A.	1.85 A.	5 Acres		

FIGURE -4-

amount of water pumped into the city mains increased from 311,000,000 to 469,000,000 gallons per year, an increase of 50 percent, and the per capita consumption increased from 72 to 83 gallons per day. Per capita water consumption increases with commercial and industrial development. For instance, the city of Fargo (exclusive of West Fargo) uses approximately 100 and Chicago over 250 gallons per capita per day. Bismarck's total requirements for 1946 will probably be between 520 and 560 million gallons.

The Water Department operates and maintains its plant and distribution system from money received from the sale of water, however, new water mains are financed by special assessment against the property benefited.

The Department of Utilities and Buildings also has charge of the City Auditorium, the World War Memorial Building, and street lighting. The Auditorium at 6th Street and Broadway Avenue, was originally an opera house. It has a seating capacity of 1,100 and is valued at \$60,000. The World War Memorial Building, located just north of the Auditorium, was built during 1929 and 1930 and was the joint venture of the city of Bismarck and Burleigh County. The affairs of the building are now administered by a management board consisting of one representative from Burleigh County and one from the City Commission. The value of the equipment in the two buildings is approximately \$12,000. The city's share of the construction cost of the Memorial Building was \$125,000, obtained by the issuance of bonds for this amount. Of these \$54,000 have been retired, leaving an outstanding debt of \$71,000.

The street lighting system consists of a "White-Way" in the central business section, and corner lights throughout the remainder of the city. Approximately 200 street lights are now in use. Electrical energy costs  $1\frac{1}{2}$  cents per KWH.

#### Department of Public Safety

This department, includes the Fire, and Police Departments which render important services of the city government - the protection of life and property.

These Departments operate from one station located at 515 Thayer Avenue, in the old City Hall. The most important items of equipment in the Police Department

are a squad car, a motorcycle, radio equipment for two-way communication and complete finger printing facilities. It is worthy of note that the purchase of this radio equipment was facilitated by a donation of \$800 from the Junior Chamber of Commerce and Police Department personnel. The total cost of this was \$1,900.

The Fire Department, staffed by 6 full-time employees and 9 volunteers, has two fire trucks, one of which was purchased in 1926 and the other in 1936. While these trucks have depreciated in value, they are still in serviceable condition. The value of all city-owned fire equipment in June, 1940 was \$14,500.

#### Department of Finance

Certain of the activities of this department require but little personnel, equipment, and supplies. The City Attorney serves on a part time basis from his private law office. The Treasurer, also on part time, serves the City from his office in the County Court House. The Assessor, a full time employee, has his office in the City Hall. During a few months of the year he has one or more assistants.

The Municipal Airport has become of major importance due to its inclusion in the National Defense Program. New hangars, paved runways, and other improvements necessary to provide accommodations for the largest planes are included in the final development plan. Most of this work is being financed by Federal Funds. In addition to serving military needs, the airport also is of major importance to business activities. It makes possible air mail and passenger service which has the effect of bringing Bismarck from 1 to 2 days closer to the important trade centers of the nation.

The value of the fixed assets of the airport property as of June, 1940 was \$54,783. Tools and equipment are valued at \$2,786. The cost of improvements now being made will be reflected in the financial report for the fiscal year 1941.

The City Scale now located on Broadway between 6th and 7th Street, is operated by the City for the weighing of fuel and produce sold by weight to local consumers. It is to be moved to a location between 8th and 9th Street on Front Avenue.

The City Health Department consists of a part time City Health Officer, one full time and three part time City Nurses and a part time City Milk Inspector.

The City Auditor, who is responsible for the details of carrying on the City's business is located in the City Hall. This clerical staff occupied new quarters on January 1, 1941 in a building attached to the north side of the World War Memorial Building.

#### FINANCIAL OPERATIONS

##### Sources of Revenue

One of the most important problems of the City Commission is the financing of general operations and maintenance, and needed public improvements. The chief source of revenue to support such activities is taxation which is limited by State Laws. Primarily, tax levies are limited by the taxable valuation that may be placed on property. An initiated measure approved by the people in June 1932 reduced the taxable valuation from 75 percent to 50 percent of the assessed valuation. This reduction required drastic readjustments of operations by governmental agencies and many services had to be curtailed. A 1937 law permitting a levy for Library, Band, etc. restored some of the tax revenue that was taken away by this Act.

The City Commission has financed its several operations under the following levy authorizations:

1. For general city purposes a levy of 14 mills<sup>1/</sup> is permitted (Laws 1931, Chap. 297). This is the city's main source of revenue and during recent years the levy approached this limitation.<sup>2/</sup>
2. For Band, Library, and Airport purposes, a 3 mill levy is now permitted (H. B. 186 - 1941). For the years 1938 - 1939 - 1940 only a two mill levy was permitted and this was allocated to the Library Board. The additional mill levy now permitted, in all probability, will be included in the taxes payable during the fiscal year 1942.

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<sup>1/</sup> A one mill levy is one-tenth of a cent on \$100 of valuation.

<sup>2/</sup> This levy may be increased by 50 percent if authorized by 60 percent of the votes cast at a regular or special election.

3. A Special Assessment deficiency levy (Laws 1931, Chap. 197) is permitted to make up deficiencies in the Special Improvement Fund. A levy was made under this authority prior to 1932 and then not until 1940. The law states no limit on the levy for this purpose.
4. Bond Sinking and Interest Levy (Laws 1935, Chap. 199) authorized to meet principal and interest payments on bonded indebtedness. No limit is stated.
5. Public Improvement levy to permit the City to pay up to 1/5 of improvements financed principally by special assessments. (Laws 1913, Chap. 3723). Bismarck's policy has been to pay 10 percent on paving improvements only.

The following levy authorization have not been used by the City Commission:

1. Police Pension Fund Levy (Laws 1939, Chap. 177) 1/4 mill plus an additional 1/4 mill if a police retirement system is in effect.
2. Judgements (Laws 1931, Chap. 297) permits up to 5 mill levy to pay final judgements against the City.
3. City Employees Pension Fund Levy (Laws 1941 - S. B. No. 68) permits up to 1 mill may be levied for this fund, which provides for benefit or pension payments in case of physical or mental disability or retirement at the age of 60.

Other sources of miscellaneous income to the City's General Fund with the amounts collected during 1940 are as follows:

Interest on Bank Deposits and County Warrants		\$ 903
Licenses, Permits and Fees:		
Beer Licenses	\$ 3,490	
Liquor Licenses	14,500	
Police Magistrate	1,842	
Chief of Police - Miscellaneous	273	
Dog Licenses	706	
Building Permits	814	
Excavating Permits	209	
Plumbing Permits	485	
Housemoving Permits	63	
Plumbers Licenses	96	
Peddlers Licenses	30	
Milk Inspection Fees	22	
Housemovers Licenses	10	
Taxicab Licenses	195	
Taxidrivers Licenses	47	
Bicycle Licenses	143	
Show Licenses	150	
Dance Hall Licenses	135	
Garbage Licenses	<u>10</u>	\$23,220

Miscellaneous		
Not otherwise listed	\$ 979	
Surveys	300	
Fire Extinguishers (Refilling)	152	
Paving Repairs	627	
Detention Hospital	486	
School Nurse	1,285	
Engineer	<u>2,198</u>	\$ 6,027
Municipal Public Services		<u>9,539</u>
Total Miscellaneous Receipts		\$39,690

This statement indicates the gross volume of collections from businesses and services operating under permits or licenses.

General, Interest and Sinking, and City's Special Assessment Funds

Table 2, Pages 21-22 covering the historical period 1929 to 1940, shows financial operations relating to: (A) the General Fund, supported by the 14 mill levy and includes miscellaneous sums involved in permits, licenses, etc.; (B) the Interest and Sinking Fund, for the retirement of the World War Memorial Building bonded debt; and (C) the Special Assessment Fund, for payment of the City's 10 percent of the cost of street paving and for special assessments on City owned property.

Fire Truck & Equipment, Auditorium, City Scales, & World War Memorial Bldg. Funds

Table 3, Pages 23-24 similarly shows financial operations relating to (D) the Fire Truck and Equipment Fund; (E) Municipal Auditorium; (F) City Scales; (G) Airport; and (H) World War Memorial Building.

The Fire Truck and Equipment Fund is derived from a tax of 2 percent on the fire insurance premiums paid by citizens of Bismarck.<sup>1/</sup> It may be used for, (1) purchase of new fire equipment, and (2) for firemens' relief and pensions. One half of the 2 percent tax is used for the latter purpose. Benefits are payable in case of sickness or accident. Pensions are payable at the age of 50 if at least 20 years service has been rendered.

It will be observed that of funds (E), (F), (G), and (H) only that pertaining to the City Scales indicates generally profitable operation. However, it should be

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<sup>1/</sup> Compiled Laws of North Dakota - 1913, Annotated Vol. 1 - Chapter 49 - Article 11 and 12 - Page 978 - 979.

Table 2

CITY COMMISSION

Financial Statistics  
1929 - 1932

	<u>1929</u>	<u>1930</u>	<u>1931</u>	<u>1932</u>
<u>(A) GENERAL FUND 14 MILL LEVY</u>				
<u>Receipts</u>				
Tax Current	\$ 89,952	\$ 58,269	\$ 63,387	\$ 51,327
Tax Delinquent	- -	35,603	35,740	35,471
Tax Special	241	714	422	284
Other Revenues	19,348	18,266	16,030	20,307
Transfers	- -	- -	- -	- -
Total Receipts	<u>\$109,541</u>	<u>\$112,852</u>	<u>\$115,579</u>	<u>\$107,389</u>
<u>Disbursements</u>				
General Government	\$ 16,770	\$ 20,600	\$ 19,474	\$ 18,526
Police Department	11,323	11,763	12,369	12,893
Fire Department	16,161	16,911	16,936	14,303
Health Department	3,950	4,248	4,500	3,779
Sanitation & Highways	29,171	25,586	22,295	19,663
Miscellaneous	20,680	34,013	34,488	40,841
Total Disbursements	<u>\$ 98,055</u>	<u>\$113,121</u>	<u>\$110,062</u>	<u>\$110,005</u>
Balance or Deficit - Operating	<u>\$ 11,486</u>	<u>\$ -269</u>	<u>\$ 5,517</u>	<u>\$ -2,616</u>
Capital Outlay	\$ 3,014	\$ 5,856	\$ 4,680	\$ 3,717
Balance or Deficit - Net	<u>\$ 8,472</u>	<u>\$ -6,125</u>	<u>\$ 837</u>	<u>\$ -6,333</u>
Balance - End Fiscal Year	<u>\$ 46,321<sup>1/</sup></u>	<u>\$ 40,196</u>	<u>\$ 41,033</u>	<u>\$ 34,700</u>
<u>(B) INTEREST AND SINKING FUND - SPECIAL LEVY</u>				
Receipts	\$ 10,394	\$ 16,726	\$ 17,110	\$ 13,516
Disbursements	8,820	1,718	13,236	13,405
Balance or Deficit	<u>\$ 1,574</u>	<u>\$ 15,008</u>	<u>\$ 3,874</u>	<u>\$ 111</u>
Accumulated Balance	<u>\$ 26,830<sup>2/</sup></u>	<u>\$ 41,838</u>	<u>\$ 45,712</u>	<u>\$ 45,823</u>
<u>(C) SPECIAL ASSESSMENT GENERAL FUND - SPECIAL LEVY</u>				
Receipts	\$ 4,698	\$ 63	\$ 611	\$ 592
Disbursements	2,517	1,817	1,690	1,805
Balance or Deficit	<u>\$ 2,181</u>	<u>\$ -1,754</u>	<u>\$ -1,079</u>	<u>\$ -1,213</u>
Accumulated Balance	<u>\$ 3,333<sup>3/</sup></u>	<u>\$ 1,579</u>	<u>\$ 500</u>	<u>\$ -713</u>

1/ Accumulated Balance At End 1928 Fiscal Year Was \$37,849.  
 2/ 25,256.  
 3/ 1,152.

Table 2 Continued

CITY COMMISSION

Financial Statistics  
1933 - 1940

<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>	<u>1938</u>	<u>1939</u>	<u>1940</u>
<u>(A) GENERAL FUND 14 MILL LEVY</u>							
\$ 34,481	\$ 62,055	\$ 35,317	\$ 78,933	\$ 40,349	\$ 53,422	\$ 58,317	\$ 62,192
36,475	- -	38,194	- -	36,460	31,583	23,108	26,215
220	308	155	311	329	563	640	706
19,782	15,202	15,114	29,627	30,127	36,689	37,072	38,985
3,014	- -	35	- -	- -	- -	- -	- -
<u>\$ 93,972</u>	<u>\$ 77,565</u>	<u>\$ 88,815</u>	<u>\$108,871</u>	<u>\$107,265</u>	<u>\$122,257</u>	<u>\$119,137</u>	<u>\$128,098</u>
\$ 15,173	\$ 14,744	\$ 15,228	\$ 15,850	\$ 17,313	\$ 22,186	\$ 23,211	\$ 24,077
11,608	11,521	12,463	11,809	14,082	20,005	21,051	23,843
10,380	10,623	10,207	12,056	12,056	11,478	12,250	13,352
3,473	2,776	4,347	3,977	3,388	6,725	5,456	6,588
16,251	15,573	16,279	19,748	21,528	27,497	26,481	29,642
33,992	20,691	19,998	31,689	26,214	15,248	18,507	16,883
<u>\$ 90,877</u>	<u>\$ 75,928</u>	<u>\$ 78,522</u>	<u>\$ 95,129</u>	<u>\$ 94,581</u>	<u>\$103,139</u>	<u>\$106,956</u>	<u>\$114,385</u>
<u>\$ 3,095</u>	<u>\$ 1,637</u>	<u>\$ 10,293</u>	<u>\$ 13,742</u>	<u>\$ 12,684</u>	<u>\$ 19,118</u>	<u>\$ 12,181</u>	<u>\$ 13,713</u>
\$ 1,851	\$ 3,801	\$ 3,631	\$ 14,734	\$ 18,652	\$ 9,899	\$ 5,043	\$ 23,046
<u>\$ 1,244</u>	<u>\$ -2,164</u>	<u>\$ 6,662</u>	<u>\$ -992</u>	<u>\$ -5,968</u>	<u>\$ 9,219</u>	<u>\$ 7,138</u>	<u>\$ -9,333</u>
<u>\$ 35,944</u>	<u>\$ 33,780</u>	<u>\$ 40,442</u>	<u>\$ 39,450</u>	<u>\$ 33,482</u>	<u>\$ 42,701</u>	<u>\$ 49,839</u>	<u>\$ 40,506</u>
<u>(B) INTEREST AND SINKING FUND - SPECIAL LEVY</u>							
\$ 10,993	\$ 12,530	\$ 20,636	\$ 18,613	\$113,860	\$ 19,850	\$ 18,465	\$ 19,273
12,075	47,750	22,486	11,862	116,438	17,372	14,806	17,498
<u>\$ -1,082</u>	<u>\$ -35,220</u>	<u>\$ -1,850</u>	<u>\$ 6,751</u>	<u>\$ -2,578</u>	<u>\$ 2,478</u>	<u>\$ 3,659</u>	<u>\$ 1,775</u>
<u>\$ 44,741</u>	<u>\$ 9,521</u>	<u>\$ 7,671</u>	<u>\$ 14,422</u>	<u>\$ 11,244</u>	<u>\$ 14,322</u>	<u>\$ 17,981</u>	<u>\$ 19,756</u>
<u>(C) SPECIAL ASSESSMENT GENERAL FUND - SPECIAL LEVY</u>							
\$ 1,625	\$ 2,411	\$ 2,213	\$ 1,364	\$ 583	\$ 168	\$ 104	\$ 52
1,500	933	1,033	780	732	307	125	884
<u>\$ 125</u>	<u>\$ 1,478</u>	<u>\$ 1,180</u>	<u>\$ 584</u>	<u>\$ -149</u>	<u>\$ -139</u>	<u>\$ -19</u>	<u>\$ -832</u>
<u>\$ -588</u>	<u>\$ 890</u>	<u>\$ 2,070</u>	<u>\$ 2,654</u>	<u>\$ 2,505</u>	<u>\$ 2,366</u>	<u>\$ 2,345</u>	<u>\$ 1,513</u>

Table 3

CITY COMMISSION

Financial Statistics - Special Funds  
1929 - 1932

	1929	1930	1931	1932
<u>(D) FIRE TRUCK &amp; EQUIPMENT FUND</u>				
<u>Receipts</u>				
2% Tax on Fire Insurance Premiums	\$ 1,951	\$ 2,183	\$ 1,547	\$ 1,601
Other Income	9	62	149	200
Total Receipts	\$ 1,960	\$ 2,245	\$ 1,696	\$ 1,801
<u>Disbursements</u>	\$ 1,697	\$ 1,772	\$ 327	\$ 2,999
Balance - End Fiscal Year	\$ 263	\$ 473	\$ 1,369	\$-1,198
Accumulated Balance	\$ 4,290 <sup>1/</sup>	\$ 4,763	\$ 6,132	\$ 4,934
<u>(E) MUNICIPAL AUDITORIUM</u>				
<u>Earned Income</u>	\$ 3,694	\$ 1,352	\$ 1,297	\$ 600
<u>Operating Expenditures</u>	5,473	3,850	2,840	2,673
Balance or Deficit	\$-1,779	\$-2,498	\$-1,543	\$-2,073
<u>(F) CITY SCALES</u>				
<u>Earned Income</u>	\$ 2,705	\$ 2,679	\$ 1,812	\$ 1,712
<u>Operating Expenditures</u>	1,899	2,051	1,870	1,475
Balance or Deficit	\$ 806	\$ 628	\$ -58	\$ 237
<u>(G) AIRPORT</u>				
<u>Receipts</u>				
Rentals	--	--	--	--
Sales of Gas & Oil	--	--	--	--
Total Receipts	--	--	--	--
<u>Expenditures</u>				
Wages & Salaries	--	--	\$ 97	\$ 1,471
Maintenance & Expense	\$ 237	\$ 1,333	\$ 1,490	1,391
Capital Outlay	--	--	--	--
Total Expenditures	\$ 237	\$ 1,333	\$ 1,587	\$ 2,862
Balance or Deficit	\$ -237	\$-1,333	\$-1,587	\$-2,862
<u>(H) WORLD WAR MEMORIAL BUILDING</u>				
<u>Earned Income</u>	--	--	\$ 3,800	\$ 4,777
<u>Operating Expenditures</u>	--	--	9,502	18,093
Balance or Deficit	--	--	\$-5,702	-\$13,316
County Appropriation	--	--	\$ 6,000	\$ 4,200
City Appropriation	--	--	\$ 2,559	\$ 7,696

<sup>1/</sup> Accumulated Balance at End 1928 Fiscal Year was \$4,027.

Table 3 Continued

CITY COMMISSION

Financial Statistics - Special Funds  
1933 - 1940

<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>	<u>1938</u>	<u>1939</u>	<u>1940</u>
<u>(D) FIRE TRUCK &amp; EQUIPMENT FUND</u>							
\$ 1,595	\$ 1,454	\$ 1,358	\$ 1,820	\$ 1,766	\$ 2,221	\$ 1,821	\$ 1,855
100	65	--	--	--	329	30	555
<u>\$ 1,695</u>	<u>\$ 1,519</u>	<u>\$ 1,358</u>	<u>\$ 1,820</u>	<u>\$ 1,766</u>	<u>\$ 2,550</u>	<u>\$ 1,851</u>	<u>\$ 2,410</u>
\$ 1,038	\$ 2,239	\$ 921	\$ 4,373	\$ 1,422	\$ 551	\$ 2,189	\$ 2,793
\$ 657	\$ -720	\$ 437	\$ -2,553	\$ 344	\$ 1,999	\$ -338	\$ -383
<u>\$ 5,591</u>	<u>\$ 4,871</u>	<u>\$ 5,308</u>	<u>\$ 2,755</u>	<u>\$ 3,099</u>	<u>\$ 5,098</u>	<u>\$ 4,760</u>	<u>\$ 4,377</u>
<u>(E) MUNICIPAL AUDITORIUM</u>							
\$ 464	\$ 479	\$ 408	\$ 2,791	\$ 381	\$ 619	\$ 1,240	\$ 451
2,969	2,636	2,503	2,866	2,384	2,789	2,183	2,701
<u>\$ -2,505</u>	<u>\$ -2,157</u>	<u>\$ -2,095</u>	<u>\$ -75</u>	<u>\$ -2,003</u>	<u>\$ -2,170</u>	<u>\$ -943</u>	<u>\$ -2,250</u>
<u>(F) CITY SCALES</u>							
\$ 1,679	\$ 1,747	\$ 1,867	\$ 1,862	\$ 2,038	\$ 1,538	\$ 1,423	\$ 1,387
1,463	1,524	1,427	1,587	1,440	1,469	1,443	1,469
<u>\$ 216</u>	<u>\$ 223</u>	<u>\$ 440</u>	<u>\$ 275</u>	<u>\$ 598</u>	<u>\$ 69</u>	<u>\$ -20</u>	<u>\$ -82</u>
<u>(G) AIRPORT</u>							
--	--	--	--	\$ 2,206	\$ 5,023	\$ 3,798	\$ 5,251
--	--	--	--	--	--	3,076	2,450
--	--	--	--	<u>\$ 2,206</u>	<u>\$ 5,023</u>	<u>\$ 6,874</u>	<u>\$ 7,701</u>
--	--	--	--	\$ 329	\$ 2,100	\$ 1,171	\$ 1,745
\$ 848	\$ 1,233	\$ 2,257	\$ 1,551	2,110	5,000	5,320	3,349
--	101	143	11,421	10,875	5,000	946	8,040
<u>\$ 848</u>	<u>\$ 1,334</u>	<u>\$ 2,400</u>	<u>\$ 12,972</u>	<u>\$ 13,314</u>	<u>\$ 12,100</u>	<u>\$ 7,437</u>	<u>\$ 13,134</u>
<u>\$ -848</u>	<u>\$ -1,334</u>	<u>\$ -2,400</u>	<u>\$ -12,972</u>	<u>\$ -11,108</u>	<u>\$ -7,077</u>	<u>\$ -563</u>	<u>\$ -5,433</u>
<u>(H) WORLD WAR MEMORIAL BUILDING</u>							
\$ 4,296	\$ 3,949	\$ 4,566	\$ 7,466	\$ 5,053	\$ 7,262	\$ 5,593	\$ 4,672
11,038	8,982	8,866	12,987	10,390	9,864	9,369	12,103
<u>\$ -6,742</u>	<u>\$ -5,033</u>	<u>\$ -4,300</u>	<u>\$ -5,521</u>	<u>\$ -5,337</u>	<u>\$ -2,602</u>	<u>\$ -3,776</u>	<u>\$ -7,431</u>
\$ 2,000	\$ 2,233	\$ 1,833	\$ 2,167	\$ 1,833	\$ 2,167	\$ 1,833	\$ 1,500
\$ 3,356	\$ 3,350	\$ 3,035	\$ 2,752	\$ 3,250	\$ 3,000	\$ 3,000	\$ 3,000

understood that none are operated for profit, but rather, are for the best interests of Bismarck in general. Such deficits as occur are payable from the General Fund.

Water Fund

Table 4, Pages 27-28 shows financial operations of the Water Fund, supported by sale of water. The original waterworks facility in Bismarck was constructed in 1886 as a private enterprise. In 1924 it was acquired by the City at a cost of \$460,000, financed by general obligation bonds, the last of which will be retired in 1943. The retirement of these bonds, however, has been from current water revenue. Relevant financial operations are shown in revenue bond Tables 5 and 6, Pages 33 to 36. In addition to these bonds, special assessment warrants were issued for \$200,000 for mains in residential districts.

Expansion of the original water works has been financed by the issuance of additional bonds, the debt service upon which, as well as operating costs, are met from water sales receipts. The rates charged for water are necessarily based on needs for such debt retirement as well as the provision of a high standard of service to consumers and ample supply for fire protection. Plant expansion has resulted in increased operating efficiency, which, in turn, has resulted in substantial reduction in rates charged. The following tabulation compares the rates in effect during 1929 and 1940.

<u>Quantity Used</u>		<u>Rates per 100 Cu. Ft.</u>	
<u>Cubic Feet</u>		<u>1929</u>	<u>1940</u>
0 to 400	0 to 2992	\$ .37½	\$ .30
401 to 3300	2993 to 24684	.30	.16
3301 to 7900	24685 to 59092	.30	.12
7901 to 33300	59093 to 249084	.22½	.12
33301 to 37900	249085 to 288492	.22½	.08
37901 to all additional	288493 to all additional	.15	.08
Entire Quantity - Fort Lincoln		.17	.075
Flat rate <sup>1/</sup> - Quantity Estimated		.37½	.30
Minimum Monthly Charge		1.00	1.00

At existing rates an average monthly consumption of 5,000 gallons costs \$1.63 per month. This compares favorably with the cost of water in other North Dakota

<sup>1/</sup> Used only where it is inconvenient to install a meter.

cities as indicated in the following tabulation which has been computed on an annual basis.

Fargo	\$10.20	Wahpeton	\$22.80
Valley City	12.00	Jamestown	23.92
Bismarck	19.56	Grand Forks	28.80
Minot	19.95	Mandan	30.00
	Average	\$20.90	

These costs are based on payment of bills on the due date. Where a meter rental charge is made, it has been included in the amount shown. While Bismarck has higher rates than Fargo and Valley City, it still enjoys rates below the average.

Table 4, Pages 27-28, "Water Department Financial Statistics", indicates a decreased gross income due to reduced rates. Note that interest payments have been reduced from \$23,071 in 1929 to \$10,950 in 1940. The caption, "Changes in Surplus" which appears in the fourth section of the table, includes numerous items such as "accrued interest", "judgements", "changes in inventories", "variations in accounts receivable", etc. The final section shows the balance at the end of the fiscal years. Note that liquid assets increased from \$56,885 to \$153,071.

The original investment in the waterworks property and water mains, was \$660,000. On June 30, 1940 invested capital had increased to \$835,000. When present construction work has been completed it will be over \$950,000. Depreciation on all facilities as of June 1940 was charged in the audit report at \$205,810 leaving a net value of \$744,190. Of this amount \$55,975 special assessments, and \$257,000 (including \$65,000 of revenue bonds issued in 1941) remain unpaid. This leaves a net equity of about \$434,000 plus inventories, accounts receivable, and cash balances of nearly \$154,000. Therefore, during the past 16 years the tax payers have acquired a net equity in their water works facility of about \$600,000.

During the period of 1942 to 1946 inclusive, it is anticipated that only minor improvements in plant facilities will be required. Construction of certain distribution mains are proposed to be financed from water department funds. A few mains in residential districts are also proposed to be financed by special assessment.

Table 4

WATERWORKS DEPARTMENT

Financial Statistics  
1929 - 1932

	<u>1929</u>	<u>1930</u>	<u>1931</u>	<u>1932</u>
Gross Operating Income				
Water Sales to Consumers	\$ 73,896	\$ 84,166	\$ 84,392	\$ 80,082
City Hydrant Rentals	9,000	9,000	8,750	6,000
Misc. Sources - Sales of Mdse. etc.	5,973	7,425	6,447	6,052
Total Income	\$ 88,869	\$100,591	\$ 99,589	\$ 92,134
Operating Expense				
Production and Transmission	\$ 17,394	\$ 19,998	\$ 23,537	\$ 19,921
Maintenance and Upkeep	- -	1,149	1,788	1,051
General Expense	13,351	11,191	12,903	11,304
Total Expense	\$ 30,745	\$ 32,338	\$ 38,228	\$ 32,276
Net Operating Income	\$ 58,124	\$ 68,253	\$ 61,361	\$ 59,858
Borrowed During Year	25,000	- -	- -	- -
P. W. A. Grants	- -	- -	- -	- -
BALANCES - Amounts carried over from preceeding year				
Working Fund	5,085	4,965	23,004	11,594
Sinking Fund	35,350	51,920	63,810	76,087
Securities and Cash	- -	- -	- -	- -
Construction Fund	- -	- -	- -	- -
Total	\$123,559	\$125,138	\$149,175	\$147,539
Expenditures Other Than Operating				
Interest	\$ 23,071	\$ 23,300	\$ 21,861	\$ 20,685
Debt Retirement	11,000	16,000	31,000	11,000
Capital Outlay	13,538	606	520	584
Changes in Surplus, etc.	19,065	-1,582	8,113	3,008
Total	\$ 66,674	\$ 38,324	\$ 61,494	\$ 35,277
End of Fiscal Year - Amount in:				
Working Fund	\$ 4,965	\$ 23,004	\$ 11,594	\$ 23,252
Sinking Fund	51,920	63,810	76,087	89,010
Securities and Cash	- -	- -	- -	- -
Construction Fund	- -	- -	- -	- -
Total	\$ 56,885	\$ 86,814	\$ 87,681	\$112,262

Table 4 Continued

WATERWORKS DEPARTMENT

Financial Statistics  
1933 - 1940

<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>	<u>1938</u>	<u>1939</u>	<u>1940</u>
\$ 82,728 3,000 <u>5,818</u> \$ 91,546	\$ 82,337 3,000 <u>8,018</u> \$ 93,355	\$ 74,408 3,000 <u>8,357</u> \$ 85,765	\$ 81,376 3,000 <u>9,375</u> \$ 93,751	\$ 81,208 3,000 <u>10,418</u> \$ 94,626	\$ 80,574 3,000 <u>7,027</u> \$ 90,601	\$ 74,113 3,000 <u>3,209</u> \$ 80,322	\$ 75,611 3,000 <u>2,697</u> \$ 81,308
\$ 19,473 505 <u>9,720</u> \$ 29,698	\$ 21,426 1,207 <u>9,981</u> \$ 32,614	\$ 22,096 863 <u>10,137</u> \$ 33,096	\$ 24,646 1,037 <u>14,731</u> \$ 40,414	\$ 23,906 1,713 <u>17,167</u> \$ 42,786	\$ 19,272 3,933 <u>16,614</u> \$ 39,819	\$ 19,360 5,819 <u>13,392</u> \$ 38,571	\$ 21,022 5,919 <u>13,294</u> \$ 40,235
\$ 61,848 -- --	\$ 60,741 -- --	\$ 52,669 -- --	\$ 53,337 -- 14,182	\$ 51,840 -- --	\$ 50,782 -- --	\$ 41,751 58,000 5,556	\$ 41,073 -- 28,048
23,252 89,010 -- <u>--</u> \$174,110	25,579 92,631 31,567 <u>--</u> \$210,518	30,888 112,142 32,377 <u>--</u> \$228,076	42,695 103,324 33,187 <u>--</u> \$246,725	21,703 89,724 33,187 <u>--</u> \$196,454	23,061 79,499 34,627 <u>--</u> \$187,969	35,487 68,809 35,758 <u>--</u> \$245,361	19,309 58,308 82,592 32,484 \$261,814
\$ 20,354 11,000 122 <u>-5,143</u> \$ 24,333	\$ 19,804 11,000 2,267 <u>2,040</u> \$ 35,111	\$ 17,819 34,000 509 <u>-3,458</u> \$ 48,870	\$ 16,223 34,000 42,522 <u>9,366</u> \$102,111	\$ 14,998 34,000 6,250 <u>4,019</u> \$ 59,267	\$ 12,487 34,000 6,016 <u>-4,588</u> \$ 47,915	\$ 11,100 34,000 399 <u>7,169</u> \$ 52,668	\$ 10,950 35,000 63,266 <u>-473</u> \$108,743
\$ 25,579 92,631 31,567 <u>--</u> \$149,777	\$ 30,888 112,142 32,377 <u>--</u> \$175,407	\$ 42,695 103,324 33,187 <u>--</u> \$179,206	\$ 21,703 89,724 33,187 <u>--</u> \$144,614	\$ 23,061 79,499 34,627 <u>--</u> \$137,187	\$ 35,487 68,809 35,758 <u>--</u> \$140,054	\$ 19,309 58,308 82,592 32,484 \$192,693	\$ 10,007 56,464 86,599 <u>--</u> \$153,071

## MUNICIPAL DEBT

Existing debt as well as the debt limitation of a community determine what improvements may be undertaken. It is essential therefore, to review the debt situation as it prevailed during recent years and existing obligations which must be met from future income.

### Bonds

State law limits the general debt that may be incurred by a community, exclusive of special assessments and revenue bonds, to 11 percent of the taxable valuation.<sup>1/</sup> This places the maximum for Bismarck at \$663,634 according to the 1940 assessed valuation. The outstanding bonds to be considered under this limitation are the \$100,000 in General Obligation Bonds shown in Table 5, Page 34 and the School Board Bonds amounting to \$189,000 or a total of \$289,000 as of June 30, 1940. This limit, however, may be increased for certain purposes if approved by two-thirds of the qualified voters voting on the question at a regular or special election.

Bismarck's total bonded indebtedness, reached \$392,000 in 1935, when the construction of the new high school was undertaken. Chapter III, "Board of Education", deals with its fiscal operations and its portion of the bonded debt.

Obviously, unless there have been no tangible benefits derived from borrowed funds, the existence of indebtedness does not indicate lack of good management. While excessive debt is to be avoided, borrowed capital often makes possible the construction of needed facilities at a minimum of cost to the tax payers, particularly when funds so derived can be used to supplement generous grants of funds from other sources. A city which expands as rapidly as Bismarck has during the past 3 decades must rely on borrowed capital to finance at least a part of such expansion, owing to levy limitation.

Outstanding general obligation bonds for which the City Commission is responsible amounts to \$100,000. Figure 5, Page 31, and Table 5, Page 33-34 show relevant

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<sup>1/</sup> Session Laws of North Dakota - 1927, Chapter 196, Section 3, Page 332.

issues and retirements. Table 6, Pages 35-36 shows the scheduled retirements of present issues to liquidation.

### Special Assessments

Tables 5 and 6 also provide information regarding special assessments. While such indebtedness is a lien against the property affected it is important to consider a recent Supreme Court decision that the city is responsible for these obligations in case of non-payment by the property owners.<sup>1/</sup>

The upper graph in Figure 5 showing special assessment indebtedness, indicates progress made in reducing this indebtedness. In 1931 the total amount outstanding was \$1,079,688. On June 30, 1940, it had been reduced to \$584,884. If liquidation proceeds according to schedule, present issues will be practically paid up in 1949.

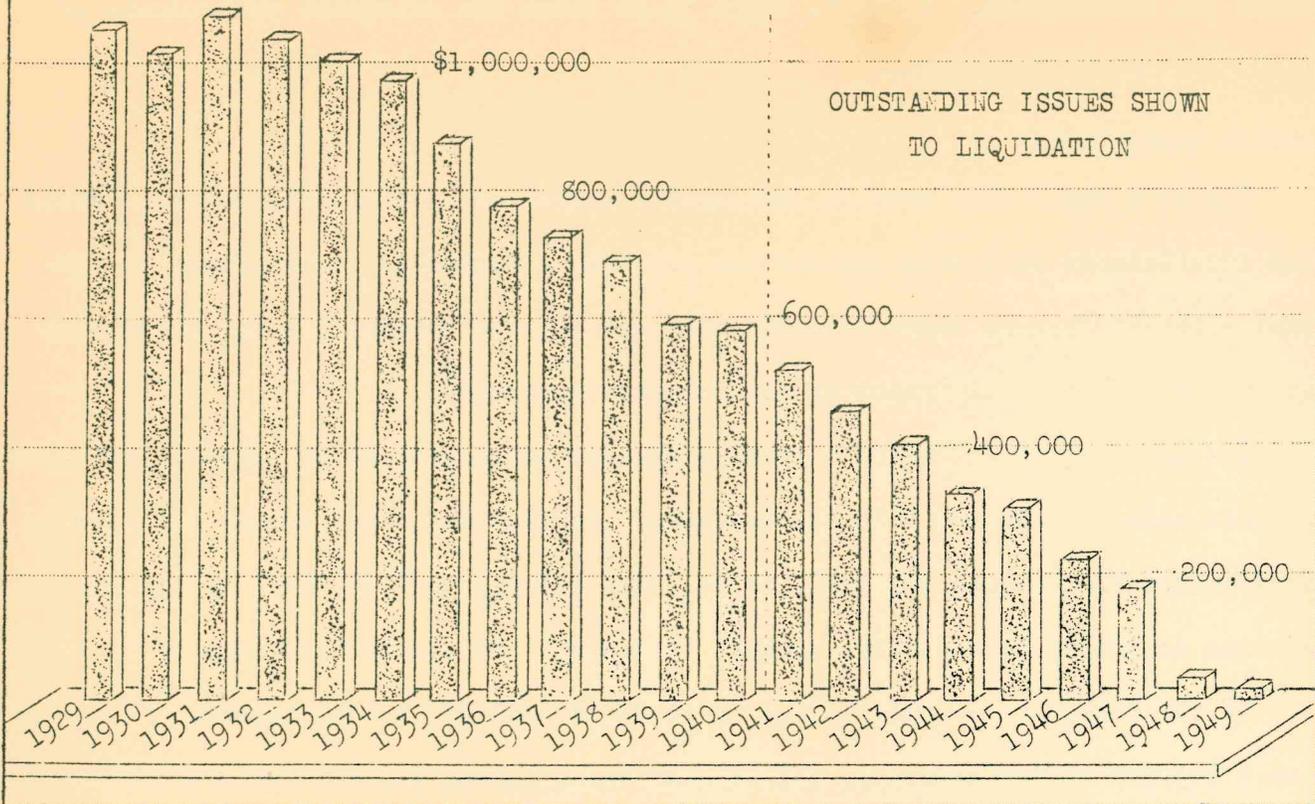
Of the \$584,884 now outstanding, a total of \$204,978 is delinquent. Of this amount \$43,867 is for sewerage, \$37,283 for water mains, \$10,600 for miscellaneous improvements, and \$113,228 for pavements. The delinquency for pavements exceeds the combined delinquency of the others. The paving district with the greatest delinquency is No. 5, in which paving was done in 1929 at a cost of approximately \$269,430. Of this amount \$61,029 is past due.

A special study was made of this District to determine reasons for the excessive delinquency. Figure 6, Page 32, shows the delinquency at the end of each of the past 12 years. It also shows the total delinquency for all paving districts. Figure 7, Page 38, is a map of a portion of the eastern part of Bismarck showing the pavement authorization in District No. 5, amount of uncollected special assessments for abutting lots, buildings in place at the time of paving, the buildings constructed since, and the lots taken over by the City and County because of tax delinquency.

From this map it is obvious that the greatest delinquency is in those blocks which had but few homes at the time the paving was done. This is further illustrated by the following comparison of two blocks which typify the minimum and maximum delinquency. The data shown is on a "per acre basis" because the blocks are unequal in size.

<sup>1/</sup> North Western Reporter - February 19, 1941, Vol. 296, No. 1, Pages 34 and 39.

SPECIAL ASSESSMENTS --  
FISCAL YEARS TO JUNE 30, 1940



OUTSTANDING GENERAL OBLIGATION BONDS AT END OF  
FISCAL YEARS TO JUNE 30, 1940

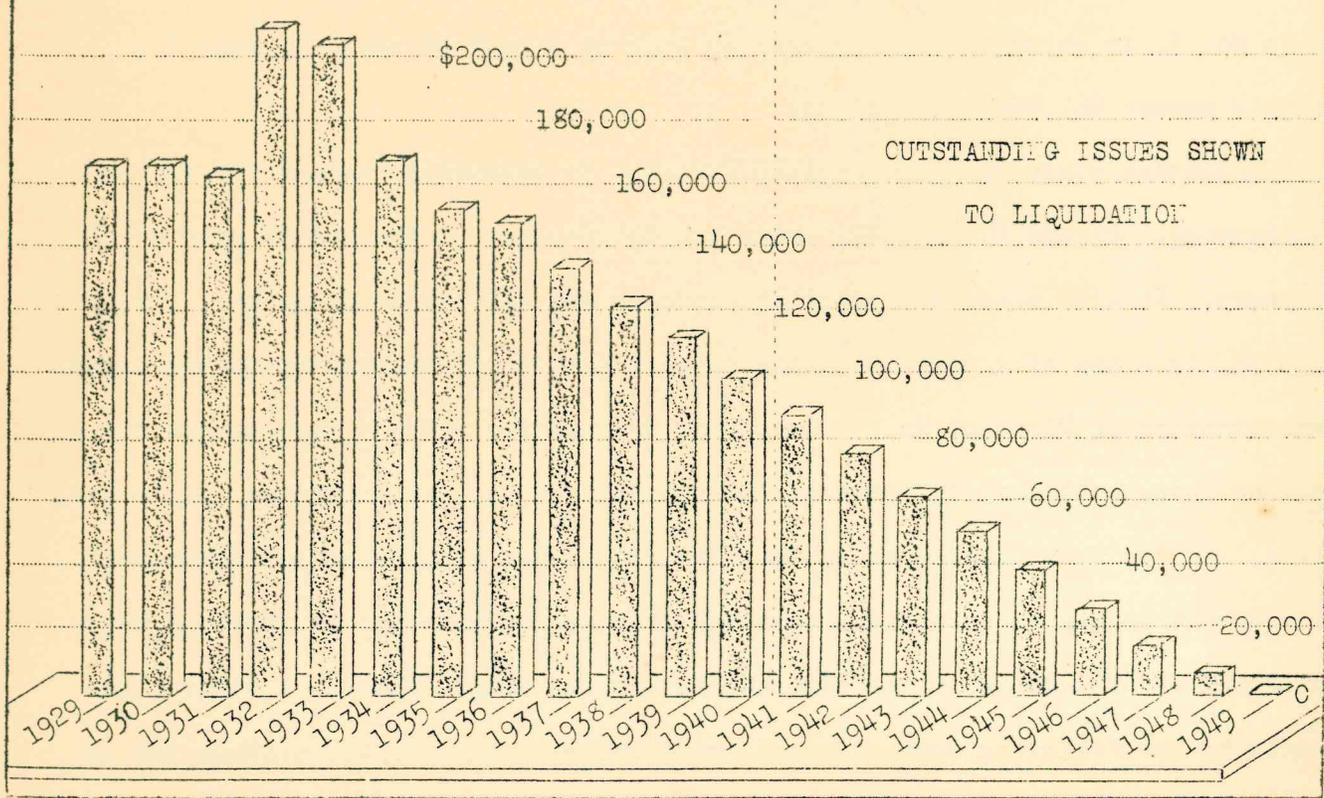


Figure 5

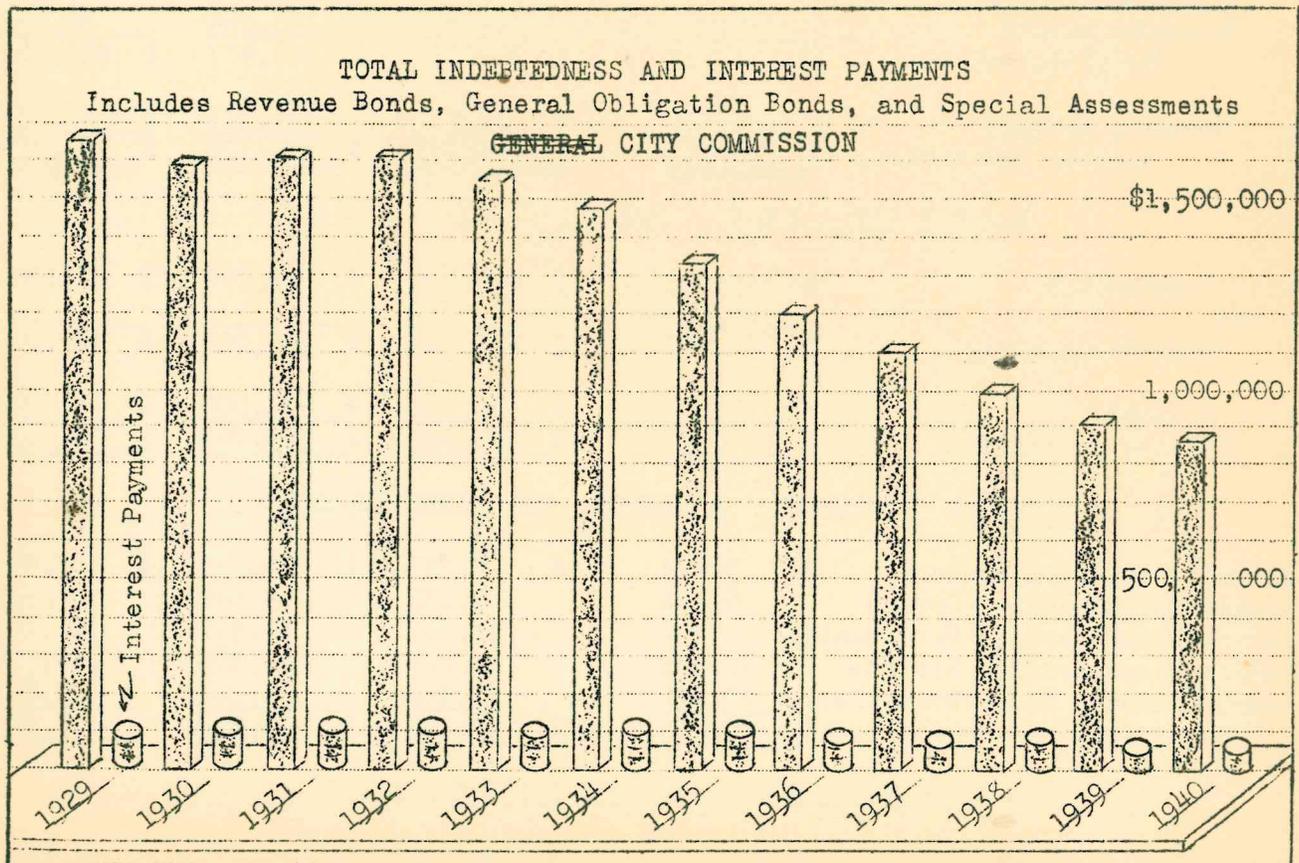
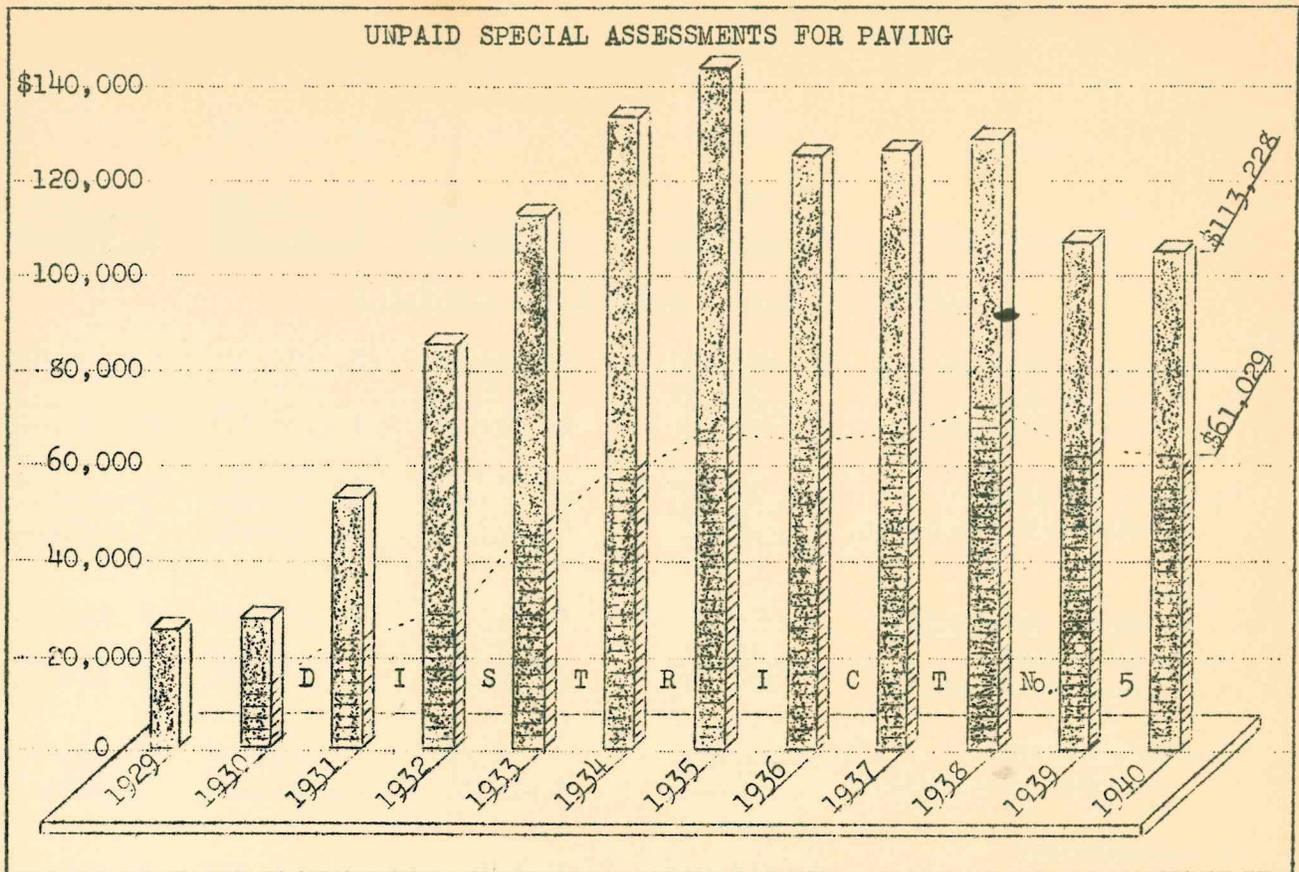


Figure 6

Table 5

CITY COMMISSION INDEBTEDNESS

1929 - 1932

	1929	1930	1931	1932
GENERAL	OBLIGATION	BONDS		
Bonds Outstanding July 1	\$ 66,000	\$ 168,000	\$ 168,000	\$ 163,000
Issued	125,000	--	--	52,000
Total Outstanding	\$ 191,000	\$ 168,000	\$ 168,000	\$ 215,000
Bonds Retired	\$ 23,000	--	\$ 5,000	\$ 5,000
Balance Outstanding	\$ 168,000	\$ 168,000	\$ 163,000	\$ 210,000

SPECIAL ASSESSMENTS

<b>Sewers</b>				
Assessments Outstanding	\$ 159,452	\$ 109,540	\$ 98,381	\$ 99,941
Warrants Issued	28,503	6,516	18,412	--
Total Outstanding	\$ 187,955	\$ 116,056	\$ 116,793	\$ 99,941
Warrants Retired	\$ 78,415	\$ 17,675	\$ 16,852	\$ 3,750
Balance Outstanding	\$ 109,540	\$ 98,381	\$ 99,941	\$ 96,191
<b>Water Mains</b>				
Assessments Outstanding	\$ 205,202	\$ 173,165	\$ 174,688	\$ 163,623
Warrants Issued	19,373	13,110	4,234	--
Total Outstanding	\$ 224,575	\$ 186,275	\$ 178,922	\$ 163,623
Warrants Retired	\$ 51,410	\$ 11,587	\$ 15,299	\$ 11,000
Balance Outstanding	\$ 173,165	\$ 174,688	\$ 163,623	\$ 152,623
<b>Street Improvements</b>				
Assessments Outstanding	\$ 667,658	\$ 778,042	\$ 745,213	\$ 816,124
Warrants Issued	366,205	14,296	135,264	22,643
Total Outstanding	\$1,033,863	\$ 792,338	\$ 880,477	\$ 838,767
Warrants Retired	\$ 255,821	\$ 47,125	\$ 64,353	\$ 45,054
Balance Outstanding	\$ 778,042	\$ 745,213	\$ 816,124	\$ 793,713

WATERWORKS REVENUE BONDS

Bonds Outstanding	\$ 405,000	\$ 419,000	\$ 403,000	\$ 372,000
Issued	25,000	--	--	--
Total Outstanding	\$ 430,000	\$ 419,000	\$ 403,000	\$ 372,000
Bonds Retired	\$ 11,000	\$ 16,000	\$ 31,000	\$ 11,000
Balance Outstanding	\$ 419,000	\$ 403,000	\$ 372,000	\$ 361,000

ANNUAL INTEREST PAYMENTS ON INDEBTEDNESS

General Obligation Bonds	\$ 3,820	\$ 1,717	\$ 8,235	\$ 8,405
Special Assessments - Sewers	6,679	7,235	4,866	7,752
Special Assessments - Water Mains	--	11,860	11,347	11,157
Special Assessments - Streets	46,646	46,029	52,369	49,832
Revenue Bonds - Water Works Dept.	23,071	23,300	21,861	20,685
Total Interest Payments	\$ 80,216	\$ 90,141	\$ 98,678	\$ 97,881

COMBINED INDEBTEDNESS

At End Of Fiscal Year	\$1,647,747	\$1,589,282	\$1,614,688	\$1,613,527
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Table 5 Continued

CITY COMMISSION INDEBTEDNESS

1933 - 1940

1933	1934	1935	1936	1937	1938	1939	1940
	GENERAL		OBLIGATION		BONDS		
\$ 210,000	\$ 205,000	\$ 167,000	\$ 153,000	\$ 149,000	\$ 135,000	\$123,000	\$113,000
--	--	--	--	95,000	--	--	--
\$ 210,000	\$ 205,000	\$ 167,000	\$ 153,000	\$ 244,000	\$ 135,000	\$123,000	\$113,000
\$ 5,000	\$ 38,000	\$ 14,000	\$ 4,000	\$ 109,000	\$ 12,000	\$ 10,000	\$ 13,000
\$ 205,000	\$ 167,000	\$ 153,000	\$ 149,000	\$ 135,000	\$ 123,000	\$113,000	\$100,000

SPECIAL ASSESSMENTS

\$ 96,191	\$ 87,799	\$ 88,983	\$ 72,780	\$ 66,443	\$ 63,491	\$ 63,716	\$ 65,202
13,727	11,089	427	7,425	1,600	29,432	16,908	7,084
\$ 109,918	\$ 98,888	\$ 89,410	\$ 80,205	\$ 68,043	\$ 92,923	\$ 80,624	\$ 72,286
\$ 22,119	\$ 9,905	\$ 16,630	\$ 13,762	\$ 4,552	\$ 29,207	\$ 15,422	\$ 8,900
\$ 87,799	\$ 88,983	\$ 72,780	\$ 66,443	\$ 63,491	\$ 63,716	\$ 65,202	\$ 63,386

\$ 152,623	\$ 148,278	\$ 150,672	\$ 140,533	\$ 128,042	\$ 124,300	\$120,964	\$ 64,488
3,930	16,331	19,781	5,936	9,408	17,817	1,676	7,966
\$ 156,553	\$ 164,609	\$ 170,453	\$ 146,469	\$ 137,450	\$ 142,117	\$122,640	\$ 72,454
\$ 8,275	\$ 13,937	\$ 29,920	\$ 18,427	\$ 13,150	\$ 21,153	\$ 58,152	\$ 16,479
\$ 148,278	\$ 150,672	\$ 140,533	\$ 128,042	\$ 124,300	\$ 120,964	\$ 64,488	\$ 55,975

\$ 793,713	\$ 765,620	\$ 739,225	\$ 666,531	\$ 593,099	\$ 548,608	\$504,715	\$464,807
24,427	52,486	43,589	9,048	8,516	58,556	31,814	59,001
\$ 818,140	\$ 818,106	\$ 782,814	\$ 675,579	\$ 601,615	\$ 607,164	\$536,529	\$523,808
\$ 52,520	\$ 78,881	\$ 116,283	\$ 82,480	\$ 53,007	\$ 102,449	\$71,722	\$ 58,285
\$ 765,620	\$ 739,225	\$ 666,531	\$ 593,099	\$ 548,608	\$ 504,715	\$464,807	\$465,523

WATERWORKS REVENUE BONDS

\$ 361,000	\$ 350,000	\$ 339,000	\$ 305,000	\$ 271,000	\$ 237,000	\$203,000	\$227,000
--	--	--	--	--	--	58,000	--
\$ 361,000	\$ 350,000	\$ 339,000	\$ 305,000	\$ 271,000	\$ 237,000	\$261,000	\$227,000
\$ 11,000	\$ 11,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 35,000
\$ 350,000	\$ 339,000	\$ 305,000	\$ 271,000	\$ 237,000	\$ 203,000	\$227,000	\$192,000

ANNUAL INTEREST PAYMENTS ON INDEBTEDNESS

\$ 9,935	\$ 9,750	\$ 8,486	\$ 7,872	\$ 7,438	\$ 5,371	\$ 4,805	\$ 4,495
5,654	8,529	5,170	4,285	3,675	4,239	10,508	3,811
10,031	9,444	9,779	9,447	8,464	8,482	4,041	4,038
35,082	46,374	54,941	39,365	26,023	44,230	15,009	28,633
20,354	19,804	17,819	16,223	14,998	12,487	11,100	10,950
\$ 81,056	\$ 93,901	\$ 96,195	\$ 77,192	\$ 60,598	\$ 74,809	\$ 45,463	\$ 51,927

COMBINED INDEBTEDNESS

\$1,556,697 \$1,484,880 \$1,337,844 \$1,207,584 \$1,108,399 \$1,015,395 \$933,497 \$875,884

Table 6

CITY COMMISSION INDEBTEDNESS  
Scheduled Liquidation of Present Issues  
1941 - 1944

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>
<u>GENERAL OBLIGATION BONDS</u>				
Bonds Outstanding	\$100,000	\$ 88,000	\$ 76,000	\$ 64,000
Retirements	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>
Balance Outstanding	<u>\$ 88,000</u>	<u>\$ 76,000</u>	<u>\$ 64,000</u>	<u>\$ 52,000</u>
<u>SPECIAL ASSESSMENTS</u>				
<b>Sewers</b>				
Warrants Outstanding	\$ 63,386	\$ 53,583	\$ 51,379	\$ 49,421
Retirements	<u>9,803</u>	<u>2,204</u>	<u>1,958</u>	<u>10,559</u>
Balance Outstanding	<u>\$ 53,583</u>	<u>\$ 51,379</u>	<u>\$ 49,421</u>	<u>\$ 38,812</u>
<b>Water Mains</b>				
Warrants Outstanding	\$ 55,975	\$ 42,016	\$ 28,642	\$ 26,754
Retirements	<u>13,959</u>	<u>13,374</u>	<u>1,888</u>	<u>3,633</u>
Balance Outstanding	<u>\$ 42,016</u>	<u>\$ 28,642</u>	<u>\$ 26,754</u>	<u>\$ 23,121</u>
<b>Street Improvements</b>				
Warrants Outstanding	\$465,523	\$426,762	\$379,097	\$329,136
Retirements	<u>38,761</u>	<u>47,665</u>	<u>49,961</u>	<u>58,591</u>
Balance Outstanding	<u>\$426,762</u>	<u>\$379,097</u>	<u>\$329,136</u>	<u>\$270,545</u>
<u>WATERWORKS REVENUE BONDS</u>				
Bonds Outstanding	\$192,000	\$217,000	\$174,000	\$116,000
Issues	<u>65,000</u>	<u>---</u>	<u>---</u>	<u>---</u>
Total Outstanding	<u>\$257,000</u>	<u>\$217,000</u>	<u>\$174,000</u>	<u>\$116,000</u>
Retirements	<u>40,000</u>	<u>43,000</u>	<u>58,000</u>	<u>40,000</u>
Balance Outstanding	<u>\$217,000</u>	<u>\$174,000</u>	<u>\$116,000</u>	<u>\$ 76,000</u>
<u>ANNUAL INTEREST PAYMENTS ON INDEBTEDNESS</u>				
General Obligation Bonds	\$ 4,195	\$ 5,115	\$ 4,255	\$ 3,395
Special Assessments - Sewers	3,263	2,925	2,852	2,522
Special Assessments - Water Mains	3,934	2,527	1,576	1,414
Special Assessments - Streets	22,690	20,826	17,873	14,947
Revenue Bonds - Water Works Dept.	<u>8,235</u>	<u>6,010</u>	<u>5,460</u>	<u>4,970</u>
Total Interest Payments	<u>\$ 42,317</u>	<u>\$ 37,403</u>	<u>\$ 32,016</u>	<u>\$ 27,248</u>
<u>COMBINED INDEBTEDNESS</u>				
Shown to Liquidation	\$827,361	\$709,118	\$585,311	\$460,478

Table 6 Continued

CITY COMMISSION INDEBTEDNESS  
Scheduled Liquidation of Present Issues  
1945 - 1953

1945	1946	1947	1948	1949	1950	1951	1952	1953
<u>GENERAL OBLIGATION BONDS</u>								
\$ 52,000	\$ 40,000	\$ 28,000	\$ 16,000	\$ 8,000				
<u>12,000</u>	<u>12,000</u>	<u>12,000</u>	<u>8,000</u>	<u>8,000</u>				
<u>\$ 40,000</u>	<u>\$ 28,000</u>	<u>\$ 16,000</u>	<u>\$ 8,000</u>					
<u>SPECIAL ASSESSMENTS</u>								
\$ 38,812	\$ 35,193	\$ 33,385	\$ 31,819	\$ 2,724	\$ 1,916	\$ 1,108	\$ 300	\$ 200
<u>3,669</u>	<u>1,808</u>	<u>1,566</u>	<u>29,095</u>	<u>808</u>	<u>808</u>	<u>808</u>	<u>100</u>	<u>200</u>
<u>\$ 35,193</u>	<u>\$ 33,385</u>	<u>\$ 31,819</u>	<u>\$ 2,724</u>	<u>\$ 1,916</u>	<u>\$ 1,108</u>	<u>\$ 300</u>	<u>\$ 200</u>	
\$ 23,121	\$ 19,448	\$ 17,155	\$ 13,726	\$ 4,951	\$ 1,483	\$ 900	\$ 600	\$ 300
<u>3,673</u>	<u>2,293</u>	<u>3,429</u>	<u>8,775</u>	<u>3,468</u>	<u>583</u>	<u>300</u>	<u>300</u>	<u>300</u>
<u>\$ 19,448</u>	<u>\$ 17,155</u>	<u>\$ 13,726</u>	<u>\$ 4,951</u>	<u>\$ 1,483</u>	<u>\$ 900</u>	<u>\$ 600</u>	<u>\$ 300</u>	
\$ 270,545	\$ 204,600	\$ 168,519	\$ 128,438	\$ 26,638	\$ 14,220	\$ 1,340		
<u>65,945</u>	<u>36,081</u>	<u>40,081</u>	<u>101,800</u>	<u>12,418</u>	<u>12,880</u>	<u>1,340</u>		
<u>\$ 204,600</u>	<u>\$ 168,519</u>	<u>\$ 128,438</u>	<u>\$ 26,638</u>	<u>\$ 14,220</u>	<u>\$ 1,340</u>			
<u>WATERWORKS REVENUE BONDS</u>								
\$ 76,000	\$ 63,000	\$ 50,000	\$ 37,000	\$ 23,000	\$ 9,000			
<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>			
\$ 76,000	\$ 63,000	\$ 50,000	\$ 37,000	\$ 23,000	\$ 9,000			
<u>13,000</u>	<u>13,000</u>	<u>13,000</u>	<u>14,000</u>	<u>14,000</u>	<u>9,000</u>			
<u>\$ 63,000</u>	<u>\$ 50,000</u>	<u>\$ 37,000</u>	<u>\$ 23,000</u>	<u>\$ 9,000</u>				
<u>ANNUAL INTEREST PAYMENTS ON INDEBTEDNESS</u>								
\$ 2,615	\$ 1,915	\$ 1,215	\$ 605	\$ 120				
2,149	1,994	1,927	1,019	132	\$ 109	\$ 56	\$ 18	\$ 12
1,306	1,106	1,010	463	110	72	54	36	12
12,289	10,122	8,062	4,079	852	929	3		
<u>2,450</u>	<u>2,010</u>	<u>1,570</u>	<u>1,110</u>	<u>630</u>	<u>270</u>			
<u>\$ 20,809</u>	<u>\$ 17,147</u>	<u>\$ 13,784</u>	<u>\$ 7,276</u>	<u>\$ 1,844</u>	<u>\$ 1,380</u>	<u>\$ 113</u>	<u>\$ 54</u>	<u>\$ 24</u>
<u>COMBINED INDEBTEDNESS</u>								
\$ 362,241	\$ 297,059	\$ 226,983	\$ 65,313	\$ 26,619	\$ 3,420	\$ 900	\$ 500	\$ 000

Block Between		Acres	Assessed Value Per Acre				Special Assessment For Paving-Per Acre		
Avenues	Streets		Land		Buildings		Levied Amount	Delinquent	
			1929	1940	1929	1940		Amount	%
B & C	9 & 10	2.1	\$2,000	\$1,992	\$9,638	\$11,947	\$3,493	\$ 119	3
Rosser & B	12 & 13	4.6	1,511	1,617	1,799	11,529	2,542	1,808	71

In the first block, the special assessment for pavement was 30 percent of the 1929 valuation. Only 3 percent remains unpaid. In the second block, the special assessment was 77 percent of the 1929 assessed valuation. Seventy-one percent remains unpaid. These facts indicate that where the value of the property justifies special improvement work payments therefore will be forthcoming.

This is borne out by the following tabulation which concerns two different pieces of property selected at random. One is in a reasonably developed area--the other is not. It indicates clearly a financial loss to the City which, in the future, might be obviated by an aggressive tax collection policy, whereby the City would endeavor to assume possession of tax delinquent property within a reasonable time following the state of delinquency. Under this procedure such property, if taken, would be offered for immediate sale by the City. This policy would prohibit the accumulation of unpaid assessments to a point where such accumulation exceeds the assessed valuation.

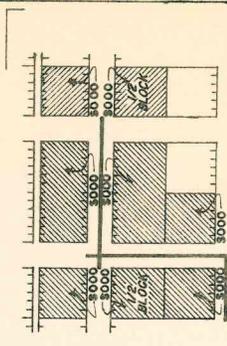
Approximate Location of Lots	Assessed Valuation		Unpaid Levies		For Sale by City At:	Loss To City
	1929	1939	Spec. Ass'mt.	Taxes		
2-25' Lots on 15th St. in the 300 Block	\$250	\$176	\$818	\$ 71	\$300	\$589
2-25' Lots on 7th St. in the 1000 Block	300	226	507	129	600	36

The City Commission has now adopted the policy of not authorizing special assessment work unless taxes on the property to be benefitted is pretty well paid up at the time the request is presented. There should be no relaxation of this policy, which, together with aggressive action against tax delinquent property, will enable the City to avoid the financial burden such as it faces in Paving District No. 5.

**BISMARCK**  
**CITY PLANNING COMMISSION**  
**PAVING-SPECIAL ASSESSMENT DISTRICT NO.5**  
 \_\_\_\_\_ AND \_\_\_\_\_  
**UNPAID ASSESSMENTS ON JUNE 30, 1940**

**LEGEND**

- BUILT BEFORE PAVING AFTER PAVING
- SINGLE FAMILY DWELLING
- MULTIPLE FAMILY DWELLING
- APARTMENT HOUSE
- SCHOOL
- CHURCH
- LOTS ACQUIRED BY PUBLIC AGENCY FOR TAXES AS OF MARCH 1, 1934



LOTS ASSESSED FOR PAVING AND TO WHICH UNPAID SPECIAL ASSESSMENT FIGURES APPLY

WORK PROJECT ADMINISTRATION  
 O.P. NO. 165-173-15  
 MAY 1, 1941

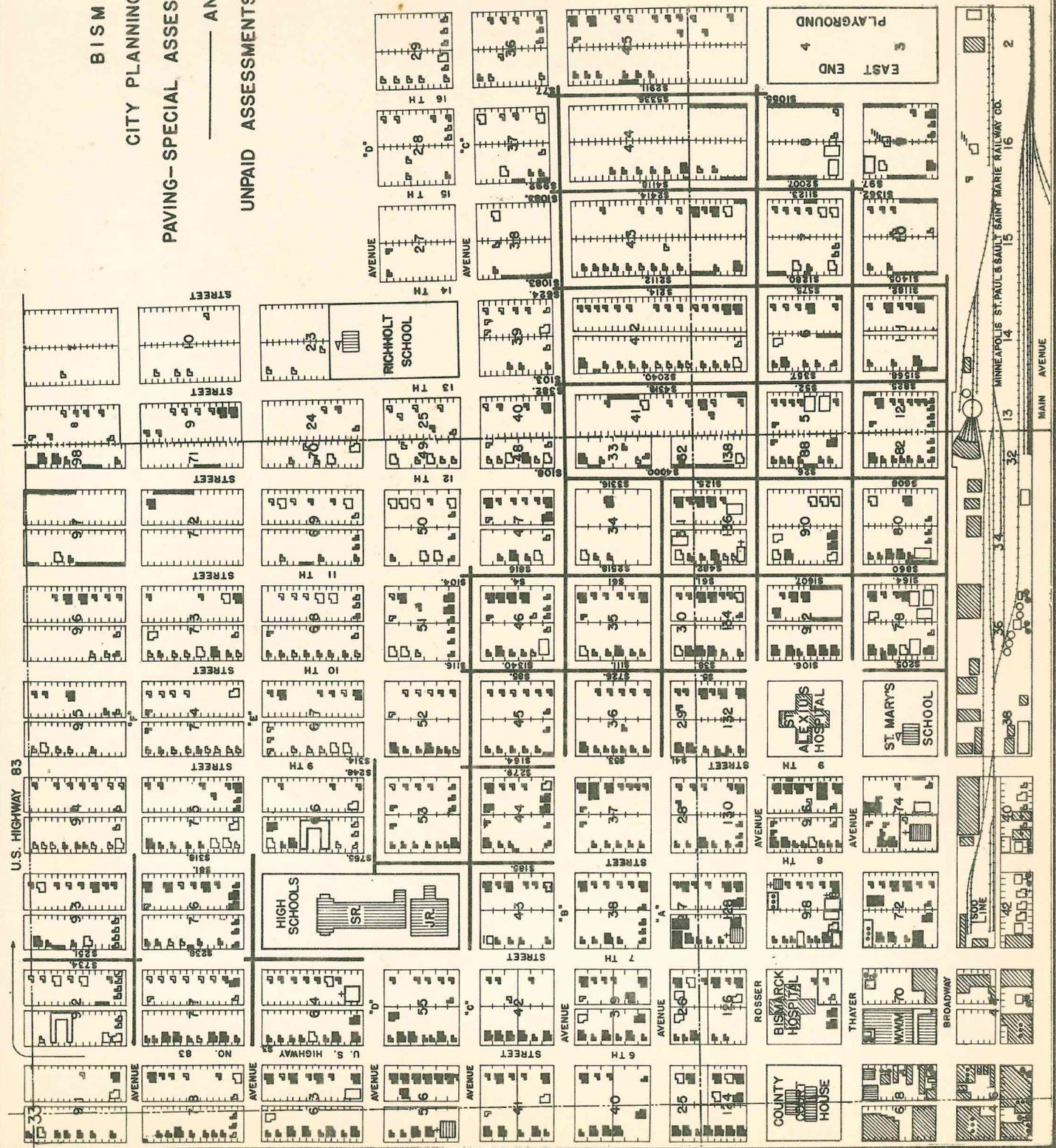


FIGURE 7

Revenue Bonds

Table 5, Pages 33-34, includes statistics concerning the revenue bond indebtedness of the City Commission, and the Municipal Water Works. The statistics appearing in Table 6, Page 35-36, indicate the amortization of this indebtedness by 1950.

INCOME

To determine what improvements the city could undertake during the next six years, it is necessary to estimate probable income and normal operating expenditures for that period. Relevant statistical data for the past 12 years were analyzed to develop past trends. These were then projected for six years after due study and consideration of the probably affect of economic conditions.

Taxes-General Fund

The most important source of income is taxation. As taxes are based on the assessed valuation it is necessary to determine probable property values. The upper section of Figure 8, Page 40 shows indicated trends. From them the figures for the years 1941 to 1946 inclusive in Table 1, Page 7 were compiled.

The lower graph in Figure 8, shows the relationship of tax payments to tax levy. The change in 1933 from taxes based on 75 percent of assessed valuation to 50 percent,<sup>1/</sup> contributed to the reduction in tax payment from \$99,127 in 1931, to \$62,055 in 1934. A general rise in tax income has prevailed since.

On June 30, 1940 there were uncollected taxes amounting to \$57,684. It is anticipated that their collections will bring the average annual tax payments up to the amount of the current levy during the six years 1941 to 1946 inclusive. The anticipated collections are shown in Table 7, Page 43.

Miscellaneous Income General Fund

The anticipated income from the miscellaneous sources detailed on Page 19 is also shown in the upper part of Figure 9, Page 42. Also shown is the estimated total income to the general fund. From the trends indicated by these graphs the estimated receipts in Table 7 are compiled.

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<sup>1/</sup> Session Laws - 1933, Popular Edition of the, - Initiated Measures, Article 47, Pages 493-94.

CITY COMMISSION

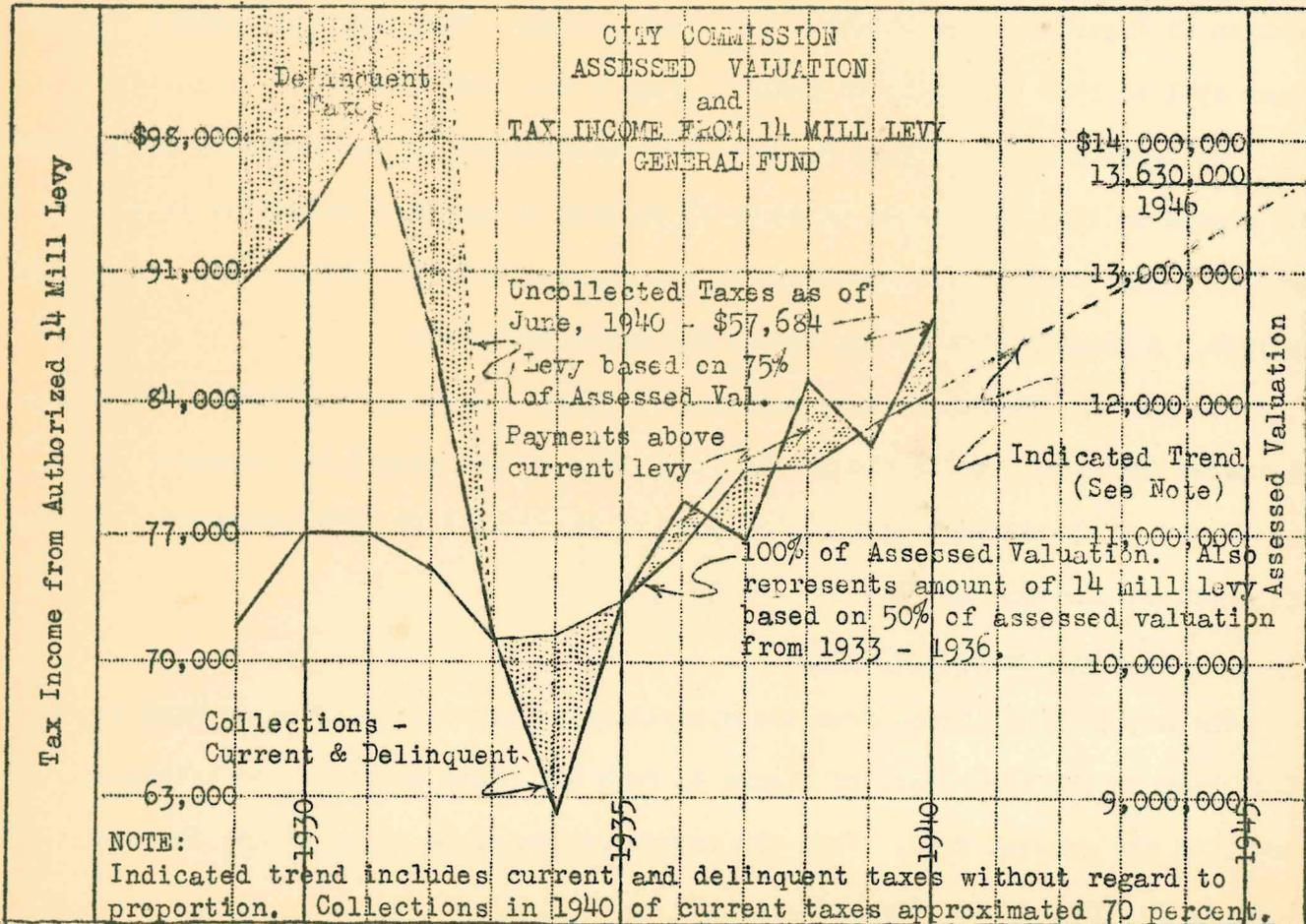
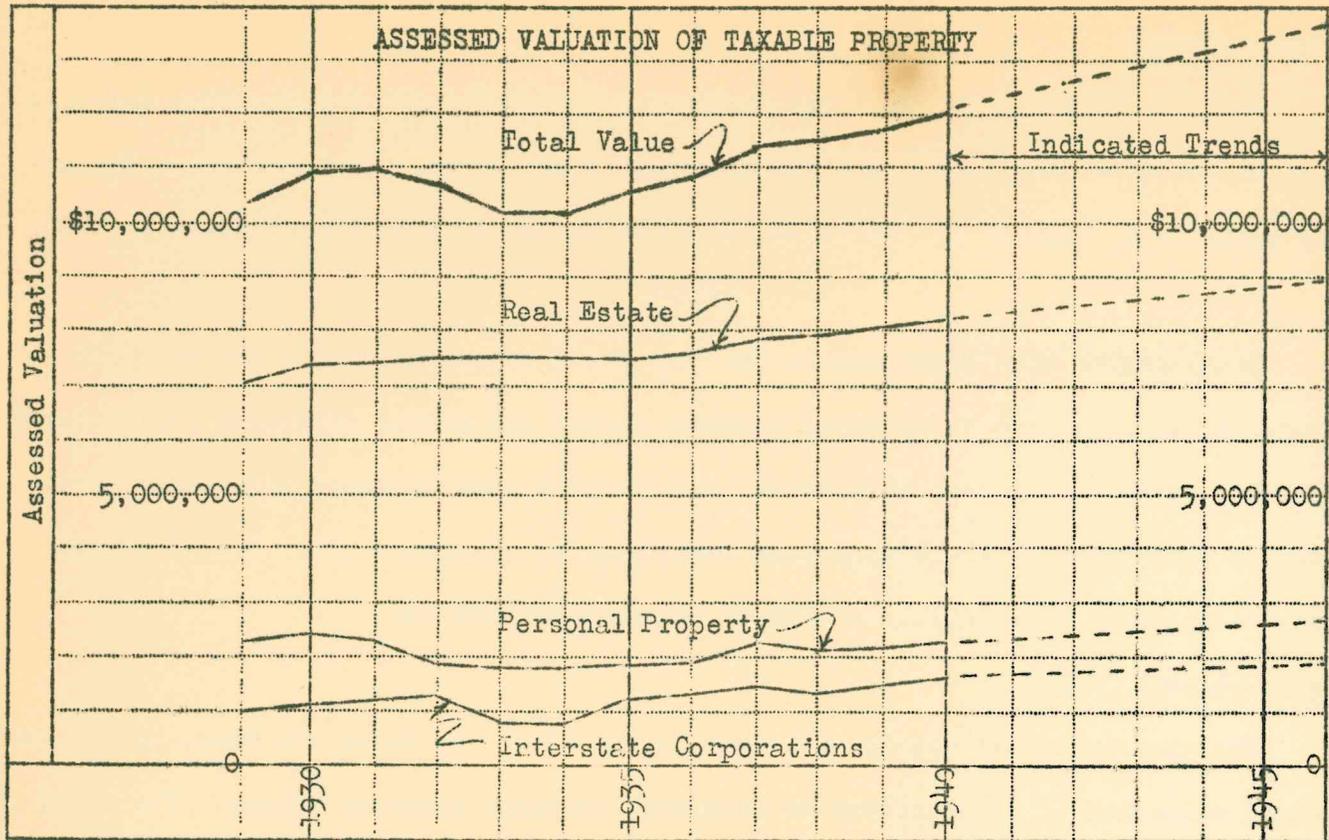


Figure 8

Water Department

The anticipated income for this department as shown in Table 7, Page 43 was determined by an analysis of quantities of water sold in the various quantity rate classifications. Indicated trends are also shown in Figure 9, Page 42.

The amount shown for hydrant rentals is transferred to the Water Department from the City General Fund. This is for water used for street sprinkling, fires, and other miscellaneous city purposes. No change in this revenue is anticipated.

Miscellaneous income of the Water Department is derived from interest on funds and securities; and from sales of merchandise and services.

DISBURSEMENTS

General Fund

The City Commission must finance certain of its functions from the General Fund. These must be provided for before anticipating the use of any of this fund for capital expenditure purposes.

The probable requirements of these functions were also determined by similarly analyzing past expenditures to develop trends, indicated in graphs in Figure 10, Page 45. Attention is invited to the expenditures which show considerable decrease from 1932 to 1934, and from 1937 to 1938. The former was due to the assumption of responsibility for relief by the Federal Government. The latter was due to the transferring of the Swimming Pool and Library to the Park Board and Library Board, respectively.

Trends in relative cost of carrying on the various functions of the City Commission are of interest. These are indicated in the tabulation appearing on Page 45.

Function	Percentage of General Fund Used for Indicated Functions					
	From Records				Estimated	
	1929-31	1932-34	1935-37	1938-40	1941-43	1944-46
Sanitation & Highways	29%	24%	25%	26%	25%	25%
Police Department	13	17	17	20	21	21
General Administration	21	22	21	21	21	20
Miscellaneous	13	17	17	16	15	15
Fire Department	19	16	15	11	12	13
Health Department	5	4	5	6	6	6
	100	100	100	100	100	100

CITY COMMISSION

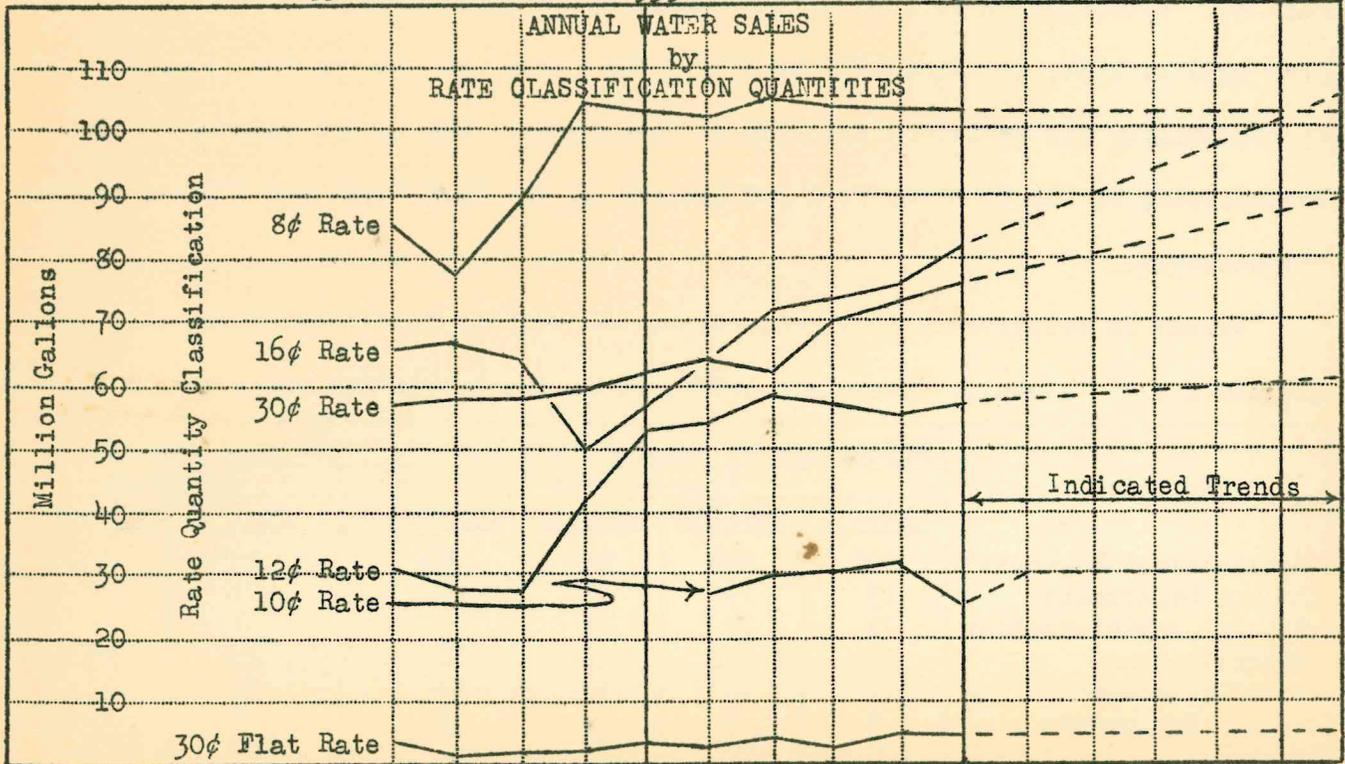
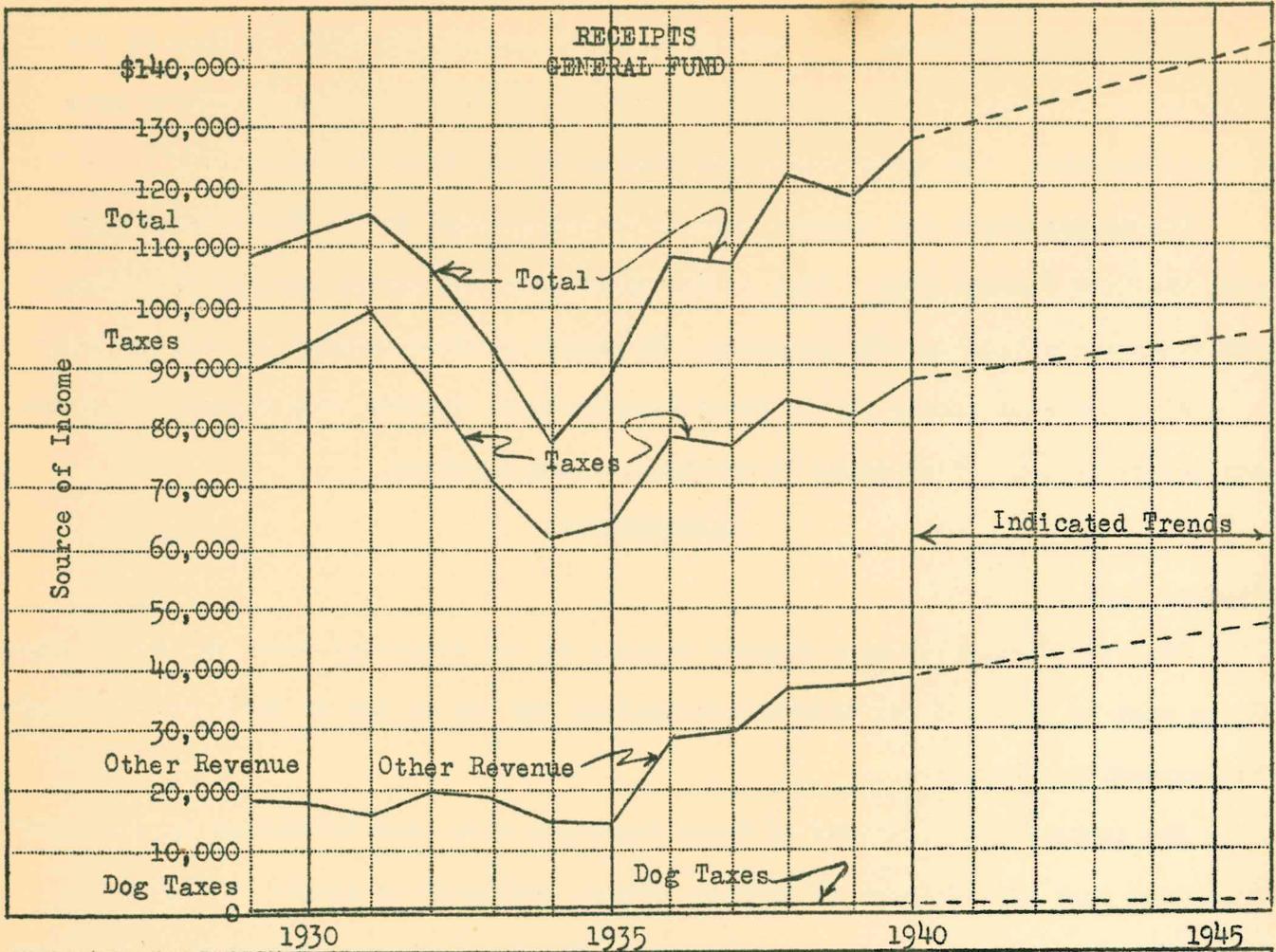


Figure 9

Table 7

CITY COMMISSION

Estimated Operating Receipts and Disbursements  
1941 - 1946

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>GENERAL FUND</u>						
<u>Receipts</u>						
Taxation (14 Mills)	\$ 86,300	\$ 88,100	\$ 89,900	\$ 91,800	\$ 93,600	\$ 95,500
Special Tax (Dog)	700	700	700	800	800	800
Other Revenue	<u>40,100</u>	<u>41,300</u>	<u>42,500</u>	<u>43,600</u>	<u>44,800</u>	<u>46,000</u>
Total	\$127,100	\$130,100	\$133,100	\$136,200	\$139,200	\$142,300
<u>Distribution - Operating</u>						
General Government	\$ 24,400	\$ 24,700	\$ 25,100	\$ 25,400	\$ 25,700	\$ 26,000
Police Department	24,500	25,000	25,500	26,000	26,500	27,000
Fire Department	13,700	14,400	15,000	15,600	16,200	16,800
Health Department	6,600	6,700	6,800	6,900	7,000	7,100
Sanitation and Highways	30,000	30,400	30,800	31,300	31,700	32,100
Miscellaneous	<u>17,200</u>	<u>17,500</u>	<u>17,900</u>	<u>18,200</u>	<u>18,600</u>	<u>19,000</u>
Total	\$116,400	\$118,700	\$121,100	\$123,400	\$125,700	\$128,000
Balance or Deficit	\$ 10,700	\$ 11,400	\$ 12,000	\$ 12,800	\$ 13,500	\$ 14,300
<u>WATERWORKS DEPARTMENT</u>						
<u>Receipts</u>						
Water Sales	\$ 78,200	\$ 79,800	\$ 81,500	\$ 83,100	\$ 84,800	\$ 86,400
Hydrant Rentals	3,000	3,000	3,000	3,000	3,000	3,000
Misc. Sales of Mdse. etc.	<u>3,100</u>	<u>3,100</u>	<u>3,200</u>	<u>3,200</u>	<u>3,300</u>	<u>3,400</u>
Total	\$ 84,300	\$ 85,900	\$ 87,700	\$ 89,300	\$ 91,100	\$ 92,800
<u>Expenditures</u>						
Production & Transmission	\$ 23,200	\$ 27,400	\$ 27,900	\$ 28,600	\$ 29,300	\$ 30,000
Maintenance and Upkeep	6,000	6,100	6,300	6,400	6,500	6,600
General Expense	<u>13,500</u>	<u>13,700</u>	<u>14,000</u>	<u>14,300</u>	<u>14,600</u>	<u>14,900</u>
Total	\$ 42,700	\$ 47,200	\$ 48,200	\$ 49,300	\$ 50,400	\$ 51,500
Net Operating Income	\$ 41,600	\$ 38,700	\$ 39,500	\$ 40,000	\$ 40,700	\$ 41,300
<u>Debt Payments</u>						
Principal <sup>1/</sup>	\$ 40,000	\$ 43,000	\$ 58,000	\$ 40,000	\$ 13,000	\$ 13,000
Interest	<u>8,235</u>	<u>6,010</u>	<u>5,460</u>	<u>4,970</u>	<u>2,450</u>	<u>2,010</u>
Total	\$ 48,235	\$ 49,010	\$ 63,460	\$ 44,970	\$ 15,450	\$ 15,010
Balance	\$ -6,635	\$ -10,310	\$ -23,960	\$ -4,970	\$ 25,250	\$ 26,290

<sup>1/</sup> Sinking Fund is ample to meet debt retirements shown. See also Table 4, Pages 27-28.

In this tabulation those functions which have been discontinued have not been considered. Note that one has been for the Police Department to require a greater proportion, and the Fire Department a smaller proportion of funds.

Water Department

The most important item of expense is for water treatment and distribution. This cost has varied from 7.9 cents per 1,000 gallons to 4.3 cents, and during the past three years was below 4.6 cents. Treatment plant improvements now being made will permit a reduction in the maximum hardness of water to 125 parts per million, or 75 percent below present maximum hardness. This and other desirable improvements will probably increase treatment cost to 5.5 cents per thousand gallons. This cost was used in estimating the cost of production and transmission in future years as shown in Table 7, Page 43.

PROPOSED IMPROVEMENTS  
CITY COMMISSION

The projects listed in Table 8, Pages 46-47 were submitted through the individually responsible City Commissioners by department heads, for the consideration and recommendation of the City Planning Commission. In each instance and with the assistance, advice and counsel of its advisory committee, the Planning Commission has given full consideration to the relation of each project to the needs of the City and its general growth and development, to their relative needs, and to estimated funds or safe limits within which they could be provided. In this evaluating process every attempt has been made to establish priority, year by year, in strict accordance with soundly demonstrated need. It was found necessary to defer the scheduling at all of certain projects, and to schedule others from one to several years later than originally proposed because of evident lack of finances.

The established policy of annual review, extension, and such revision as economic or other circumstances may dictate, and the annual adoption of each year of the six-year program as the current capital budget, will insure orderly well planned development capable of being accelerated or retarded in accordance with circumstances,

CITY COMMISSION  
DISBURSEMENTS  
GENERAL FUND

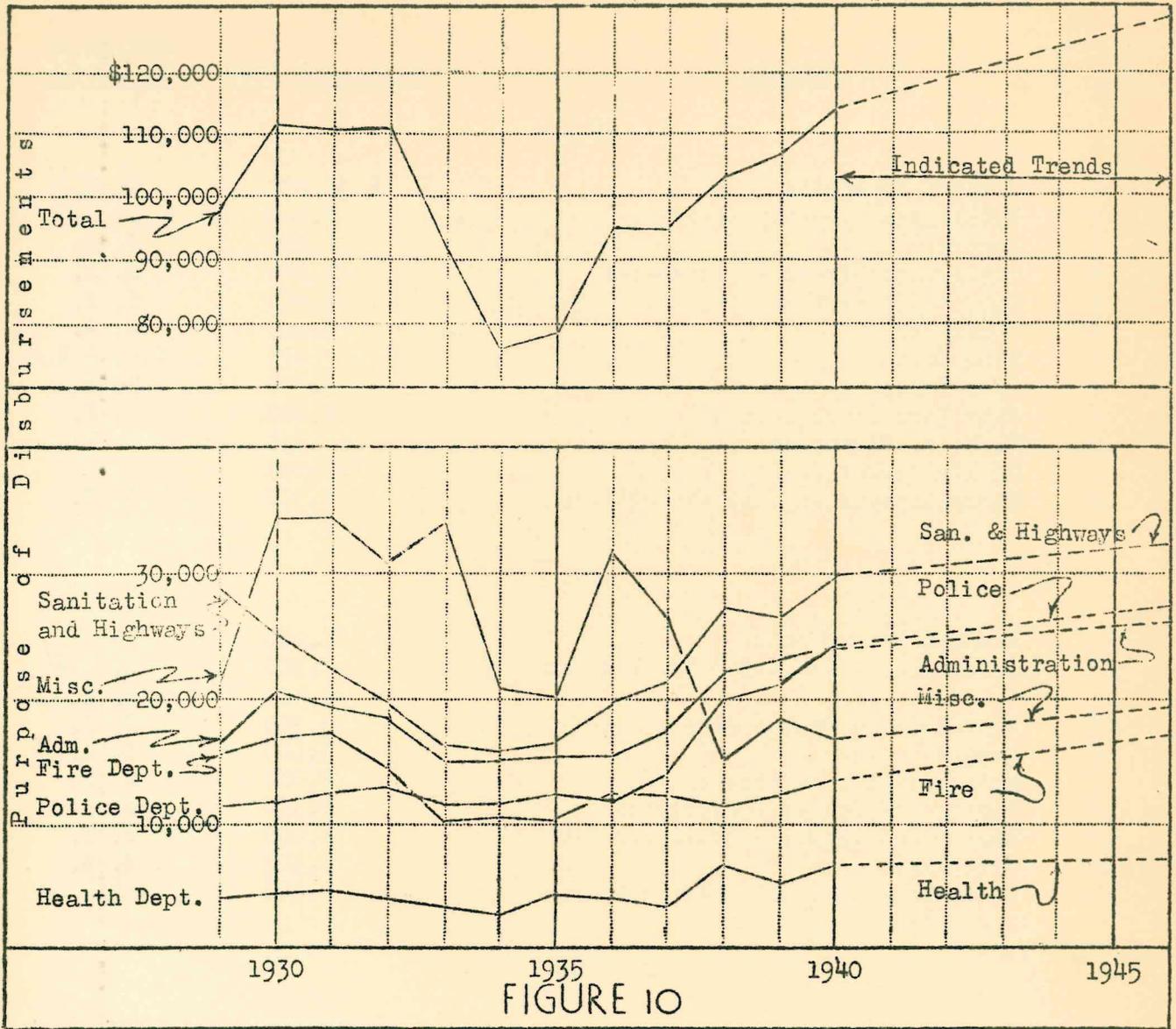


FIGURE 10

as well as providing a reservoir of needed improvements to be used as an aid in employment stabilization.

Statements discussing each project follow on Page 48. Project numbers relate to those given in Table 8, Pages 46-47.

Table 8

CITY COMMISSION

SIX YEAR CAPITAL IMPROVEMENT PROGRAM  
1941 - 1946

<u>Priority No.</u>	<u>Project</u>	<u>Estimated Cost</u>	<u>Method of Financing</u>
1941			
1	Airport Expansion	\$ 30,000	G. F. <u>1/</u>
2	Watermains - Residential	7,000	S. A. <u>2/</u>
3	Sewers	4,100	S. A.
4	Paving and Street Improvements	22,000	S. A.
5	Curb & Gutter Work - Business Section	14,000	S. A.
6	Sidewalks	2,500	S. A.
7	Fire Hose	875	F. T. & E. <u>3/</u>
8	City Scale	3,000	G. F.
9	City Yard Improvement	4,000	G. F.
10	W. P. A. Warehouse	350	G. F.
11	Public Market Place	Donated	
12	Miscellaneous Capital Expenditures	3,500	G. F.
1942			
13	Airport Expansion	20,000	<u>4/</u>
14	Watermains - Tourist & Trailer Camps 4" & 3"	1,500	W. D. <u>5/</u>
		1,500	S. A.
15	Watermain on Rosser Avenue & on 17th Street	15,200	W. D.
16	Sewers	3,100	S. A.
17	Modernization of Fire Station	8,000	G. F.
18	Paving and Street Improvements	8,370	S. A.
19	Curb & Gutter Work - Business Section	14,000	S. A.
20	Sidewalks	2,500	S. A.
21	Miscellaneous Capital Expenditures	2,500	<u>6/</u>
1943			
22	Airport Completion	10,000	<u>7/</u>
23	Watermains - Residential	4,350	S. A.
24	Relief Sewer on 9th St. - Main to Front Avenue	10,000	S. A.
25	Sewers	6,900	S. A.

- 1/ General Fund.
- 2/ Special Assessments.
- 3/ Fire Truck and Equipment Fund.
- 4/ 1942: \$5,000-General Fund; \$5,000-Library, Band, and Airport Fund;  
\$10,000-Park Board Fund.
- 5/ Water Department Fund.
- 6/ \$2,000-General Fund; \$500-Fire Truck and Equipment Fund.
- 7/ Park Board Fund-See Chapter 5.

Table 8 Continued

CITY COMMISSION

SIX YEAR CAPITAL IMPROVEMENT PROGRAM  
1941 - 1946

<u>Priority No.</u>	<u>Project</u>	<u>Estimated Cost</u>	<u>Method of Financing</u>
1943 - Continued			
26	Aerial Ladder Truck	\$ 21,000	8/
27	Paving and Street Improvements	31,600	S. A.
28	Improvements of Police Headquarters	5,000	G. F.
29	Library Enlargement	30,000	G. O. 9/
30	Sidewalks	2,500	S. A.
31	White Way System	13,000	S. A.
32	Miscellaneous Capital Expenditures	2,500	6/
1944			
33	White Way System Completion	13,000	S. A.
34	Watermains - Residential	4,350	S. A.
35	Sewers	10,600	S. A.
36	Paving Machine	8,000	G. F.
37	Paving and Street Improvements	13,100	S. A.
38	Sidewalks	2,500	S. A.
39	Miscellaneous Capital Expenditures	2,500	6/
1945			
40	Watermains - Residential	3,400	S. A.
41	Sewers	1,800	S. A.
42	Paving and Street Improvements	14,770	S. A.
43	Sidewalks	2,500	S. A.
44	Miscellaneous Capital Expenditures	2,500	6/
1946			
45	Watermains - Residential	6,700	S. A.
46	Sewers	2,400	S. A.
47	Pumper Truck	13,000	10/
48	Paving and Street Improvements	26,400	S. A.
49	Sidewalks	2,500	S. A.
50	Miscellaneous Capital Expenditures	2,500	6/
51	Storm Sewers	200,000	S. A.

8/ To be purchased on contract: 1943-\$7,000-General Fund; \$4,000 Fire Truck and Equipment Fund. 1944-\$5,000-General Fund; 1945- \$5,000-General Fund.

9/ General Obligation Bonds.

10/ \$10,000-General Fund; \$3,000-Fire Truck and Equipment Fund.

PROJECT STATEMENTS

1941

No. 1 - Airport Expansion

This project is a part of the National Defense Program, the major portion of the cost of which is financed by Federal funds. It is the duty of the City to cooperate in its construction. The estimated cost is \$539,000. Present commitments provide for \$423,000 from the Work Projects Administration, \$50,000 from the Civil Aeronautics Authority, and \$66,000 from the City of Bismarck. Of the latter amount \$6,000 is for use of equipment. The City's cash share will be about \$60,000 spread over a three year period as shown in Table 8. In addition to major construction there will probably be need for minor improvements for several years.

Figure 11, Page 49, is a plan of the proposed airport, designed to accommodate the large military and commercial aircraft now being produced. The military importance of airports is highly significant, and beyond that fact, air transportation is becoming increasingly important to Bismarck and its place on transcontinental airlines.

Table 3, Pages 23-24, includes financial statistics concerning the airport. Following the completion of the expansion program there should be but little maintenance costs, however, additional operating costs are estimated at approximately \$1,200 per year for the necessary services of an additional full-time employee. It is estimated that most of this expense should be met from increased revenues.

At the present time the City is financing the airport development from the General Fund. However, this has depleted this fund to the point where other functions of City Government will be jeopardized unless other means of financing the airport are adopted. The 1941 Legislature passed two acts which permit tax levies for airport purposes. Paragraph 2, Page 18, describes one. The other is House Bill 176, which permits Park Boards having jurisdiction over airports, to increase their levy from 2 to 4 mills. It is anticipated that the airport will become a joint venture of the City Commission and the Park Board. On this basis \$15,000 of the \$20,000 required during 1942 can be derived from levies and \$5,000 charged to the General Fund. It is anticipated that the Park Board will carry on the work after 1942.

No. 2 - Watermains - Residential

Water Department improvements are in two categories--for residential mains financed by special assessments, and for water plant or distribution system improvements financed from current revenues.

The water plant is now being enlarged. Relevant data is not included in the report, however, financial data is included in Table 6, Page 35-36.

In considering special assessment projects attention is invited to the fact that there are available about 1,000 vacant lots of 50 foot frontage on streets in which watermains are in place. This appears to

# MASTER PLAN OF MUNICIPAL AIRPORT

BISMARCK, NORTH DAKOTA  
D.R. MACDONALD - CITY ENG.

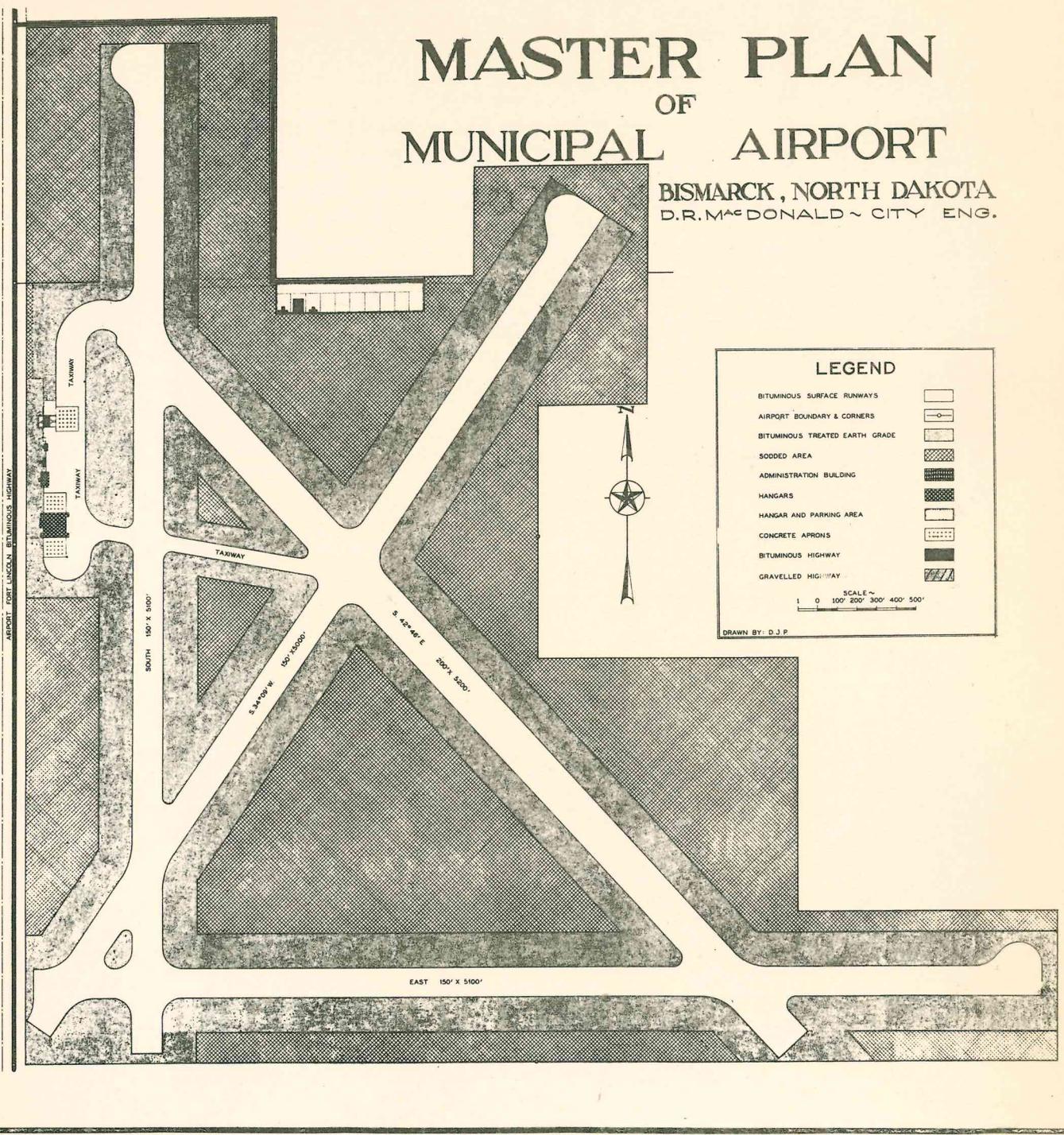


FIGURE-11-

justify a continuation of the conservative policy adopted by the City Commission in authorizing the laying of additional mains. The present policy in regard to authorizing such work is discussed at bottom of Page 37.

#### Scheduled Construction

6" C. I. P. <sup>1/</sup>	Laid in 1941 (Shown on Figure 4)	\$5,480
6" C. I. P.	Thayer Ave. - Anderson to Griffin - 380 L.F.	760
6" C. I. P.	Griffin St. - Thayer to Rosser - 380 L.F.	760
		<u>\$7,000</u>

The projects for watermain on Thayer and Griffin are for replacement of temporary lines laid several years ago when there were only a few houses in these blocks. These temporary lines are inadequate to meet present demands. Residential mains are charged against the benefited property by special assessments.

#### No. 3 - Sewers

1941 sewer construction was completed during the early part of the present fiscal year. Figure 4, Page 15, includes the 1941 work which cost approximately \$4,100. This is all special assessment work.

#### No. 4 - Paving and Street Improvements

This work, for 1941 is in process of completion. It is shown on the City map, Figure 25, Page 142, which shows the paved streets as of March 1, 1941. The total cost of the work is estimated at \$22,000, of which \$19,800 will be against property owners and \$2,200 paid from City Special Assessment Funds.

#### No. 5 - Curb & Gutter Work - Business Section

In the down town area there are approximately 7,000 feet of curbing along which the street pavement was placed up to the curb. Cars parked during hot weather have caused this adjacent surface to "flow" leaving the pavement in a corrugated and generally unsatisfactory condition. This project is for removal of the rough pavement for a width of 8' from the curb and its replacement with reinforced concrete, with integral curb. Half of the work is to be done in 1941, and the balance during 1942.

The cost of this work is about \$4.00 per lineal foot, or \$14,000 per year. Of this amount about 25 percent or \$3,500 is paid in cash by property owners when the work is done and the balance charged against the property in special assessments.

#### No. 6 - Sidewalks

Sidewalks are constructed upon application by property owners. Where and when sidewalks will be requested cannot be anticipated. The  
1/ Cast Iron Pipe.

work contemplated consists mostly of filling in between existing sidewalks, and minor extensions. Indications are that approximately 2,700 lineal feet of 5' walk will be required annually. The cost of this work is about 90¢ per lineal foot, amounts to about \$2,500, and is charged to property owners through special assessments.

No. 7 - Fire Hose

On March 1, 1941 purchase and delivery of 500 feet of 2½" and 300 feet of 1½" fire hose had been effected. This quantity of hose was necessary to meet current needs. This purchase was financed from the Fire Truck and Equipment Fund and amounted to \$875.00.

No. 8 - City Scale

The present city scale, located on Broadway between 6th and 7th Street, interferes with the heavy flow of traffic and is inadequate in platform size and load capacity to meet requirements.

The proposed scale is to be located on the north side of Front Street between 8th and 9th Street. The scale house is to be constructed of brick salvaged from the old brewery. A comparison of the present and proposed scale follows:

	<u>Size of Platform</u>	<u>Weight Capacity</u>
Present	10 ft. x 20 ft.	20 tons
Proposed	10 ft. x 40 ft.	30 tons

The income from and operating expense of the present scale is shown in Table 3, Pages 23-24. This indicates a decrease in gross operating revenue during the past 12 year period. This is not due to a decrease in the bulk weighed but to the increase in weight per load. The fee has been 10¢ per load. In order to make the fee more equitable and also earn sufficient revenue to defray operating expense, the following fees have been proposed:

<u>Load in Tons</u>	<u>Fees</u>
Under 10	10¢
10 to 15	15¢
15 to 20	20¢
20 to 25	25¢
25 to 30	30¢

This project, estimated to cost \$3,000, will be financed from the General Fund.

No. 9 - City Yard Improvement

This project which was completed before April 1, 1941 provides for a new truck and a building to house city-owned equipment. The building is constructed of brick salvaged from the old brewery and extends along

the south end of the lots occupied by the city street and water department storage yard. Its cost was about \$4,000 financed from the General Fund.

No. 10 - W. P. A. Warehouse

The purpose of this project is to provide housing for equipment used by the Work Projects Administration on City projects and is being built by the W. P. A. under City sponsorship.

Specifications provide for a building 100' x 100' of stuccoed wood block construction, located on lots 1, 2, 3, and 4 of block 33, Williams Survey Addition, which is on the corner of 11th Street and Front Avenue. Title to the property will remain with the City.

The total cost of the project is estimated at \$26,000 including a contribution of \$2,000 from the sponsors. Most of this will be for the use of City owned equipment and will not involve actual cash outlay. The actual cost to the city is estimated at \$350 for miscellaneous items such as gasoline, oil, etc. This is being financed from the General Fund.

Construction of this project was started in March and is scheduled for completion by July 1, 1941.

No. 11 - Public Market Place

This project provides for the construction by the W. P. A. of a livestock sales building, shed, and pens south of the N. P. Railway tracks just east of the Fort Lincoln Road. Work was started during the winter and is scheduled for completion by July 1, 1941.

The main building is octagonal with a 64' diameter. To its rear is a shed 24' wide and 124' long. Both are being built of brick salvaged from the old brewery. The pens are being built of S. H. lumber and will have capacity for approximately 1,000 head of cattle. Facilities will be provided for loading livestock into trucks and freight cars. Water and sewer facilities are in place.

The purpose of this project is to make Bismarck a market place for the exchange of livestock for both slaughter and breeding purposes. There are no adequate facilities for this purpose in the Bismarck trade area at the present time.

The cost of the project is estimated at \$20,000. The City is furnishing the land and will retain title to the property. The Association of Commerce is providing the sponsor's financial contributions and will operate the facility after its completion.

No. 12 - Miscellaneous Capital Expenditures

In the conduct of municipal affairs there are unforeseen requirements for minor capital expenditures. The estimate cost of \$3,500 for 1941 is based partly on recorded expenditures. Some of this was

occasioned by moving the City Auditor's office into new quarters and providing some new furniture and equipment. For the ensuing years a smaller amount for such miscellaneous expenditures is anticipated. This is a General Fund item.

1942

No. 13 - Airport Expansion

This is a continuation of project No. 4 and is estimated to cost the city \$20,000 during 1942. \$5,000 is to come from the General Fund, \$5,000 from a recently authorized levy for Library, Band, and Airport Purposes, and \$10,000 from a levy by the Park Board.

No. 14 - Watermains - Tourist & Trailer Camps

The purpose of this project is to make city water available in the tourist camp to the north, and the trailer tourist camp to the south of Highway No. 10 near the Missouri River Bridge. A recent city ordinance made it mandatory that occupied trailers be parked at the designated trailer camp. It is essential, therefore, that a water supply be made available to this camp. This will permit the installation of proper sanitary facilities which are requisite to wholesome conditions.

The proposed work involves a 4" cast iron pipe line 1300' long from the 12" water main north of the railway tracks to the Tyler Tourist Camp north of Highway No. 10 and 350' of 3" cast iron pipe to the trailer camp--a total of 1650 lineal feet.

The Tyler Tourist Camp consists of 28 cabins, a store, and one dwelling. In the Trailer Camp the number of auto trailers to be served varies. There was an average of 10 trailer dwellers in the camp during April, 1941. The number is expected to reach 75 during the tourist season and tentative arrangements have already been made for 25 units next winter. (Indications are that this form of temporary residence is increasing.) Permanent buildings housing toilets, shower baths, and clothes washing facilities are in place.

The total cost is estimated at \$3,000. Half of this is to be paid by the Water Department and the remainder charged to the benefited property through special assessments.

No. 15 - Watermain on Rosser Avenue & on 17th Street

12" C. I. P. Rosser Avenue - 10th to 17th Street  
17th Street Rosser to Main Avenue

At present there is a 12" watermain from the treatment plant to and on Rosser Avenue to 10th Street. East of this point there has been considerable expansion of residential mains without a corresponding extension of feeder mains. It is necessary therefore that this feeder be constructed so proper water pressures may be maintained for residents in this section of the city. This project is to be financed from current revenue and is estimated to cost \$15,200.

No. 16 - Sewers

Sanitary sewer construction is scheduled to meet requirements of areas now supplied or scheduled to be supplied with city water and paved streets. All sewer construction work is financed by special assessments against the benefited property.

Scheduled Construction  
Sanitary Sewers

Street or Avenue	Location		Lineal Ft.	Estimated Amount
	From	To		
Griffin Street	Thayer Avenue	Rosser Avenue	300	\$ 800
17th Street	South Rosser	Broadway	700	1,500
Broadway	16th Street	17th Street	380	800
Total (Special Assessments)				\$3,100

No. 17 - Modernization of Fire Station

The City is confronted with the problem of inadequate quarters for the Fire Department, as well as for the Library and the Police Department, discussed elsewhere in this report. Because these situations are related and require more study for their solution it has not been possible to complete essential details prior to the publication of this report. However, a tentative estimate of cost has been determined.

The rapid growth of Bismarck necessitates modern fire fighting equipment. Already present quarters are inadequate and, with the acquisition of the additional equipment proposed, this situation will become aggravated.

Beyond this fact, is the important question of the physical condition of the present fire station. The floor is now showing signs of failure and care is necessary in placing fire trucks to avoid strains on weakened areas. Another handicap is the fact that the large doors open directly on the sidewalk. This is a hazard to pedestrians who may be near the front of the station when equipment is called out, because the driver is unable to see them until the front of the truck is well out on the sidewalk.

The problem of whether growing Bismarck can best be served from one central station as at present, or from one or more substations has also been considered. It was decided that one central station was the most practical, efficient, and economical. This means, however, that the department personnel will eventually be divided into alternate 24 hour shifts. This will require a kitchen, dining room, refrigeration and gymnasium in addition to the present dormitory. Other requirements for a modern fire station include provisions for hose storage and drying.

Before making extensive improvements to the present station, plans must be made for a fire station adequate to serve Bismarck for years to come. Any expenditures should contribute to this objective. The \$8,000 scheduled expenditure will permit preliminary work, possible acquisition of a new site if deemed desirable, and preparation of plans and specifications. This expenditure must be financed from the General Fund.

No. 18 - Paving and Street Improvements

The City Planning Commission has given much thought and consideration to the questions of streets and traffic. As a result of its study it has adopted a street plan and certain minimum standards for future improvements, designed to conserve expense and to facilitate traffic movement. These minimum standards are, for streets in residential areas--30' in width, consisting of 27' of oil mix, and 18" concrete gutters with integral curb; for thoroughfares--36' in width, consisting of 33' of oil mix, and 18" concrete gutters with integral curb; and in locations where there are frequent concentrations of parked vehicles--40' in width consisting of concrete paving in the parking lanes. All widening of pavement is to be reinforced concrete with integral curb.

Figure 25, Page 142, is a thoroughfare plan. In future construction in accordance with this plan and minimum standards an adjustment in the present method of financing has been proposed. Heretofore, the City Commission has assumed but 10 percent of the cost. It can assume 20 percent under applicable statutes. Because thoroughfares are more heavily traveled than streets in residential areas, are wider and more costly, and are of more general benefit, it has been proposed that the City Commission assume the full 20 percent permissible. Therefore, the cost of such thoroughfares as have been included in the six-year program, are computed on that basis.

Residential street paving costs will continue to be on the basis of the usual 10 percent, as heretofore.

Scheduled Construction  
Residential Street Paving 30' Wide

Street or Avenue	Location		Amount Assessed To:	
	From	To	Property	City
Avenue D	Mandan	First	\$1,800	\$ 180
Avenue E	Mandan	First	1,800	180
First Street	Avenue D	Avenue E	3,100	310
Miscellaneous Grading, Alleys and Streets			1,000	- -
Total			\$7,700	\$ 670

Thoroughfare Paving - None

No. 19 - Curb & Gutter Work - Business Section

This is for completion of the work started in 1941 and described for Project No. 5. It is also estimated to cost \$14,000 and is to be financed by special assessments. About 25 percent of the work is being paid for in cash, leaving \$10,500 to be added to the City's special assessment indebtedness.

No. 20 - Sidewalks

Please refer to Project No. 6, Page 50. Estimated cost during 1942 is \$2,500.

No. 21 - Miscellaneous Capital Expenditures

Please refer to Project No. 12. It is estimated that \$2,500 will be needed to meet requirements for 1942. Of this amount \$2,000 will be from the General Fund for general purposes and \$500 from the Fire Truck & Equipment Fund for fire fighting equipment.

1943

No. 22 - Airport Completion

This is for completion of project according to present plans. Total years work is estimated at \$10,000, and is to be financed by a levy made by the Park Board. See Project No. 1, Page 48.

No. 23 - Watermains - Residential

6" C. I. P. 14th Street Avenue C to Boulevard 1,740 ft., \$4,350.

Construction of new residences on 14th Street will require construction of this watermain. The cost will be met by special assessments.

No. 24 - Relief Sewer on 9th - Main to Front Avenue

This project provides for a 10" tile pipe 450 feet long to take part of the sewage at the corner of 9th and Main into the line flowing west along Front Avenue. Development in the northeastern part of the city is overloading the sewer on Main Avenue west of Ninth Street. During the past decade over 175 new homes were built in this section. Figure 4, Page 15, shows the situation. The sewer along Front Avenue has ample capacity to relieve the excessive load in the main Avenue Sewer.

A detailed estimate for this work has not been prepared. However, careful consideration of obstacles involved, indicates that the cost will be approximately \$10,000, which would be financed by Special Assessments.

No. 25 - Sewers

Please refer to statement for Project No. 16.

Scheduled Construction  
Sanitary Sewers

Street or Avenue	Location		Lineal Ft.	Estimated Amount
	From	To		
13th Street	Avenue F	Boulevard	400	\$ 800
14th Street	Avenue C	Boulevard	1,700	3,200
18th Street	Rosser	Avenue D	1,520	2,900
Total (Special Assessments)				\$6,900

No. 26 - Aerial Ladder Truck

This equipment is needed urgently by the Fire Department. The Fire Underwriters, during their recent inspection concurred in its need and recommended its purchase. Present ladder equipment of the department is inadequate in case of a serious fire in the taller office buildings and hotels.

The truck considered is equipped with an 85' aerial ladder, a 1,000 gallon per minute pump, and other equipment. Its cost is approximately \$21,000 to be met from the General Fund. This would seriously deplete the Fund. However, this equipment can be purchased if deferred payments do not exceed \$10,000. Accordingly it has been proposed to pay \$11,000 in cash (\$7,000 from the General Fund and \$4,000 from the Fire Truck and Equipment Fund), and the balance in 2 annual installments of \$5,000 each, from the General Fund.

No. 27 - Paving and Street Improvements

Please refer to statement for Project No. 18.

Scheduled Construction

Street or Avenue	Location		Cost to:	
	From	To	Prop. Owners	City
30' Paving on Residential Streets				
South 10th Street	Sweet Street	Bowen Street	\$ 2,500	\$ 250
11th Street	Avenue E	Avenue F	2,400	240
12th Street	Avenue D	Avenue E	3,100	310
Avenue E	11th Street	12th Street	1,800	180
Avenue D	11th Street	13th Street	4,000	400
Street Widening to 40' Residential & Business Streets				
Avenue A	3rd Street	4th Street	1,600	160
3rd Street	Rosser Avenue	Avenue B	3,700	370
2nd Street	Thayer Avenue	Rosser Avenue	1,900	190
Widening to 48' - Thoroughfare Streets				
Rosser Avenue	7th Street	9th Street	4,100	1,000
Rosser Avenue	2nd Street	3rd Street	1,900	400
Miscellaneous Alley Openings and Street Grading				
Location not determined			1,000	
Total			\$28,000	\$3,600

No. 28 - Improvement of Police Headquarters

This project is related to other improvements as indicated under "Modernization of Fire Station." Please refer to Project No. 17.

The need for improved facilities has received the careful consideration of the City Planning Commission in relation to other pressing needs. Existing quarters are located in the basement of the Fire Station. Access is by an open stairway, dangerous in wet or icy weather. Poor ventilation, artificial illumination, the prevalence of street dust which is injurious to expensive radio equipment, lack of storage for police vehicles during inclement weather, and lack of space otherwise for important police activities are important adverse conditions which should be rectified. Of equal importance and highly objectionable, is the unavoidable contact between prisoners who enter through the main lobby, and individuals, including women and children, who may be present. Also, the remarks of prisoners located in the detention portion of the station are audible in the lobby. This situation is obviously objectionable.

The construction of a ground level extension to the east of the present station has been considered. This would encroach upon library property and also, for obvious reasons have attendant disadvantages. Therefore, further study of this problem, resolving the needs of both the Fire and Police Departments, is essential. A police station with offices and facilities above ground, and providing storage space for two squad cars, is the objective. It is estimated that \$5,000 should be provided from the General Fund for the procurement of a desirable site and the preparation of plans and specifications, following which an estimate of the cost of construction can be included in the program as revised in 1942.

#### No. 29 - Library Enlargement

This project is discussed in Chapter 4, Library Board. It is included in the City Commission Project list because the Library Board is dependent upon the City Commission for its funds. The project is to be financed by General Obligation Bonds amounting to \$30,000.

#### No. 30 - Sidewalks

Please refer to Project No. 6. Estimated cost during 1943 is \$2,500.

#### No. 31 - White Way System

This project is for replacement and extension of the present White Way in the down town area. Because of the importance of proper street lighting for the protection of life and property, this is considered to be an important project.

The present system is obsolete and some of the cables and posts are badly deteriorated. In addition to its replacement it is also proposed to expand the system to include the following Streets and Avenues:

Main Avenue and Broadway between 2nd and 7th Streets  
Thayer Avenue between 3rd and 7th Streets  
Rosser Avenue between 4th and 6th Streets  
Third Street between Main and Thayer Avenue  
Fourth, 5th and 6th Streets between Main and Rosser

The existing system provides light far below the minimum recommended by the Illuminating Engineering Society. Its replacement would not necessarily result in decreased lighting cost but, rather, in increased illumination, the primary purpose of the system.

An analysis of accident records within the areas to be lighted show that 35 percent occur during the night when the volume of traffic is but 25 percent of the daylight hours volume. An extension of the system and better lighting should alleviate this condition.

The cost of this replacement and extension would be assessed against the property to be benefited. This would not create a financial burden on property owners. This area was the first to be paved and supplied with public facilities and most of that special assessment work is paid up--less than \$15,000 remaining unpaid. The cost of the project would likewise be small compared to property value. The lineal feet of the streets to be lighted amount to less than 8 percent of the total improved streets in the city, however, the assessed value of the abutting property is 40 percent of the total assessed valuation.

The cost of this work is estimated at \$26,000, or \$1.70 per front foot of abutting property. All property used for civic purposes is located in this area and assessment against this would amount to \$4,000. It is anticipated that half of the project would be done in 1943 and completed in 1944.

No. 32 - Miscellaneous Capital Expenditures

Please refer to Project No. 21. It is estimated that \$2,500 will be needed to meet 1943 requirements. This will be from the General Fund and Fire Truck and Equipment Fund.

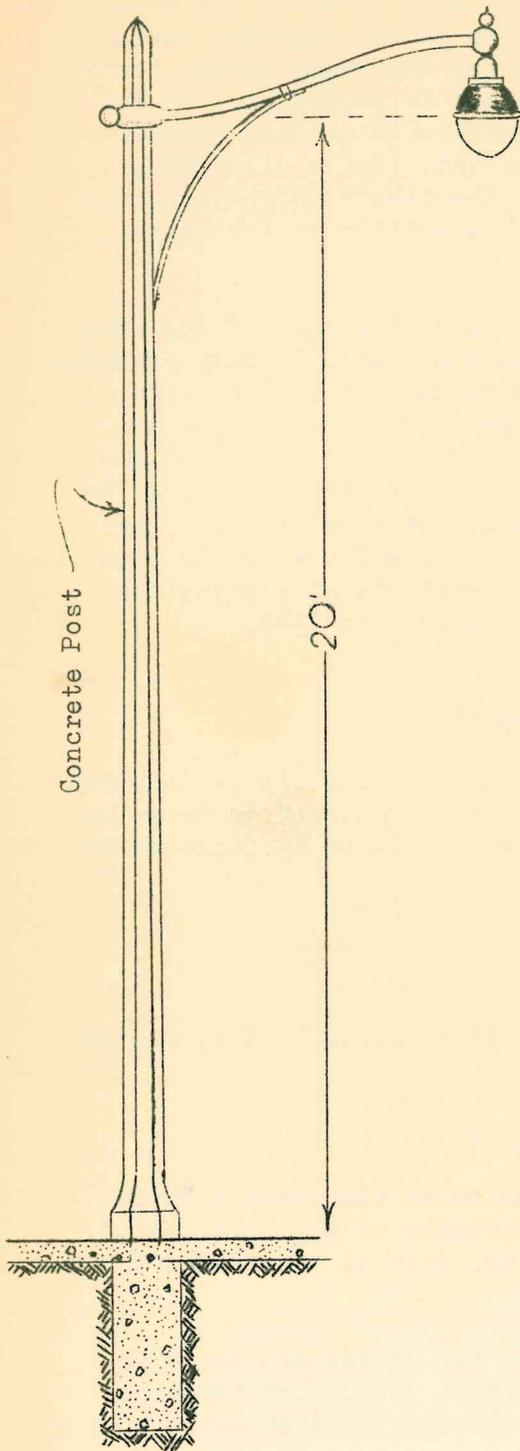


Illustration  
Modern Light Pole

1944

No. 33 - White Way System Completion

This provides for completion of the White Way described in statement for Project No. 31. Estimated 1944 cost is \$13,000. This will be special assessment work.

No. 34 - Watermains - Residential

6" C. I. P. 15th Street, Avenue C to Boulevard - 1,740 ft., \$4,350.

Construction of new residences on 15th Street will require construction of this watermain. The cost will be met by special assessments.

No. 35 - Sewers

Please refer to Project No. 16.

Scheduled Construction  
Sanitary Sewers

Street or Avenue	Location		Lineal Ft.	Estimated Amount
	From	To		
15th Street	Avenue C	Boulevard	1,950	\$ 3,600
Park Hill Addition	To be determined later		3,500	7,000
Total (Special Assessments)				\$10,600

No. 36 - Paving Machine

This project is for replacing present equipment for heating and mixing oil surfacing material for repairing street pavements. Present equipment was purchased in 1930 at a cost of \$4,000. Annual repairs now average \$100. However, the grates and the bottom of the large drums are fast deteriorating and by 1944 such extensive replacements will be required that the city's best interests will be served by purchasing a new machine.

The necessary equipment costs \$8,000 and will have to be financed from the General Fund.

No. 37 - Paving and Street Improvements

Please refer to Project No. 18.

Scheduled Construction

(Table on following Page.)

Scheduled Construction

Street or Avenue	Location		Cost to:	
	From	To	Prop. Owners	City
30' Paving on Residential Streets				
Anderson Street	Avenue B	Avenue C	\$ 2,600	\$ 260
Hannifin Street	Avenue B	Avenue C	2,600	260
Avenue B	Anderson Street	Hannifin Street	1,800	180
36' Paving - Thoroughfare Streets				
Avenue C	Anderson Street	Raymond Street	3,500	900
Miscellaneous Street and Alley Improvements				
Locations not determined			1,000	
Total			\$11,500	\$1,600

No. 38 - Sidewalks

Please refer to Project No. 6. Estimated cost during 1944 is \$2,500.

No. 39 - Miscellaneous Capital Expenditures

Please refer to Project No. 21. It is estimated that \$2,500 will be needed to meet requirements for 1944; \$2,000 are to come from the General Fund and \$500 from the Fire Truck and Equipment Fund.

1945

No. 40 - Watermains - Residential

6" C. I. P. 16th Street, Avenue D to Boulevard - 1,360 ft., \$3,400.

Construction of new residences on 16th Street will require construction of this watermain. The cost will be met by special assessments.

No. 41 - Sewers

Please refer to Project No. 16.

Scheduled Construction  
Sanitary Sewers

Street or Avenue	Location		Tile Pipe		Estimated Cost
	From	To	Length	Size	
16th Street	Avenue E	Boulevard	900	8'	\$1,800

No. 42 - Paving and Street Improvements

Please refer to Project No. 18.

Scheduled Construction

Street or Avenue	Location		Cost to:	
	From	To	Prop. Owners	City
30' Paving on Residential Streets				
Avenue F	11th Street	12th Street	\$ 2,000	\$ 200
12th Street	Avenue E	Boulevard Avenue	5,700	570
Widening of Thoroughfares from 25' to 36'				
Washington Street	Rosser Avenue	Main Avenue	4,200	1,100
Miscellaneous Street and Alley Improvements				
Locations not determined			1,000	
Total			\$12,900	\$1,870

No. 43 - Sidewalks

Please refer to Project No. 6. Estimated cost during 1945 is \$2,500.

No. 44 - Miscellaneous Capital Expenditures

Please refer to Project No. 21. It is estimated that \$2,500 will be needed to meet requirements for 1945; \$2,000 from the General Fund and \$500 from the Fire Truck and Equipment Fund.

1946

No. 45 - Watermains - Residential

8" C. I. P. Boulevard 13th Street to 16th Street - 1,140 ft., \$6,700.

This watermain will be necessary to connect ends of the lines proposed. It is to be financed by special assessments.

No. 46 - Sewers

Please refer to Project No. 16.

Scheduled Construction  
Sanitary Sewers

Street or Avenue	Location		Lineal Ft.	Estimated Amount
	From	To		
3rd Street	Avenue D	Boulevard	1,200	\$2,400

No. 47 - Pumper Truck

This pumper, of 1,000 gallons per minute capacity, is also considered needed urgently, and its purchase is recommended by the Underwriters. Bringing the Department's equipment up to the Underwriters recommendations will result in lower insurance rates. The amount of this reduction is not yet known.

The purchase of this equipment will have to be financed from the General Fund. If necessary it could be purchased on a deferred payment basis. The estimated cost is \$13,000; \$3,000 of which is to come from the F. T. & E. Fund.

No. 48 - Paving and Street Improvements

Please refer to Project No. 18.

Scheduled Construction

Street or Avenue	Location		Cost to:	
	From	To	Prop. Owners	City
	36' Paving on Thoroughfares			
13th Street	Avenue B	Avenue C	\$ 3,200	\$ 700
Avenue C	12th Street	17th Street	12,400	2,500
	11' Thoroughfare Widening			
Avenue C (25' to 36')	3rd Street	7th Street	5,500	1,100
Miscellaneous Street and Alley Improvements				
Locations not determined			1,000	
Total			\$22,100	\$4,300

No. 49 - Sidewalks

Please refer to Project No. 6. Estimated cost during 1946 is \$2,500.

No. 50 - Miscellaneous Capital Expenditures

Please refer to Project No. 21. It is estimated that \$2,500 will be needed to meet requirements for 1946; \$2,000 to come from the General Fund and \$500 from the Fire Truck and Equipment Fund.

No. 51 - Storm Sewers

Three different areas of the City are served by virtually independent storm sewer systems. The first serves the area between Hannifin and 3rd Streets. It has its outlet in Bismarck Lake. The second serves the area between 4th and 6th Streets inclusive. The trunk sewer for this area crosses the N. P. tracks on 4th Street and then flows through an open ditch

to a surface reservoir located south and east of the City Ball Park. The third serves the area between 6th and 16th Streets, and flows into the same reservoir serving the second system. There are no adequate means for taking storm water out of the City.

A study of Figure 4, Page 15, shows that storm sewers are laid in comparatively few streets. Gutters are relied on to a large extent to serve this purpose. On 4th Street, for example, they carry the surface runoff from 8 blocks between the Boulevard and Thayer Avenues. With expansion of the paved area and continued building the need for adequate storm sewerage becomes urgent. There is a prevailing hazard of flood damage to basements in various sections of the City during rainfalls of severe or cloudburst intensity.

The project proposed intends a comprehensive storm sewer system with an outlet to the Missouri River.

A preliminary cost estimate of this project is \$200,000. It would be financed by special assessments against the benefited property which includes most of the City. It is further estimated that an average of \$500 a year will be required for maintenance.

#### EFFECT OF PROJECTS ON FINANCES OF THE CITY COMMISSION

Tables 9a and 9b, Pages 65-68, demonstrate the effect of proposed improvements on each of the funds of the City Commission. In the former, projects are listed in order of their relative need under each of the several funds involved. In the latter, the cost of proposed improvements has been applied against balances in each fund remaining after deducting necessary expenditures for all regular operating purposes. This table indicates that the cost of proposed improvements as well as all operating expenses can be met within funds normally available from authorized levies. The one exception is the Library enlargement which would necessitate the issuance of general obligation bonds. This would still permit the City to remain well within reasonable debt limits.

On Page 69 are statements regarding projects that have been considered but not scheduled. These may be given a place in the program when their need and provision for their financing are definitely determined.

Table 9 a

CITY COMMISSION

Scheduled Expenditures by Projects and Funds  
1941 - 1946

<u>Name of Project</u>	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>GENERAL FUND</u>						
Airport Expansion	\$30,000	\$ 5,000	--	--	--	--
City Scale	3,000	--	--	--	--	--
City Yard Improvement	4,000	--	--	--	--	--
W. P. A. Warehouse	350	--	--	--	--	--
Miscellaneous Capital Expenditures	3,500	2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
Modernization of Fire Station	--	8,000	--	--	--	--
Aerial Ladder Truck	--	--	7,000	5,000	5,000	--
Improvement of Police Headquarters	--	--	5,000	--	--	--
Paving Machine	--	--	--	8,000	--	--
Pumper Truck	--	--	--	--	--	10,000
Total	<u>\$40,850</u>	<u>\$15,000</u>	<u>\$14,000</u>	<u>\$15,000</u>	<u>\$ 7,000</u>	<u>\$12,000</u>

INTEREST AND SINKING FUND

Library Enlargement (See also General Obligation Bonds)	--	--	(\$30,000)	\$ 4,200	\$ 4,200	\$ 4,200
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FIRE TRUCK AND EQUIPMENT FUND

Fire Hose	\$ 875	--	--	--	--	--
Miscellaneous Capital Expenditures	--	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500
Aerial Ladder Truck	--	--	4,000	--	--	--
Pumper Truck	--	--	--	--	--	3,000
Total	<u>\$ 875</u>	<u>\$ 500</u>	<u>\$ 4,500</u>	<u>\$ 500</u>	<u>\$ 500</u>	<u>\$ 3,500</u>

LIBRARY, BAND, AND AIRPORT FUND

Airport Expansion	--	\$ 5,000	--	--	--	--
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Table 9 b

CITY COMMISSION

Financial Results from Scheduled Expenditures  
1941 - 1946

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
	<u>GENERAL FUND</u>					
	14 Mill Levy					
Opening Balance	\$40,506	\$10,356	\$ 6,756	\$ 4,756	\$ 2,556	\$ 9,056
Annual Balance (See Table 7)	10,700	11,400	12,000	12,800	13,500	14,300
Total	<u>\$51,206</u>	<u>\$21,756</u>	<u>\$18,756</u>	<u>\$17,556</u>	<u>\$16,056</u>	<u>\$23,356</u>
Capital Expenditures	40,850	15,000	14,000	15,000	7,000	12,000
Balance	<u>\$10,356</u>	<u>\$ 6,756</u>	<u>\$ 4,756</u>	<u>\$ 2,556</u>	<u>\$ 9,056</u>	<u>\$11,356</u>

INTEREST AND SINKING FUND

Opening Balance	\$19,756	\$20,561	\$20,446	\$20,391	\$20,596	\$20,381
Receipts (Old Issues)	17,000	17,000	16,200	15,600	14,400	13,800
Total	<u>\$36,756</u>	<u>\$37,561</u>	<u>\$36,646</u>	<u>\$35,991</u>	<u>\$34,996</u>	<u>\$34,181</u>
Disbursements (Old Issues)	16,195	17,115	16,255	15,395	14,615	13,915
Balance	<u>\$20,561</u>	<u>\$20,446</u>	<u>\$20,391</u>	<u>\$20,596</u>	<u>\$20,381</u>	<u>\$20,266</u>
Receipts (New Issues)	--	--	--	4,200	4,200	4,200
Balance	<u>\$20,561</u>	<u>\$20,446</u>	<u>\$20,391</u>	<u>\$24,796</u>	<u>\$24,581</u>	<u>\$24,466</u>
Disbursements (New Issues)	--	--	--	4,200	4,200	4,200
Balance	<u>\$20,561</u>	<u>\$20,446</u>	<u>\$20,391</u>	<u>\$20,596</u>	<u>\$20,381</u>	<u>\$20,266</u>

FIRE TRUCK AND EQUIPMENT FUND

Income	\$ 2,000	\$ 2,000	\$ 2,100	\$ 2,100	\$ 2,200	\$ 2,200
Firemen Benefit	1,000	1,000	1,000	1,000	1,100	1,100
Available for Trucks & Equip. "A"	<u>\$ 1,000</u>	<u>\$ 1,000</u>	<u>\$ 1,100</u>	<u>\$ 1,100</u>	<u>\$ 1,100</u>	<u>\$ 1,100</u>
Carried forward from previous year	\$ 4,377	\$ 4,502	\$ 5,002	\$ 1,602	\$ 2,202	\$ 2,802
Balance "A"	1,000	1,000	1,100	1,100	1,100	1,100
Total Available	<u>\$ 5,377</u>	<u>\$ 5,502</u>	<u>\$ 6,102</u>	<u>\$ 2,702</u>	<u>\$ 3,302</u>	<u>\$ 3,902</u>
Scheduled Expenditures	875	500	4,500	500	500	3,500
Accumulated Balance	<u>\$ 4,502</u>	<u>\$ 5,002</u>	<u>\$ 1,602</u>	<u>\$ 2,202</u>	<u>\$ 2,802</u>	<u>\$ 402</u>

LIBRARY, BAND, AND AIRPORT FUND

Cumulative Balance <sup>1/</sup>	\$ 358	\$ 358	\$ -642	\$ 858	\$ 1,358	\$ 1,358
2 mill levy for Library no balance	--	--	--	--	--	--
1 mill levy for Airport <sup>2/</sup>	--	4,000	1,500	500	--	--
Available for other than Library	<u>\$ 358</u>	<u>\$ 4,358</u>	<u>\$ 858</u>	<u>\$ 1,358</u>	<u>\$ 1,358</u>	<u>\$ 1,358</u>
Scheduled Expenditure (Airport)	--	5,000	--	--	--	--
Cumulative Balance	<u>\$ 358</u>	<u>\$ -642</u>	<u>\$ 858</u>	<u>\$ 1,358</u>	<u>\$ 1,358</u>	<u>\$ 1,358</u>

<sup>1/</sup> See Table 17, Page 100

<sup>2/</sup> 1 mill levy made only in 1942, collection estimated as 66 2/3 percent first year, 25-percent second year, balance third year.

Table 9 a Continued

CITY COMMISSION

Scheduled Expenditures by Projects and Funds  
1941 - 1946

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>SPECIAL ASSESSMENTS</u>						
Watermains - Residential	\$ 7,000	- -	\$ 4,350	\$ 4,350	\$ 3,400	\$ 6,700
Sewers	4,100	\$ 3,100	6,900	10,600	1,800	2,400
Paving and Street Improvements <sup>1/</sup>	19,800	7,700	28,000	11,500	12,900	22,100
Paving and Street Improvements <sup>2/</sup>	2,200	670	3,600	1,600	1,870	4,300
Curb & Gutter Work - Business Section	14,000	14,000	- -	- -	- -	- -
Sidewalks	2,500	2,500	2,500	2,500	2,500	2,500
Watermains - Tourist & Trailer Camps	- -	1,500	- -	- -	- -	- -
Relief Sewer - 9th St. Main to Front Ave.	- -	- -	10,000	- -	- -	- -
White Way System <sup>1/</sup>	- -	- -	11,000	11,000	- -	- -
White Way System <sup>2/</sup>	- -	- -	2,000	2,000	- -	- -
Storm Sewers	- -	- -	- -	- -	- -	200,000
Total Against Benefited Prop.	\$47,400	\$28,800	\$62,750	\$39,950	\$20,600	\$233,700
Total Against City	2,200	670	5,600	3,600	1,870	4,300
Total	<u>\$49,600</u>	<u>\$29,470</u>	<u>\$68,350</u>	<u>\$43,550</u>	<u>\$22,470</u>	<u>\$238,000</u>

WATERWORKS DEPARTMENT FUND

Watermains - Tourist & Trailer Camps	- -	\$ 1,500	- -	- -	- -	- -
Watermains - Rosser Ave. and on 17th St.	- -	15,200	- -	- -	- -	- -
Total	- -	<u>\$16,700</u>	- -	- -	- -	- -

GENERAL OBLIGATION BONDS

Library Enlargement	- -	- -	<u>\$30,000</u>	- -	- -	- -
---------------------	-----	-----	-----------------	-----	-----	-----

<sup>1/</sup> Against Benefited Property  
<sup>2/</sup> Against City

Table 9 b Continued

CITY COMMISSION

Financial Results from Scheduled Expenditures  
1941 - 1946

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>SPECIAL ASSESSMENTS AGAINST BENEFITED PROPERTY</u>						
Old Issues Outstanding	\$522,361	\$459,118	\$405,311	\$332,478	\$259,241	\$219,059
Addition to Annual Indebtedness	47,400	43,900	39,510	35,120	30,730	26,340
	--	28,800	25,300	22,770	20,240	17,710
	--	--	62,750	62,750	56,475	50,200
	--	--	--	39,950	39,950	35,955
	--	--	--	--	20,600	20,600
	--	--	--	--	--	233,700
Outstanding Assessments	<u>\$569,761</u>	<u>\$528,318</u>	<u>\$532,871</u>	<u>\$493,068</u>	<u>\$427,236</u>	<u>\$603,564</u>

GENERAL ASSESSMENT FUND

City Special Assessments and Requirements to Meet Uncollectable Assessments.

Amount carried over	\$ 1,513	--	--	--	--	--
3.77 mill levy	17,000	--	--	--	--	--
2.5 mill levy	--	\$ 13,000	\$ 14,000	\$ 15,000	--	--
2.0 mill levy	--	--	--	--	\$ 12,000	\$ 12,000
Total	<u>\$ 18,513</u>	<u>\$ 13,000</u>	<u>\$ 14,000</u>	<u>\$ 15,000</u>	<u>\$ 12,000</u>	<u>\$ 12,000</u>

Special Assessments						
City Property and Paving	<u>2,200</u>	<u>670</u>	<u>5,600</u>	<u>3,600</u>	<u>1,870</u>	<u>4,300</u>
Balance to defray Special Assessments Losses	<u>\$ 16,313</u>	<u>\$ 12,330</u>	<u>\$ 8,400</u>	<u>\$ 11,400</u>	<u>\$ 10,130</u>	<u>\$ 7,700</u>

WATERWORKS DEPARTMENT FUND

Opening Balance	\$153,071	\$146,436	\$119,426	\$ 95,466	\$ 90,496	\$115,746
Annual Balance (See Table 7)	<u>-6,635</u>	<u>-10,310</u>	<u>-23,960</u>	<u>-4,970</u>	<u>25,250</u>	<u>26,290</u>
Total	<u>\$146,436</u>	<u>\$136,126</u>	<u>\$ 95,466</u>	<u>\$ 90,496</u>	<u>\$115,746</u>	<u>\$142,036</u>

Capital Expenditure	--	16,700	--	--	--	--
Balance	<u>\$146,436</u>	<u>\$119,426</u>	<u>\$ 95,466</u>	<u>\$ 90,496</u>	<u>\$115,746</u>	<u>\$142,036</u>

GENERAL OBLIGATION BONDS

(Outstanding at end of Fiscal Year)

Old Issues <sup>3/</sup>	\$ 88,000	\$ 76,000	\$ 64,000	\$ 52,000	\$ 40,000	\$ 28,000
Due to Library Enlargement	--	--	30,000	27,000	24,000	21,000
Total Bonds Outstanding	<u>\$ 88,000</u>	<u>\$ 76,000</u>	<u>\$ 94,000</u>	<u>\$ 79,000</u>	<u>\$ 64,000</u>	<u>\$ 49,000</u>

Required Levy to meet Bond Retirement	2.0	2.0	2.0	2.0	2.5	2.5
---------------------------------------	-----	-----	-----	-----	-----	-----

<sup>3/</sup> See Table 6, Pages 35-36.

CONSTRUCTION NOT SCHEDULED

16" Watermain

The Fire Underwriters recommended an additional 16" main from the plant into the high value section of the city. The purpose is to provide a greater available supply for fire protection. It is anticipated that the construction of this line will bring about a reduction in fire insurance rates. The amount of such reduction cannot be determined now.

The preliminary estimate of \$130,000 is based on meager information. More data is necessary before this project is given a definite place in the program. Construction would be financed by Revenue Bonds.

Automatic Traffic Signals

This project is for two automatic traffic signals, one to be located at the corner of 4th Street and Broadway Avenue, and the other at 5th Street and Main Avenue.

It is not scheduled in the program because of divergent opinions. However, factual data are presented to permit a better understanding of what may be realized from their installation.

A traffic count at 4th Street and Broadway Avenue on April 5th showed a maximum of 1,019 vehicles through the intersection between 2:00 and 3:00 P. M., and a twelve hour total (11:00 A. M. to 11:00 P. M.) of 9,023. From these it was estimated that 11,535 vehicles passed through this intersection in 24 hours. Past studies indicate that maximum traffic density occurs during June and July, in which months it reaches 180 percent of early April traffic. Accordingly, 1,800 vehicles per hour and 20,000 per day may be anticipated.

Traffic accidents at this corner are not excessive. During the years 1938-1940 inclusive there were 7 according to police records. No injuries to persons were involved.

From traffic counts at the 9th Street railway undercrossing, and on Main Avenue between 6th and 7th Streets, the number of vehicles through the 9th Street and Main Avenue intersection was estimated. This intersection has had an automatic signal in operation since the undercrossing was opened to traffic early in 1940. A comparison of traffic accidents at this intersection and two others follow:

Location	No. Vehicles Per Day		No. of Accidents During 1940
	Average	Maximum	
4th Street & Broadway Avenue	8,486	11,535	1
9th Street & Main Avenue	7,333	9,284	9
5th Street & Main Avenue	8,360	11,450	2

Although conditions vary at these intersections, the comparison indicates that the installation of automatic signals does not eliminate traffic accidents. Admittedly, however, such signals are of distinct benefit to pedestrian traffic.

On 5th Street and Main Avenue the traffic through the intersection was estimated from counts made March 27 to 30th inclusive on Main Avenue between 5th and 6th Streets, and at the railway crossing on 5th Street. These counts indicated the figures shown in the above tabulation. During the months of maximum traffic this will probably reach 14,900 and 20,000 respectively. In the past three years, 12 accidents were reported at this interesection.

The installation of these traffic signals would be financed from the General Fund. They cost approximately \$2,500 a piece installed.

Table 10 will be of maximum interest to taxpayers. It relates sums necessary to meet outstanding and proposed obligations (General Obligation Bonds, Special Assessments, and Interest) to levies in terms of mills. Attention is directed to the fact that the levy for unpaid special assessments is essential to enable the City Commission to meet the cost of past special assessment work in districts in which the Commission, by law, must assume the cost of unpaid assessments.

Table 10 RELATION OF OUTSTANDING AND PROPOSED OBLIGATIONS TO TAX LEVIES

	1941	1942	1943	1944	1945	1946
<u>Outstanding Obligations</u>						
General Obligation Bonds	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000
Special Assessments	62,523	63,243	53,807	72,783	73,287	40,182
Total	<u>\$74,523</u>	<u>\$75,243</u>	<u>\$65,807</u>	<u>\$84,783</u>	<u>\$85,287</u>	<u>\$52,182</u>
<u>Proposed Obligations</u>						
General Obligation Bonds	--	--	--	\$ 3,000	\$ 3,000	\$ 3,000
Special Assessments <sup>1/</sup>	\$ 3,500	\$ 3,500	\$ 4,390	6,920	13,195	17,190
General Assessment Fund <sup>2/</sup>	2,200	670	5,600	3,600	1,870	4,300
Total	<u>\$ 5,700</u>	<u>\$ 4,170</u>	<u>\$ 9,990</u>	<u>\$13,520</u>	<u>\$18,065</u>	<u>\$24,490</u>
<u>Interest (Bonds &amp; Special Assessments)</u>						
Present Issues	\$34,082	\$31,393	\$26,556	\$22,278	\$18,359	\$15,137
Proposed Issues	--	1,976	3,116	6,793	8,174	8,402
Total	<u>\$34,082</u>	<u>\$33,369</u>	<u>\$29,672</u>	<u>\$29,071</u>	<u>\$26,533</u>	<u>\$23,539</u>
<u>Levies</u>						
General Fund	13.92	14.00	14.00	14.00	14.00	14.00
Interest and Sinking Fund	2.83	2.9	2.7	2.6	2.4	2.3
Library Enlargement	--	--	--	.7	.7	.7
Library, Band and Airport Fund	2.00	3.00	2.00	2.00	2.00	2.00
General Assessment Fund For Un- Paid Assessments	3.37	2.4	1.5	1.9	1.7	1.3
City's share - proposed work	.40	.1	1.0	.6	.3	.7
Total	<u>22.52</u>	<u>22.4</u>	<u>21.2</u>	<u>21.8</u>	<u>21.1</u>	<u>21.00</u>

1/ To be paid by owners of benefited property.

2/ To be paid from taxes levied for this purpose.

CHAPTER 3

BOARD OF EDUCATION

THE BOARD OF EDUCATION

History

The Bismarck school system originated on July 16, 1873 when the County Commissioners appointed a County Superintendent of Schools. On August 8, 1873 a school district was organized, and in September the first public school was opened in a Missionary Church located in the southeast corner of the block now occupied by the Courthouse.

The first school district was organized under the school township system. The Territorial School Laws enacted in 1871, made provision for the creation of a Special School District for communities located in more than one township under which Bismarck applied to the 1881 Territorial Legislature for the creation of Bismarck Special School District No. 1, the boundaries to be the corporate limits of the City. A special law creating the District and providing a school board of six members was enacted. This Board met for organization on the first Monday in March, 1881. In 1889 the Board membership was reduced to five.

During the school year 1876-77, a two room school was constructed on the site of the present Will School. During the following year 125 pupils were enrolled. This school provided both elementary and high school instruction and met educational needs for a short time only. During the intervening years the following schools have been erected:

William Moore	1883	Wachter	1918
Will	1905	Richholt	1920
Junior High	1911	Roosevelt	1923
	Senior High	1935	

Prior to the school year 1939-1940 instruction above high school was not provided. At that time, a Junior College was organized to provide two years of college work. This occupies a portion of the High School Building.

Administration

The "Organization Chart of City Government", page 10, shows the composition of the Board of Education and its relationship to the other City governing bodies.

This Board administers the city's educational system. The details of administration are delegated to the City Superintendent of Schools and the financial details to a Board of Education treasurer. These officials, a faculty of approximately 90 teachers, and other employees are under the jurisdiction of the Board.

While it has broad powers in school affairs, it must comply with certain standards and requirements specified by law, under which statistical reports are submitted to the County Superintendent of Schools. Also, the State Superintendent of Public Instruction prescribes curricular requirements and certifies to the qualifications of teachers before they may be considered for teaching positions.

One of the important responsibilities of the Board is to attain the lowest possible per pupil cost of education consistent with high educational standards. The annual cost per pupil for operating Bismarck Schools during the past 10 years has been:

<u>Year ending June 30th</u>	<u>Per Pupil Cost</u>	<u>Year ending June 30th</u>	<u>Per Pupil Cost</u>
1931	79.42	1936	55.04
1932	62.22	1937	56.68
1933	57.83	1938	58.35 <sup>1/</sup>
1934	46.56	1939	58.80 <sup>1/</sup>
1935	53.62	1940	60.57 <sup>2/</sup>

School Property

The Bismarck school system, now 68 years old, comprises 7 school buildings and the Hughes Athletic Field. All except the Will School have ample playgrounds.

Table 11 shows enrollment seating capacity and school ground areas.

The growth of enrollment, value of school property, and money paid in teachers salaries are shown graphically in Figure 12. During the 30 year period from 1910 to 1940, the value of school real estate increased from \$60,000 to \$366,000 or average of nearly \$27,000 a year. In addition to buildings and grounds, the schools equipment was valued at over \$70,000 as of August 20, 1940.

1/ Includes 1 year Junior College. This was its first year.

2/ Includes 2 years Junior College.

Table 11 SCHOOL ENROLLMENT, SEATING CAPACITY, AND PLAYGROUND AREA

Structure	Enrollment	Normal	Maximum	Schoolgrounds Area -- Acres
Elementary Schools				
Roosevelt	236	240	340	2.1
Wachter	167	240	340	2.1
Will <sup>1/</sup>	239	240	440	0.5
William Moore	245	240	340	2.7
Richholt	329	240	290	3.5
Total	1,216	1,200	1,750	10.9
Higher Schools				
Junior High	421	450	500	
Senior High	737	750	900	5.4
Junior College		145	300	
Hughes Athletic Field				11.0

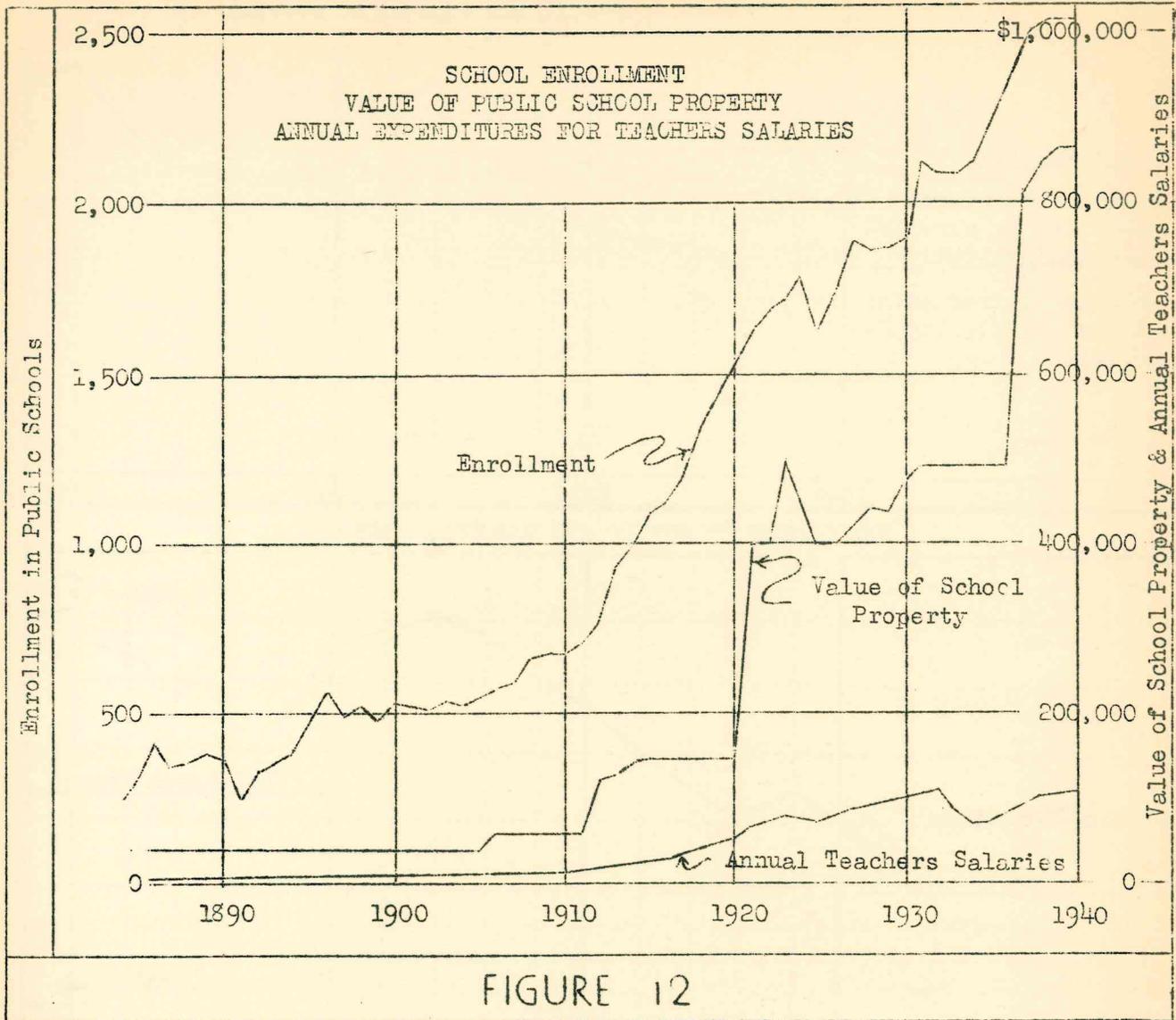
1/ Does not include opportunity room in which 33 are enrolled.

School Enrollment

Figure 12 shows enrollment during the school history. Although this provides a background for consideration of probable future needs, a more detailed study of recent trends is essential to a more accurate determination.

The upper graph in Figure 13, Page 76, compares actual enrollment in the first grade with the number of children born in Bismarck who would have entered school in applicable years. The difference in every case has come from immigration. It indicates that the greater part of the population increase during this decade came prior to 1938, during which year school enrollment reached its maximum. Since then first grade enrollment has decreased 21 percent. Ninety-four percent of present enrollment can be accounted for by local births.

The lower graph, Figure 13, shows enrollment trends in the public and parochial schools. It is believed the decrease from the peak of 1,402 to 1,249 in the elementary public schools is temporary and that the general upward trend will be continued.



The tabulation at the top of Page 77 shows a relatively small variation in the percentage of enrollments to total population on various school levels. These percentages, however, do indicate the tendency for more pupils to attend high school. They also reflect the national trend of a declining birth rate. For the purpose of estimating future enrollment it has been assumed that present percentages will continue.

The estimated school enrollment for 1946 is based on the trends during the past ten years, the percentage of the total population in the various schools in 1930 and 1940, and the estimated 1946 census as shown in Figure 1, Page 4. These estimates do

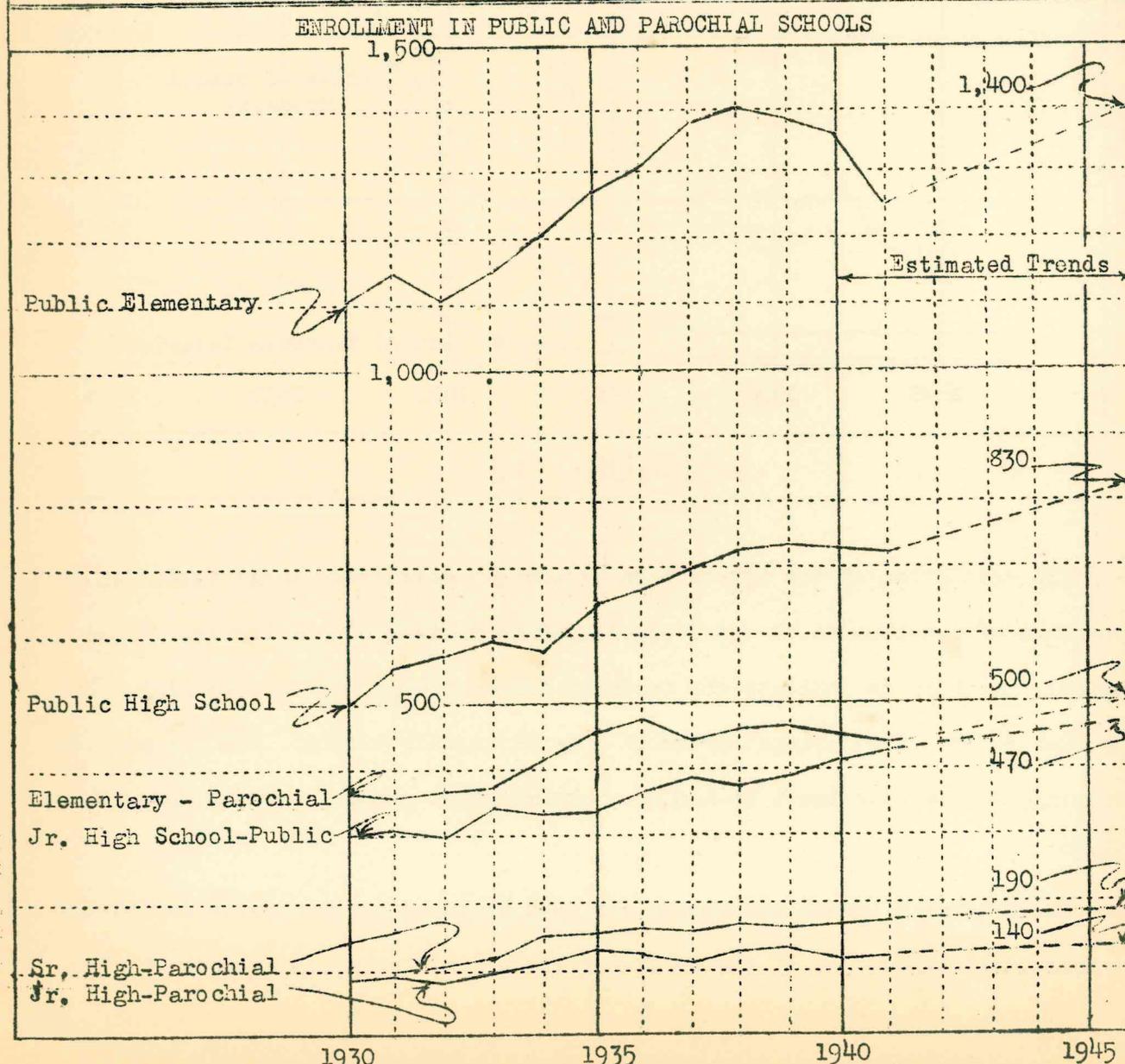
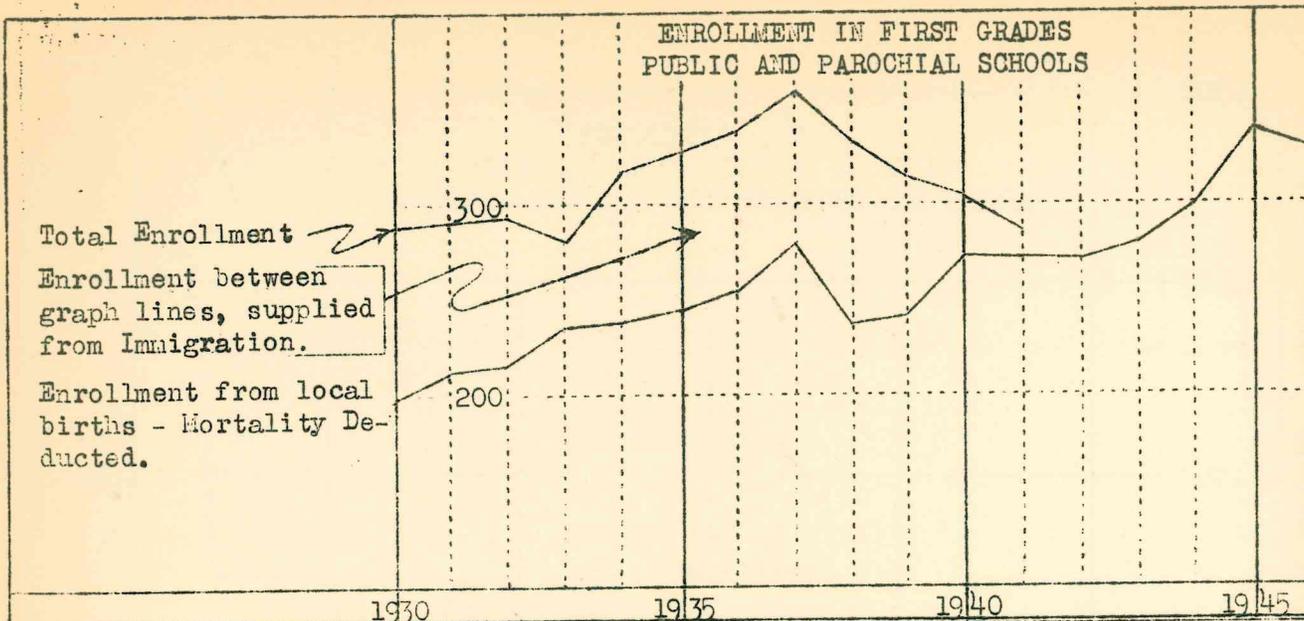


Figure 13

not include Junior College on which there is insufficient data to form reliable estimates.

U. S. Census And Enrollment Statistics						
U. S. Census	Actual				Estimated	
	1930		1940		1946	
	11,090		15,496		17,420	
School	Enrollment		Enrollment		Enrollment	
	No.	% of Census	No.	% of Census	No.	% of Census
Elementary Public	1,106	9.98	1,249	8.06	1,400	8.06
Elementary Parochial	317	3.34	453	2.93	500	2.93
Junior High Public	298	2.69	421	2.72	470	2.70
Junior High Parochial	87	.78	121	.78	140	.78
Senior High Public	495	4.46	737	4.77	830	4.77
Senior High Parochial	87	.78	171	1.10	190	1.10

At the present time the parochial school is crowded to capacity. Another parochial school is contemplated in the western part of the city. If the school is built it will probably absorb some of the increase shown for public schools. If it is not built, the increases shown for it will probably be diverted to the public schools, increasing their enrollment above the figures shown.

Because of its application to the immediate problem in two areas, the 1940-41 enrollment in elementary schools is shown in detail:

Elementary School Enrollment March 28, 1941								
School	Grades						Normal Capacity	Enrollment Total
	1	2	3	4	5	6		
William Moore	32	36	32	38	46	61	240	245
Will	33	37	42	44	41	42	240	239
Wachter	35	29	19	30	26	28	240	167
Roosevelt	58	37	36	29	41	35	240	236
Richholt	57	52	54	64	65	37	240	329
Opportunity Room	-	-	-	-	-	-	-	33
Total	215	191	183	205	219	203	1,200	1,249

Figure 14, Page 79, shows the location of the homes of school children, the schools, and circles with half-mile radii drawn with centers at the schools. It is obvious that few children need to go more than a half mile to an elementary school

There are two groups, however, living beyond the half mile radii, in either the Park Hill Addition or the extreme east end of the City. Detailed surveys of these two areas have been made:

Park Hill Addition

The handicap in this area is not one of too great distance but the fact that children must cross Highway No. 10 and the railway tracks to get to the Roosevelt School, or go over a route with no sidewalks and poor street facilities to reach Wachter School.

A survey of the area made by a representative of the School Board in December 1940 showed the following enumeration:

- 88 - Children of pre-school age
- 41 - Children attending Roosevelt School
- 4 - Children attending Will School
- 2 - Children of elementary school
- 9 - Students attending Junior High School
- 12 - Students attending Senior High School
- 1 - Student attending Junior College
- 27 - Students attending Parochial School
- 15 - Number under 21 and past school age requirements, not in school
- 199 - Total

In addition, 2 children of pre-school age and 4 in elementary schools were enumerated in the trailer camp which has been moved to a different location.

Of the 88 children of pre-school age, 15 to 20 children will probably attend a parochial school. This indicates an increase from 49 to about 70 children in the public schools from this area during the next six years.

Nearly all the residents of this area have low incomes and have built small homes on comparatively large garden tracts. The taxable value of the land is only \$20 per acre, and the total taxable value of the 107 homes in the area is a little over \$16,000. School taxes at 18 mills for the operating fund and 4 mills for the interest and sinking fund return approximately \$350 annually. The cost of educating the 67 pupils who attended the public schools during the 1940-1941 school year was about \$4,000. Sixty-two percent, or about \$2,500, came from local taxes of which \$2,150 came from property taxes outside the area.



East End (East of 10th Street and North of Railway Tracks)

The data collected in this area were tabulated and are also shown on a map, Figure 15, Page 84. The Richholt School is the most convenient to the children in this area; yet, because of overcrowding, some children have been assigned to the Will and William Moore Schools. This subjects them to undue traffic hazards in crossing numerous streets carrying heavy north and south traffic. The tabulation on Page 77, shows an enrollment of 329 in the Richholt School which is designed for a normal enrollment of 240. For this reason an addition to the Richholt School has been proposed. It is discussed in the Project List, Page 90.

OPERATIONS

The first Public School was financed from local contributions. However, arrangements were immediately made for a tax levy for school purposes. This has remained the chief means of financing. Capital for the construction of new buildings is usually obtained by issuing bonds. The first bond issue - for \$4,000 - was made in 1876 to build the first 2 room brick schoolhouse, a building now incorporated as a part of the Will School. As development continued, other bond issues followed and various tax levies were authorized and limitations imposed. Those currently in effect are:

<u>Purpose of Levy</u>	<u>Legal Citation</u>	<u>Levy Limitation</u>
General School Operation	Laws 1931 - Chap. 297	18 mill <sup>1/</sup>
To Liquidate Judgments	Laws 1931 - Chap. 297	5 mill
Building Fund	Laws 1931 - Chap. 297	1 mill <sup>2/</sup>
Bond Interest and Sinking Fund	Laws 1927 - Chap. 196	No Limit

A detailed tabulation of financial operations during the past 12 years appears in Table 12, Pages 81-82. It is divided into three section; operating income, expenditures, and interest and sinking fund. Discussion of this table continues on Page 83.

1/ Session Laws of North Dakota - 1929, Chapter 235, permits an increase of 50 percent over the levy shown if authorized by 60 percent of the votes cast at a regular or special election.

2/ This levy may be made if authorized by 60 percent of the votes cast.

Table 12

BISMARCK SPECIAL SCHOOL DISTRICT NO. 1

Financial Statistics  
1929 - 1932

	<u>1929</u>	<u>1930</u>	<u>1931</u>	<u>1932</u>
<u>A - GENERAL FUND - 18 MILL LEVY</u>				
<u>Receipts</u>				
Taxes	\$122,112	\$125,282	\$131,406	\$108,587
Tuition - State	21,062	21,221	20,269	16,820
Tuition - $\frac{1}{2}$ Mill Levy	--	--	--	--
Equalization Fund	--	--	--	--
Books and Supplies	--	--	--	--
Miscellaneous	<u>16,636</u>	<u>17,336</u>	<u>33,306</u>	<u>17,508</u>
Total	\$159,810	\$163,839	\$184,981	\$142,915
<u>Disbursements</u>				
Operating and Maintenance	\$ 31,003	\$ 26,070	\$ 17,307	\$ 26,152
Salaries and Expense	101,350	105,381	117,713	119,766
Supplies	6,358	5,864	7,375	5,983
Miscellaneous	<u>641</u>	<u>19,836</u>	<u>27,482</u>	<u>19,653</u>
Total	\$139,352	\$157,151	\$169,877	\$171,554
Balance or Deficit - Operating	\$ 20,458	\$ 6,688	\$ 15,104	\$-28,639
Receipts for Capital Outlay				
From Bond Issues	--	--	--	--
Federal Grants	--	--	--	--
Total available for Capital Outlay	\$ 20,458	\$ 6,688	\$ 15,104	\$-28,639
Capital Outlay	--	--	<u>19,222</u>	<u>10,072</u>
Balance or Deficit - Net	\$ 20,458	\$ 6,688	\$ -4,118	\$-38,711
Balance - End of Fiscal Year	<u>\$113,006<sup>1/</sup></u>	<u>\$119,694</u>	<u>\$115,576</u>	<u>\$ 81,829<sup>2/</sup></u>
<u>B - INTEREST AND SINKING FUND - SPECIAL LEVY</u>				
Receipts	\$ 65,226	\$ 20,608	\$ 19,502	\$ 19,527
Disbursements	<u>27,156</u>	<u>6,861</u>	<u>6,861</u>	<u>5,561</u>
Balance or Deficit	\$ 38,070	\$ 13,747	\$ 12,641	\$ 13,966
Accumulative Balance	<u>\$ 38,070</u>	<u>\$ 51,817</u>	<u>\$ 64,458</u>	<u>\$ 78,424</u>

<sup>1/</sup> Includes \$92,548 balance from previous year.

<sup>2/</sup> Includes Adjustment of \$4,964.

Table 12 Continued

BISMARCK SPECIAL SCHOOL DISTRICT NO. 1

Financial Statistics  
1933 - 1940

<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>	<u>1938</u>	<u>1939</u>	<u>1940</u>
<u>A - GENERAL FUND - 18 MILL LEVY</u>							
\$ 88,333	\$ 79,139	\$ 92,330	\$103,064	\$ 98,668	\$109,611	\$105,133	\$114,950
- -	- -	13,491	12,133	12,872	11,745	11,785	16,073
13,240	16,897	6,544	7,041	7,619	8,941	8,006	10,728
- -	- -	- -	12,152	7,818	6,126	15,083	16,507
5,043	- -	3,269	2,998	- -	7,433	6,300	11,724
<u>17,048</u>	<u>19,494</u>	<u>15,543</u>	<u>8,339</u>	<u>27,272</u>	<u>12,705</u>	<u>19,702</u>	<u>13,508</u>
\$123,664	\$115,530	\$131,177	\$145,727	\$154,249	\$156,561	\$166,009	\$183,490
\$ 15,771	\$ 13,023	\$ 15,810	\$ 22,917	\$ 19,889	\$ 22,691	\$ 23,639	\$ 21,930
94,342	76,790	84,365	93,493	100,897	108,786	112,014	113,775
4,254	3,756	4,491	7,393	9,278	9,124	9,743	12,469
<u>18,617</u>	<u>14,563</u>	<u>21,300</u>	<u>9,715</u>	<u>10,400</u>	<u>5,796</u>	<u>18,154</u>	<u>9,978</u>
\$132,984	\$108,132	\$125,966	\$133,518	\$140,464	\$146,397	\$163,550	\$158,152
\$ -9,320	\$ <del>13,023</del> <sup>7,398</sup>	\$ 5,211	\$ 12,209	\$ 13,785	\$ 10,164	\$ 2,459	\$ 25,338
- -	- -	264,357 <sup>1/</sup>	- -	- -	- -	- -	- -
- -	- -	<u>37,732</u>	<u>81,789</u>	<u>3,822</u>	<u>20,000</u>	- -	- -
\$ -9,320	\$ 7,398	\$307,300	\$ 93,998	\$ 17,607	\$ 30,164	\$ 2,459	\$ 25,338
<u>774</u>	<u>19,649</u>	<u>259,978</u>	<u>192,431</u>	<u>19,437</u>	<u>9,475</u>	<u>2,987</u>	<u>1,646</u>
\$-10,094	\$-12,251	\$ 47,322	\$-98,433	\$ -1,830	\$ 20,689	\$ -528	\$ 23,692
<u>\$ 71,735</u>	<u>\$ 59,484</u>	<u>\$106,806</u>	<u>\$ 8,373</u>	<u>\$ 6,543</u>	<u>\$ 27,232</u>	<u>\$ 26,704</u>	<u>\$ 50,396</u>
<u>B - INTEREST AND SINKING FUND - SPECIAL LEVY</u>							
\$ 18,775	\$ 15,868	\$ 28,224	\$ 37,462	\$ 33,094	\$ 29,320	\$ 21,189	\$ 47,214
25,093	22,167	20,586	20,026	87,441	40,957	19,565	19,032
<u>\$ -6,318</u>	<u>\$ -6,299</u>	<u>\$ 7,638</u>	<u>\$ 17,436</u>	<u>\$-54,347</u>	<u>\$-11,637</u>	<u>\$ 1,624</u>	<u>\$ 28,182</u>
<u>\$ 72,106</u>	<u>\$ 65,807</u>	<u>\$ 73,445</u>	<u>\$ 90,881</u>	<u>\$ 36,534</u>	<u>\$ 24,897</u>	<u>\$ 26,521</u>	<u>\$ 54,703</u>

1/ Includes \$61,357 transferred from Building Fund.

OPERATING INCOME

Tax Income

Receipts from taxation had a great drop from 1931 to 1934 because of the legislative act reducing the taxable valuation on which the levy was made from 75 percent to 50 percent of assessed valuation. This reduction was a serious handicap to the needed expansion of school facilities. Some of the revenue lost through this act has been replaced by other sources.

State Tuition

The State University and School Land Department derives income from leasing land granted to the State for school purposes, and from income from farm loans and other investments. This and court fines and penalties are included in this fund, which is apportioned to the school districts quarterly on a per capita basis as enumerated by the school census in each odd numbered year.

County Tuition

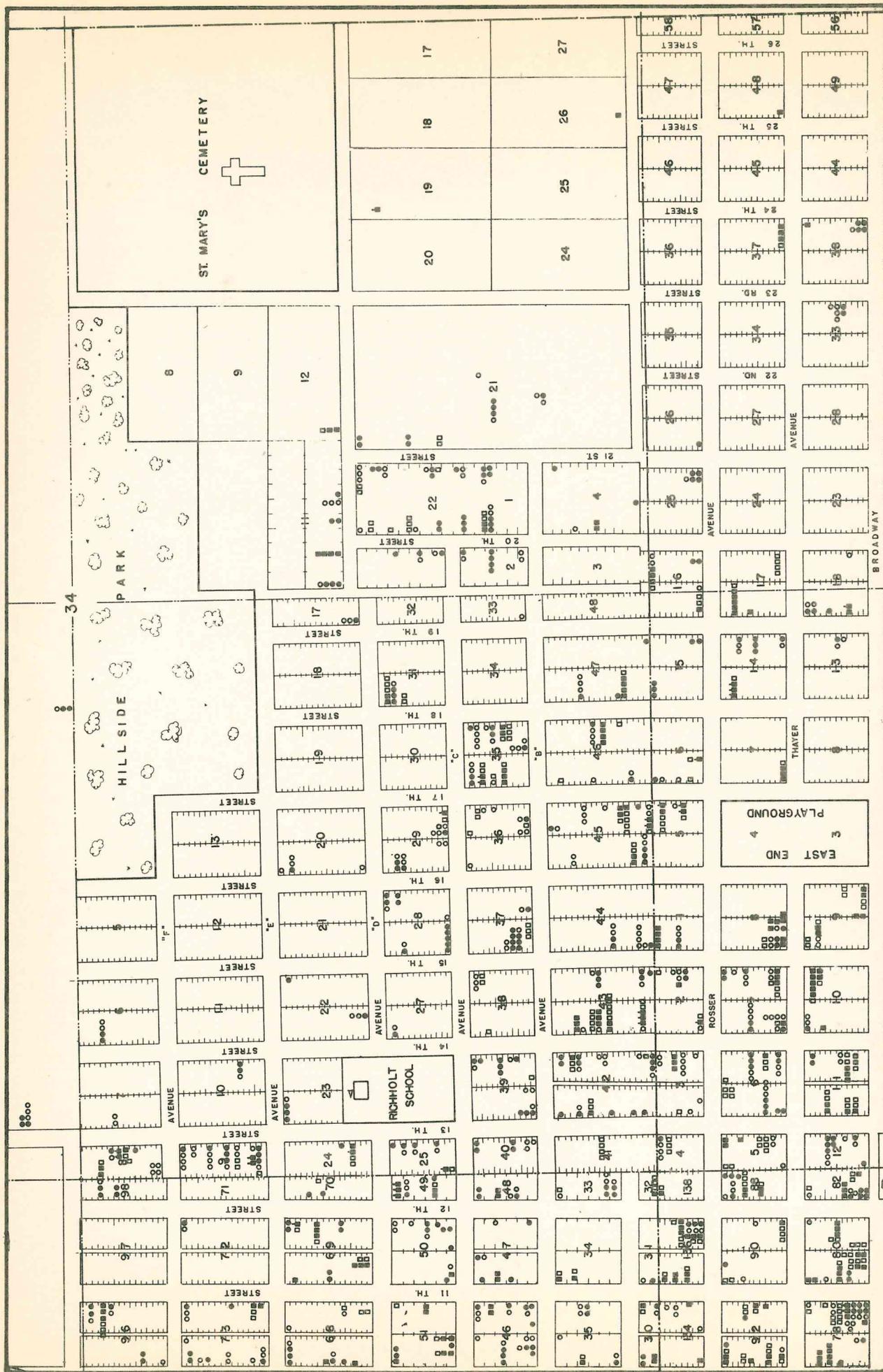
The County levies an annual tax of  $\frac{1}{2}$  mill on taxable property and a school poll of \$1.00 per person on all residents over 21 years of age. This revenue is apportioned to the school districts in the county on the same basis as the State Tuition Fund.

Equalization Fund<sup>1/</sup>

The 1941 Legislature allocated to the State Equalization Fund seven-twelveths (7/12) of all sales tax revenue. Eighty-five percent of such revenue is apportioned by the State Superintendent of Public Instruction to the school districts to help defray costs of operation. The factors considered in apportioning this fund are (1) assessed valuation per pupil, (2) \$120 per year per teacher for schools with 1 to 4 teachers and one hundred dollars per year per teacher for larger schools, and (3) \$1.50 per week for each non-resident high school student. Other minor factors enter into the apportionment.

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1/ Session Laws of North Dakota - 1941, Chapter 255, Page 429, Section 7.



# PRE AND ELEMENTARY SCHOOL CHILDREN RICHHOLT SCHOOL AREA

**LEGEND**

○ HOME LOCATION OF CHILDREN OF PRE SCHOOL AGE (UNDER SIX) - PROTESTANT-CATHOLIC...  
 □ HOME LOCATION OF CHILDREN ATTENDING ELEMENTARY SCHOOL...  
 ■ HOME LOCATION OF CATHOLIC CHILDREN ATTENDING PUBLIC SCHOOL...  
 ■ HOME LOCATION OF CATHOLIC CHILDREN ATTENDING PUBLIC SCHOOL...

CITY PLANNING COMMISSION  
 WORK PROJECTS ADMINISTRATION  
 O.P. NO. 165-1-73-15  
 MAY 1 1941

FIGURE 15

### Books and Supplies

The Board of Education has adopted the policy of purchasing required text books and miscellaneous school supplies at wholesale prices and passing the saving on to the students. The income shown is the gross amount derived from resale of these books and supplies to students.

### Miscellaneous

This income is derived from the following sources: (1) tuition from patrons in other districts, (2) sale of certificates of indebtedness, (3) sale of bonds, (4) interest and penalties, (5) insurance, (6) sale of property, (7) rent, and (8) governmental grants. The wide fluctuation in the amounts received is due to the varied nature of the sources of income.

### OPERATING EXPENDITURES

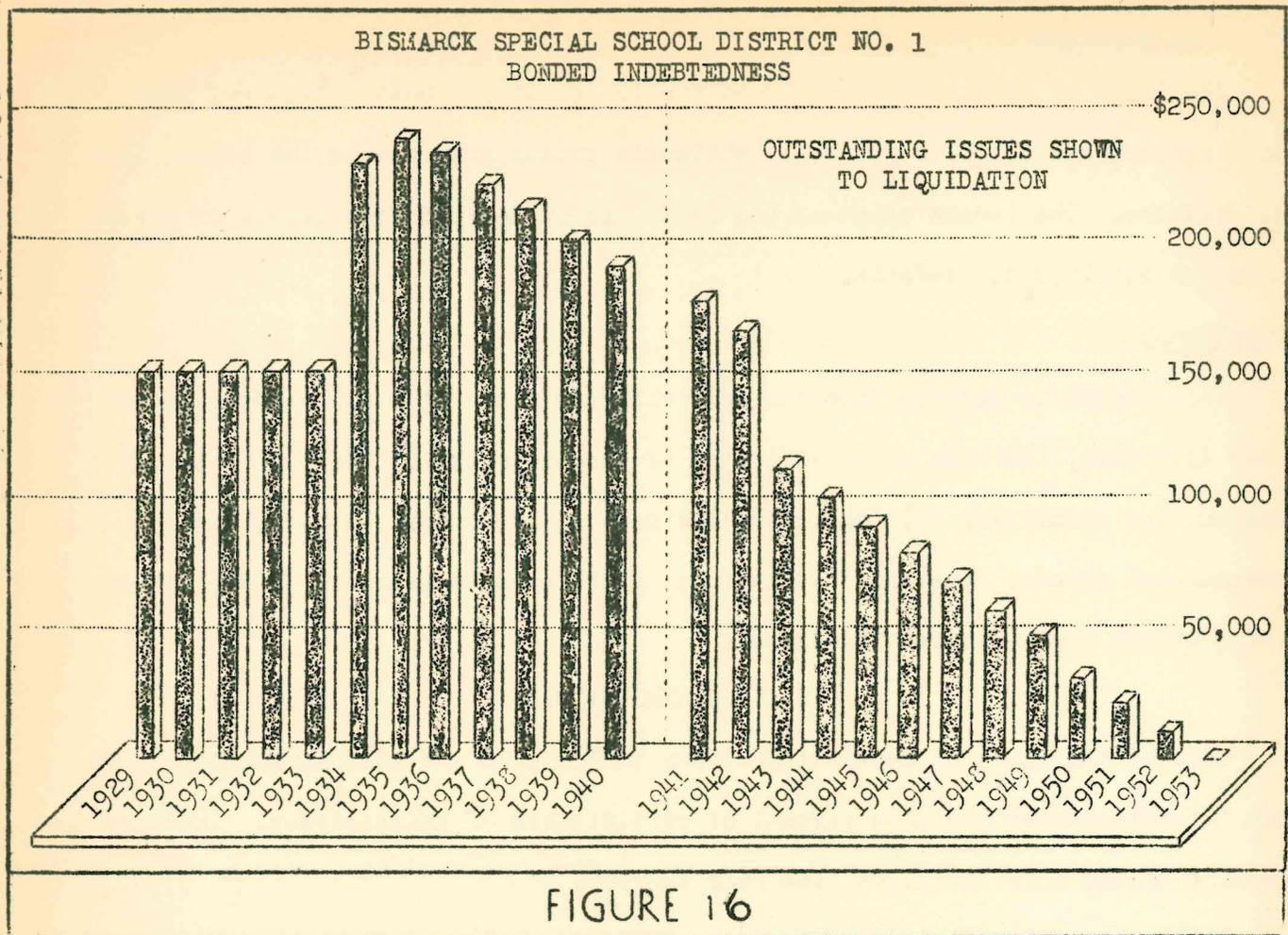
Most of the items of expenditure shown in Table 12 are self explanatory. The item "Miscellaneous" includes payment of certificates of indebtedness. This accounts for some of the wide variation from year to year.

The capital expenditures reflect the rapid expansion of the school system. Expenditures during 1935-1936 were for construction of the new high school.

The cumulative balance indicates a healthy financial situation. It must be realized in considering these figures that they represent the balances following months during which tax receipts are heaviest, and that demands on these funds are made for building maintenance and operation of the schools during the latter months of the calendar year when tax collections are low.

### Interest and Sinking Fund

This fund is derived from the levy authorized for liquidating indebtedness (see page 80). During the last 4 years the levy has been between 4 and 5 mills. Attention is invited to the fact that the "Cumulative Balance" in this fund also reflects a sound financial policy.



Debt of Board of Education

The indebtedness of the Board of Education is represented by outstanding bonds. Issues and retirements during the past 12 years and the scheduled liquidation of present issues are shown in Table 14, Pages 88-89. This is shown graphically in Figure 16. Bond issues during the years 1934-35 were for construction of the new high school building.

Certificates of indebtedness have been issued during several past years. The last of these have been liquidated leaving the outstanding bonds as the only indebtedness, except special assessments against school property for public improvements. Annual payments of these assessments will average about \$925 during the next 6 years. This is included in the miscellaneous expenditures account.

INCOME

The projects which may be undertaken by the Board of Education and financed from tax revenues are limited by the amount which may be collected within the authorized 18 mill levy. Projects to be financed by bond issues are dependent upon authorization of each issue by the electorate, and upon debt limitation. Therefore, a careful estimate is made of probable income, general operating expenses, and requirements for liquidations of present obligations.

Table 13 shows the probable income to the District from the 18 mill levy and from other sources. There is a sharp reduction in the amount to be received from the State Equalization Fund. This is due to a change made by the 1941 Legislature in the method of apportionments.

Table 13

BOARD OF EDUCATION

Estimated Operating Receipts and Disbursements

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>Receipts</u>						
Taxes - 18 Mill Levy <sup>1/</sup>	\$111,900	\$113,200	\$115,600	\$118,000	\$120,340	\$122,600
State Tuition <sup>2/</sup>	16,100	16,100	16,200	16,200	16,200	16,300
Tuition - 1/2 Mill Levy <sup>3/</sup>	2,900	2,970	2,980	3,000	3,030	3,060
School Poll <sup>3/</sup>	9,700	10,000	10,200	10,400	10,560	10,800
Equalization Fund <sup>4/</sup>	16,500	14,000	14,000	14,000	14,100	14,100
Miscellaneous	15,960	16,170	16,360	16,600	16,930	17,430
Total	\$172,160	\$172,440	\$175,340	\$178,200	\$181,160	\$184,290
<u>Expenditures</u>						
Operating & Maintenance	\$ 20,990	\$ 21,500	\$ 21,860	\$ 22,100	\$ 22,340	\$ 22,870
Salaries & Expense	108,900	111,570	113,410	115,530	119,050	122,700
Supplies	13,210	13,530	13,750	14,010	14,440	14,880
Miscellaneous	8,480	8,690	8,830	9,000	9,270	9,550
Total	\$151,580	\$155,290	\$157,850	\$160,640	\$165,100	\$170,000
Balance	<u>\$ 20,580</u>	<u>\$ 17,150</u>	<u>\$ 17,490</u>	<u>\$ 17,560</u>	<u>\$ 16,060</u>	<u>\$ 14,290</u>

1/ Revenue shown is based on collection of 100 percent of current levy on city property. It is anticipated that collection of back taxes will be equal to current delinquencies.

2/ Revenue shown is based on assumption that tax receipts (including delinquent payments) will be equal to 85 percent of the year's tax levy for Burleigh County.

3/ Senate Bill No. 167 - 1941 Session Laws of North Dakota, changed the manner of distributing the State Equalization Fund. As a result the amount received by Bismarck will be decreased for 1942 and subsequent years.

Table 14

BISMARCK SPECIAL SCHOOL DISTRICT NO. 1

Financial Statistics  
1929 - 1932

	<u>1929</u>	<u>1930</u>	<u>1931</u>	<u>1932</u>
<u>BONDED INDEBTEDNESS</u>				
Bonds Outstanding	\$150,000	\$150,000	\$150,000	\$150,000
Bonds Issued	<u>    --</u>	<u>    --</u>	<u>    --</u>	<u>    --</u>
Total Bonded Debt	\$150,000	\$150,000	\$150,000	\$150,000
Retirement	<u>    --</u>	<u>    --</u>	<u>    --</u>	<u>    --</u>
Balance Outstanding	<u>\$150,000</u>	<u>\$150,000</u>	<u>\$150,000</u>	<u>\$150,000</u>

SCHEDULED LIQUIDATION OF PRESENT ISSUES  
1941 - 1944

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>
Bonds Outstanding	\$189,000	\$178,000	\$167,000	\$110,000
Bonds Issued	<u>    --</u>	<u>    --</u>	<u>    --</u>	<u>    --</u>
Total Bonded Debt	\$189,000	\$178,000	\$167,000	\$110,000
Retirement	<u>11,000</u>	<u>11,000</u>	<u>57,000</u>	<u>11,000</u>
Balance Outstanding	<u>\$178,000</u>	<u>\$167,000</u>	<u>\$110,000</u>	<u>\$ 99,000</u>

Table 14 Continued BISMARCK SPECIAL SCHOOL DISTRICT NO. 1

Financial Statistics  
1933 - 1940

<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>	<u>1938</u>	<u>1939</u>	<u>1940</u>
<u>BONDED INDEBTEDNESS</u>							
\$150,000	\$150,000	\$223,000	\$239,000	\$229,000	\$219,000	\$209,000	\$199,000
<u>- -</u>	<u>90,000</u>	<u>103,000</u>	<u>- -</u>				
\$150,000	\$240,000	\$326,000	\$239,000	\$229,000	\$219,000	\$209,000	\$199,000
<u>- -</u>	<u>17,000</u>	<u>87,000</u>	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>
<u>\$150,000</u>	<u>\$223,000</u>	<u>\$239,000</u>	<u>\$229,000</u>	<u>\$219,000</u>	<u>\$209,000</u>	<u>\$199,000</u>	<u>\$189,000</u>

SCHEDULED LIQUIDATION OF PRESENT ISSUES  
1945 - 1953

<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>	<u>1950</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>
\$99,000	\$88,000	\$77,000	\$66,000	\$55,000	\$44,000	\$33,000	\$22,000	\$11,000
<u>- -</u>	<u>- -</u>							
\$99,000	\$88,000	\$77,000	\$66,000	\$55,000	\$44,000	\$33,000	\$22,000	\$11,000
<u>11,000</u>	<u>11,000</u>							
<u>\$88,000</u>	<u>\$77,000</u>	<u>\$66,000</u>	<u>\$55,000</u>	<u>\$44,000</u>	<u>\$33,000</u>	<u>\$22,000</u>	<u>\$11,000</u>	<u>- -</u>

Table 15

BOARD OF EDUCATION

SIX YEAR CAPITAL IMPROVEMENT PROGRAM  
1941 - 1946

<u>Priority No.</u>	<u>Project</u>	<u>Estimated Cost</u>	<u>Method of Financing</u>
1941			
1	N. Y. A. Shop Building	\$ 2,000	G. L. <sup>1/</sup>
2	Miscellaneous Capital Expenditures	3,500	G. L.
1942			
3	Improve Lighting System - Junior High School	3,000	G. L.
4	Wachter School Roof	450	G. L.
5	Improve Lighting System - Will School	1,500	G. L.
6	Miscellaneous Capital Expenditures	1,000	G. L.
1943			
7	Addition to Richholt School	65,000	G. O. <sup>2/</sup>
	Equipment	10,000	G. O.
8	Improve Lighting Systems		
	William Moore and Wachter Schools	1,500	G. L.
9	Richholt School Roof	700	G. L.
10	Miscellaneous Capital Expenditures	1,000	G. L.
1944			
11	William Moore School Auditorium	16,000	G. O.
12	Miscellaneous Capital Expenditures	1,000	G. L.
1945			
13	Finishing Additional Classroom		
	Senior High School	11,000	G. L.
14	Miscellaneous Capital Expenditures	1,000	G. L.
1946			
15	Miscellaneous Capital Expenditure		
	Future Consideration	1,000	G. L.
Not Scheduled			
	Auditorium - Will School	10,000	G. L.

<sup>1/</sup> General Levy Funds  
<sup>2/</sup> General Obligation Bonds

PROJECT STATEMENTS

1941

No. 1 - N. Y. A. Shop Building

Construction of this project was started during May, 1941. It will provide a one story "L" shaped building 32 feet wide and 104 + 40 feet in length. It will be of frame construction on a concrete foundation.

Construction work is being done by the National Youth Administration. After completion it will be used for shop courses in high school vocational training. A qualified instructor will be furnished by the North Dakota Agricultural College.

The total cost of the project is estimated at \$12,000, of which \$2,000 will be from Board of Education Funds and the balance from Federal Funds.

No. 2 - Miscellaneous Capital Expenditures

The \$3,500 shown is for capital expenditures during the 1941 fiscal year.

1942

No. 3 - Improve Lighting System - Junior High School

The present lighting system which met the standards of 1911 is now obsolete. Furthermore, school rooms are being used more extensively for other than regular classroom work. There are usually several night classes a week, meeting of Parent Teacher Associations and other activities, all of which place greater demands on the lighting facilities. The proposed project provides for installation of modern fixtures and rewiring the building according to present day standards. The Parent Teachers Association has been particularly active in recommending this improvement, the cost of which is estimated at \$3,000.

No. 4 - Wachter School - Roof

This is a project in which the Board of Education has little choice. The present roof is beyond repair. The estimated cost is \$450.

No. 5 - Improve Lighting System - Will School

This situation here is similar to that described in Project No. 3. Modern fixtures and rewiring are proposed. The estimated cost is \$1,500.

No. 6 - Miscellaneous Capital Expenditures

This provides for miscellaneous capital improvements which cannot be detailed. The estimated expenditure is \$1,000.

1943

No. 7 - Addition to Richholt School

This is for an additional building with necessary equipment on the school grounds occupied by the present Richholt School. The tabulation shown on Page 73 indicates a normal seating capacity of the present building of 240. It has an enrollment of 329.

Figure 15, Page 84, is a map of the area from which the children can most conveniently attend the Richholt School. It shows approximate home locations of those attending elementary schools and those of pre-school age. It indicates the presence now of 514 of pre-school age. However, during the past 11 years approximately 175 new homes were constructed in this area. Indications are that the major development of the city will take place here. If the present rate of construction continues, an additional 96 new homes will have been constructed by 1946. On the present basis of an average of 1 child per family, by 1946 there would be about 610 children of elementary school age. Of these about 42 percent, or 256, will be of catholic faith, and approximately 193 of them will go to a parochial school. This would indicate a probable enrollment in the Richholt School in 1946 of about 417 students if facilities are available.

This school is the only one crowded beyond capacity. It is well located to serve the entire area. By providing additional space at this location operating expenses can be kept at a minimum. On janitor, with a part time assistant, will be able to care for both buildings, and one heating plant can serve most efficiently.

This project would require a bond issue to finance construction and purchase of equipment. The cost is estimated at \$75,000. The additional average annual levy to finance this project would be approximately  $1\frac{1}{2}$  mills if retirement is based on liquidation within 10 years.

No. 8 - Improve Lighting Systems - William Moore and Wachter Schools

This project is similar to numbers 3 and 5, and provides for re-wiring and installation of modern fixtures. This has also the endorsement of the Parent Teachers Association. The estimated cost is \$1,500 for the two schools.

No. 9 - Richholt School - Roof

By 1943 it will be advisable to replace the present roof at an estimated cost of \$700.

No. 10 - Miscellaneous Capital Expenditures

This provides for \$1,000 for miscellaneous capital improvements during the fiscal year 1943.

1944

No. 11 - William Moore School Auditorium

This provides for the construction of a new 40' x 90' brick and tile auditorium adjacent to the present school building. This school was built in 1883 at which time a school auditorium was not considered essential. Modern schools are supplied with such auditoriums to provide a place for children to play during inclement weather and also for regular athletic activities. In addition to the recreational activities it will provide a place for group gatherings, which are becoming of increasing importance in the educational program.

The estimated cost is \$16,000 and would be financed through issuance of general obligation bonds.

No. 12 - Miscellaneous Capital Expenditures

It is estimated that \$1,000 will be required for this purpose in 1944.

1945

No. 13 - Finishing Additional Class Room - Senior High School

This provides for the finishing of a classroom not now in use in order to make it available for home economics and manual art classes. Adequate facilities for classes in these subjects are not available. The estimated cost is \$11,000.

No. 14 - Miscellaneous Capital Expenditures

It is estimated that \$1,000 will be required for this purpose in 1945.

1946

No. 15 - Miscellaneous Capital Expenditures

It is estimated that \$1,000 will be required for this purpose in 1946.

NOT SCHEDULED

Auditorium - Will School

This project is listed for future consideration. It contemplates the erection of an auditorium for reasons similar to those prompting the William Moore School facility discussed under item No. 11. However, the inadequate area of the playgrounds at Will School will necessitate alterations of the school building itself to permit the inclusion of the auditorium. A preliminary estimate of cost is \$10,000. The development of final plans may necessitate a revision of this estimate.

Table 16 a

BOARD OF EDUCATION

Scheduled Expenditures by Projects & Funds  
1941 - 1946

<u>Name of Project</u>	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>GENERAL SCHOOL FUND</u>						
N. Y. A. Shop Building	\$ 2,000	--	--	--	--	--
Miscellaneous Capital Expenditures	3,500	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Improve Lighting System - Junior High School	--	3,000	--	--	--	--
Wachter School Roof	--	450	--	--	--	--
Improve Lighting System - Will School	--	1,500	--	--	--	--
Improve Lighting Systems - William Moore & Wachter Schools	--	--	1,500	--	--	--
Richholt School Roof	--	--	700	--	--	--
Finishing Additional Classroom - Senior High School	--	--	--	--	11,000	--
Total	<u>\$ 5,500</u>	<u>\$ 5,950</u>	<u>\$ 3,200</u>	<u>\$ 1,000</u>	<u>\$12,000</u>	<u>\$ 1,000</u>
<u>BOND ISSUE - INTEREST AND SINKING FUND</u>						
Addition to Richholt School	--	--	\$75,000	--	--	--
William Moore School Auditorium	--	--	--	\$16,000	--	--
Total	--	--	<u>\$75,000</u>	<u>\$16,000</u>	--	--

Tables 16a and 16b demonstrate the effect of proposed projects upon Board of Education Funds. Consideration should be given to the fact that while every effort was made to anticipate the needs of the City of Bismarck for the next six years, unforeseen circumstances may change conclusions. The requirements for school facilities should not be as great as those which prevailed during the past decade. This should be and is reflected in an anticipated decrease in the mill levy for liquidation of the School District Bonded Indebtedness.

Table 16 b

BOARD OF EDUCATION

Financial Results From Scheduled Expenditures  
1941 - 1946

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>GENERAL FUND 18 MILL LEVY</u>						
Opening Balance	\$ 50,396	\$ 65,476	\$ 76,666	\$ 90,956	\$107,516	\$111,576
Annual Balance (See Table 13)	<u>20,580</u>	<u>17,150</u>	<u>17,490</u>	<u>17,560</u>	<u>16,060</u>	<u>14,290</u>
Total	\$ <u>70,976</u>	\$ <u>82,626</u>	\$ <u>94,156</u>	\$ <u>108,516</u>	\$ <u>123,576</u>	\$ <u>125,866</u>
Capital Expenditures	<u>5,500</u>	<u>5,960</u>	<u>3,200</u>	<u>1,000</u>	<u>12,000</u>	<u>1,000</u>
Balance	\$ <u>65,476</u>	\$ <u>76,666</u>	\$ <u>90,956</u>	\$ <u>107,516</u>	\$ <u>111,576</u>	\$ <u>124,866</u>
<u>INTEREST AND SINKING FUND</u>						
Opening Balance	\$ 54,703	\$ 60,083	\$ 60,083	\$ 14,843	\$ 18,243	\$ 18,143
Receipts - Old Issues	<u>24,400</u>	<u>18,500</u>	<u>18,900</u>	<u>19,300</u>	<u>16,300</u>	<u>16,700</u>
Total	\$ <u>79,103</u>	\$ <u>78,583</u>	\$ <u>78,983</u>	\$ <u>34,143</u>	\$ <u>34,543</u>	\$ <u>34,843</u>
Disbursements - Old Issues	<u>19,020</u>	<u>18,500</u>	<u>64,140</u>	<u>15,400</u>	<u>14,960</u>	<u>14,520</u>
Balance	\$ <u>60,083</u>	\$ <u>60,083</u>	\$ <u>14,843</u>	\$ <u>18,743</u>	\$ <u>19,583</u>	\$ <u>20,323</u>
Receipts - New Issues	<u>- -</u>	<u>- -</u>	<u>- -</u>	<u>10,000</u>	<u>11,000</u>	<u>12,000</u>
Balance	\$ <u>60,083</u>	\$ <u>60,083</u>	\$ <u>14,843</u>	\$ <u>28,743</u>	\$ <u>30,583</u>	\$ <u>32,323</u>
Disbursements - New Issues	<u>- -</u>	<u>- -</u>	<u>- -</u>	<u>10,500</u>	<u>12,440</u>	<u>12,176</u>
Balance	\$ <u>60,083</u>	\$ <u>60,083</u>	\$ <u>14,843</u>	\$ <u>18,243</u>	\$ <u>18,143</u>	\$ <u>20,147</u>
<u>BONDED INDEBTEDNESS</u>						
Old Issues	\$178,000	\$167,000	\$110,000	\$ 99,000	\$ 88,000	\$ 77,000
Due to Richholt School	- -	- -	75,000	67,500	60,000	52,500
Due to William Moore School	- -	- -	- -	16,000	14,400	12,800
Total	\$ <u>178,000</u>	\$ <u>167,000</u>	\$ <u>185,000</u>	\$ <u>182,500</u>	\$ <u>162,400</u>	\$ <u>142,300</u>
<u>MILL LEVIES REQUIRED FOR INTEREST AND BOND RETIREMENT</u>						
Old Issues	4	3	3	3	2½	2½
New Issues (Scheduled Projects)	<u>-</u>	<u>-</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>
Total	<u>4</u>	<u>3</u>	<u>5</u>	<u>5</u>	<u>4½</u>	<u>4½</u>

CHAPTER 4

LIBRARY BOARD

## THE LIBRARY BOARD

### History

In the first decade of Bismarcks' history, its pioneer women established and maintained a public reading room. Gradually there came a realization that public library facilities are a practical necessity.

It was not until 1915 that due recognition was given to the need of such facilities to meet the requirements of the growing city. In that year the Civic League and the Commercial Club, with the cooperation of the State Library Commissioner, succeeded in collecting about 1,500 volumes which were prepared for use by the Library Commission and volunteers. This collection was placed in the Commercial Club, the Secretary of which acted as Librarian.

In 1916, the Carnegie Corporation donated \$25,000 for the erection of the present Library. The City donated the site and pledged itself to appropriate annually not less than \$2,500 for library purposes. The building was completed in the fall of 1917 and on August 25th of that year the first Librarian was appointed. By June 30, 1919, the Library had acquired 3,750 volumes. This number increased 358 percent in 20 years to 17,176 volumes.

### Administration

The affairs of the Library are administered by a Board of five members appointed by the Board of Education.<sup>1/</sup> Each member is appointed for a term of three years. In each of two successive years two members are appointed and one member the following year. The first Board was appointed on April 22, 1916.

### Property Value

The Library property is valued at \$25,000. An inventory made in May, 1940, valued books and maps at \$34,355, and furniture etc., at \$2,360. The total property value is \$61,715.

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<sup>1/</sup> Compiled Laws of North Dakota - 1913, Vol. 1, Chapter 48, Article 13, Paragraph 4008, Page 981.

Service

The importance of the Library is best indicated by its use. During 1940 5,046 adults and 1,970 children, constituting about 46 percent of the population, borrowed 175,000 books and magazines - an average of 570 volumes a day. One months' circulation at the present time is equal to an entire years' circulation twenty years ago. People from all walks of life many of whom are unable to purchase reading material, make use of the library facilities. Technical and professional men and women review the latest developments in their field in available publications. Students find information supplementing data in their text books. During 1940, over 2,000 reference questions on every conceivable subject were answered by the Library Staff. The daily circulation of about 135 books and magazines in Bismarck hospitals contribute to the pleasure and enjoyment of their patients.

The American Library Association has established desirable standards of service to be rendered by public libraries. The following tabulation compares those standards with the service rendered here.

	<u>Standard</u>	<u>Bismarck</u>
Book Stock Per Capita . . . . .	2	1.1
Budget in Dollars per Capita (1940) . . . . .	1.00	0.70
Circulation - Volumes Per Capita . . . . .	9	11
Percent of Non-Fiction Circulation . . . . .	30	43
Staff for Library with 175,000 Circulation . . . . .	9	5
Percent of population registered as borrowers . . . . .	40	46

In spite of the rapid progress made during the past 20 years, the book stock is still 45 percent below standard. However the circulation in volumes per capita is 22 percent above the standard. Maintaining the high per capita circulation with a library staff 40 percent below standard manifests its efficiency.

FINANCIAL OPERATIONS

In considering the finances of the Library, it is of major importance that there exists no outstanding debt. All expenditures have been within funds made available including collections from fines and penalties amounting to \$1,100

Table 17

CITY LIBRARY

Financial Statistics  
1929 - 1932

	<u>1929</u>	<u>1930</u>	<u>1931</u>	<u>1932</u>
<u>Receipts - Operating</u>				
General Taxes	--	--	--	--
General Fund Appropriations	\$5,800	\$6,995	\$7,560	\$7,670
Fines, Penalties, etc.	495	497	501	561
Total	\$6,295	\$7,492	\$8,061	\$8,231
<u>Disbursements - Operating</u>				
Salaries and Wages	\$3,273	\$3,619	\$4,014	\$3,948
Maintenance and Expense	1,070	1,208	1,351	1,176
Petty Cash	474	497	620	574
Total	\$4,817	\$5,324	\$5,985	\$5,698
Balance or Deficit <sup>1/</sup>	\$1,457	\$2,168	\$2,195	\$2,546
Additions and Betterment Expenditures (Books and Periodicals)	<u>1,051</u>	<u>1,864</u>	<u>2,132</u>	<u>2,274</u>
Balance returned or charged to Gen. Fund <sup>2/</sup>	\$ 406	\$ 304	\$ 63	\$ 272
Accumulated Balance	\$ <u>146<sup>3/</sup></u>	\$ <u>146</u>	\$ <u>27</u>	\$ <u>14</u>

annually during recent years. The Library Board, aside from these fines and penalties is dependent upon the generosity of the City Commission. Chapter 135 of the 1937 laws states that the Commission may levy up to two mills for Band, Library, and Airport purposes, however, the Commission has permitted the use of the entire 2 mill levy for the Library. House Bill No. 186, passed by the 1941 Legislature, increased the permissible levy for these purposes to 3 mills. The extra mill, however, will be used for the present airport development. Prior to 1938 the Library operated on appropriations from the General Fund.

Table 17 above, shows receipts and disbursements for the past 12 years. It indicates that although the circulation has increased 358 percent, the general operating expense has increased only 84 percent.

- <sup>1/</sup> Does not include receipts from fines etc., or disbursements from petty cash prior to 1938.  
<sup>2/</sup> Prior to 1938 the Library operated on an appropriation from the General Fund and the only funds carried over into the following year were in the petty cash account.  
<sup>3/</sup> Includes \$125 carried over from 1928.

Table 17 Continued

C I T Y L I B R A R Y

Financial Statistics  
1933 - 1940

<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>	<u>1938</u>	<u>1939</u>	<u>1940</u>
--	--	--	--	--	\$7,635	\$10,409	\$11,649
\$6,335	\$7,250	\$7,400	\$8,390	\$8,405	--	--	--
698	710	901	951	1,042	1,657	1,167	1,128
<u>\$7,033</u>	<u>\$7,960</u>	<u>\$8,301</u>	<u>\$9,341</u>	<u>\$9,447</u>	<u>\$9,292</u>	<u>\$11,576</u>	<u>\$12,777</u>
\$3,492	\$3,819	\$4,128	\$4,454	\$4,071	\$4,849	\$ 5,799	\$ 6,180
1,068	1,155	1,240	1,232	1,270	1,584	1,479	1,479
659	686	907	962	520	2,036	1,174	1,190
<u>\$5,219</u>	<u>\$5,660</u>	<u>\$6,275</u>	<u>\$6,648</u>	<u>\$5,861</u>	<u>\$8,469</u>	<u>\$ 8,452</u>	<u>\$ 8,849</u>
\$1,775	\$2,276	\$2,052	\$2,704	\$3,064	\$ 823	\$ 3,124	\$ 3,928
<u>1,774</u>	<u>2,094</u>	<u>2,134</u>	<u>2,534</u>	<u>3,058</u>	<u>3,067</u>	<u>2,442</u>	<u>2,591</u>
\$ 1	\$ 182	\$ -82	\$ 170	\$ 6	--	--	--
<u>\$ 54</u>	<u>\$ 78</u>	<u>\$ 72</u>	<u>\$ 61</u>	<u>\$ 583</u>	<u>-\$1,661<sup>1/</sup></u>	<u>\$ -979<sup>1/</sup></u>	<u>\$ 358<sup>1</sup></u>

Table 18, Page 101, shows anticipated receipts and expenditures for the program period. Receipts from taxation are based on annual collections amounting to 95 percent of current levies. On June 30, 1940, \$4,646 of the taxes levied for Library purposes were still outstanding. It is anticipated that collections of these unpaid taxes will nearly compensate for current delinquencies. Receipts from fines and penalties are based on continuation of present policies.

The disbursements for the program period are based on the following division of total receipts: 55 percent for salaries and wages, 20 percent for maintenance expenses, and 25 percent for books, periodicals and binding. Due to the facts that the number of books per capita, and size of library staff are less than 60 percent of the standard set by the American Library Association, it is deemed desirable to use all

<sup>1/</sup> Library operated on a levy and the balance for the years operation includes the general and petty cash funds.

Table 18

CITY LIBRARY

Financial Statistics  
1941 - 1946

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>Receipts</u>						
Taxation on 2 Mill Levy	\$11,710	\$11,957	\$12,206	\$12,453	\$12,701	\$12,948
Fines, Penalties, etc.	<u>1,150</u>	<u>1,150</u>	<u>1,150</u>	<u>1,200</u>	<u>1,200</u>	<u>1,200</u>
Total	\$12,860	\$13,107	\$13,356	\$13,653	\$13,901	\$14,148
<u>Disbursements</u>						
Salaries and Wages	\$ 7,067	\$ 7,209	\$ 7,345	\$ 7,509	\$ 7,646	\$ 7,781
Maintenance Expense	<u>2,570</u>	<u>2,621</u>	<u>2,671</u>	<u>2,731</u>	<u>2,780</u>	<u>2,830</u>
Total	\$ 9,637	\$ 9,830	\$10,016	\$10,240	\$10,426	\$10,611
Books, Periodicals and Binding	<u>\$ 3,223</u>	<u>\$ 3,277</u>	<u>\$ 3,339</u>	<u>\$ 3,413</u>	<u>\$ 3,475</u>	<u>\$ 3,537</u>

current funds for increasing facilities until desirable standards are approached.

There is only one project proposed by the Library Board. This involves enlargement to the present building. It is listed with the projects for the City Commission, Project No. 29, Table 8, Page 47. The proposed plan provides for an enlargement sufficient to accommodate an additional 21,000 volumes.

PROPOSED ENLARGEMENT OF LIBRARY

At the time the Library was built the population of Bismarck approximated 6,000. Apparently, a population increase of over 158 percent in 23 years, an increase of 358 percent in number of volumes, and a 12 fold increase in circulation was not foreseen, but the fact remains that existing facilities are so overtaxed that it is impossible to render the service desired by Library patrons. The gradual attainment of established standards is wholly desirable. If this is accomplished it would mean an increase in number of volumes to approximately 38,000 by 1950, for which there is no room. Even at present, with 19,000 volumes it is essential to remove "active" books to storage, or dispose of them prematurely to accommodate more current works. Accordingly, there is definite need for additional space.

The accommodation of about 22,000 additional volumes would require the construction of a 30' x 55' wing to the present Library, giving approximately 1,600 square feet of additional floor area. Such a wing would cost approximately \$30,000 and would be financed by General Obligation Bonds. The construction of this project is contemplated for the year 1943.

CHAPTER 5

PARK BOARD

PARK BOARD

History

This Board is the youngest of the City's several governing bodies. Its first meeting on April 19, 1927, followed the creation of the "Park District of the City of Bismarck" by City Ordinance<sup>1/</sup> as authorized by State Law.<sup>2/</sup> The relationship of the Board to the other governing bodies is shown in Figure 3, Page 10.

During the early growth of the city appropriate consideration of parks and playgrounds was lacking, as evidenced by the fact that except for Custer Park there are no recreational areas in the older sections of the city. Since 1927 the Park Board has succeeded in providing many excellent recreational facilities. The present park system comprises:

<u>Name of Park or Playground and Use<sup>3/</sup></u>	<u>Acquired by Park Board</u>	<u>Area Acres</u>
Municipal Golf Course, Tennis Courts and Soft Ball Diamonds	1935 - 1940	167.0
Riverside Park - Picnic Grounds . . . . .	1927	35.8
Kiwanis - Play and Picnic Grounds . . . . .	1927	13.6
Tatley Park (Being developed) . . . . .	1927	15.7
Custer Park - Park and Swimming Pool . . . . .	1927	4.1
Pioneer Park - Play and Picnic Grounds . . . . .	1932	52.0
Hillside Park (Being developed) . . . . .	1932	30.5
East End Playground . . . . .	1931 - 1936	4.7
Park Lake . . . . .	1931	4.8
Baseball Park . . . . .	1927	6.0
Sibley Island Park and Old Transient Camp, etc. . . . .	1936 - 1937	652.3
Chan Owapi - Boy Scout Camp about 25 miles up River . . . .	1937	20.

In developing these facilities the Board has had the advantage of material assistance from Federal agencies. The C.W.A., C.C.C., F.E.R.A., N.Y.A., and W.P.A. all participated in their construction and development.

Responsibilities

The primary responsibilities of the Park Board are (1) acquisition of necessary land and equipment to meet the ever increasing demands for recreational facilities; (2) development and maintenance of parks, playgrounds, and parkways; and (3)

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1/ City of Bismarck, Revised Ordinances of, Chapter XV, Page 165.  
2/ Session Laws of North Dakota - 1913, Article 24, Paragraph 4055, Page 991.  
3/ Locations of facilities within city limits are shown on Figure 14, Page 79.

operation of municipally owned recreational facilities. To enable it to meet these responsibilities, the Board is empowered to pass ordinances, enter into contracts, levy taxes, issue bonds, and acquire and dispose of property.

The "Park District of the City of Bismarck" includes the entire city area, however, the Board is also authorized to acquire lands outside the city limits for park purposes. It has three such areas; Camp Chan Owapi, a Boy Scout Camp about 25 miles up the Missouri River from Bismarck; Sibley Island Park and picnic grounds about 5 miles down river from the City; and Pioneer Park just north of the city limits along the Missouri River.

It has been proposed that the Park Board participate in developing the Municipal Airport. Figure 11, Page 49, indicates its ultimate development. After completion of runways and proposed buildings there will remain areas to be sodded, landscaped, and beautified. Unquestionably, the Park Board is best qualified to assume responsibility for this work.

The total value of property under the jurisdiction of the Park Board is about \$246,000, including real estate, and playground and other equipment. This approximates \$16 per capita.

#### FINANCIAL OPERATIONS

The major portion of the funds expended by the Park Board for its purpose is derived from a 2 mill tax levy (Chap. 176 - Laws 1939), which may be increased by 100 percent, or to 4 mills, if authorized by 67 percent of the voters at a regular or special election. In addition, the 1941 Legislature provided that Park Boards owning or operating airports may levy an additional 2 mills for such development.<sup>1/</sup> Table 19, Pages 105-106, presents financial statistics pertaining to the Park Board for the period 1929-1940. The abrupt reduction in income from taxes from 1932 to 1933 was due to the change in basis of assessment from 75 percent of assessed valuation to 50 percent. The increases in 1935 and 1938 in miscellaneous income were due to receipts from the golf course and swimming pool operations, respectively.

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<sup>1/</sup> Session Laws of North Dakota - 1941, Chapter 206, Pages 306-7.

Table 19

## PARK BOARD

Financial Statistics  
1929 - 1932

	<u>1929</u>	<u>1930</u>	<u>1931</u>	<u>1932</u>
<u>Receipts</u>				
General Taxes	\$12,974	\$13,973	\$14,892	\$12,923
Miscellaneous	124	250	351	241
From Borrowing	- -	2,500	- -	- -
Total	\$13,098	\$16,723	\$15,243	\$13,164
<u>Disbursements</u>				
Maintenance and Operation	\$ 3,778	\$ 5,025	\$ 7,194	\$ 8,012
Debt Retirement and Interest	2,385	8,421	4,247	1,844
Total	\$ 6,163	\$13,446	\$11,441	\$ 9,856
Balance or Deficit - Operating	\$ 6,935	\$ 3,277	\$ 3,802	\$ 3,308
Contributions for Improvements	151	- -	- -	- -
Total	\$ 7,086	\$ 3,277	\$ 3,802	\$ 3,308
Capital Outlay	<u>3,487</u>	<u>2,873</u>	<u>3,473</u>	<u>4,126</u>
Balance or Deficit - Net	\$ 3,599	\$ 404	\$ 329	\$ -818
Balance - End of Fiscal Year	\$ <u>8,975</u> <sup>1/</sup>	\$ <u>9,379</u>	\$ <u>9,708</u>	\$ <u>8,890</u>

Expenditures for maintenance and operation show corresponding increases for the years 1935 and 1938. These increases were occasioned in part by salaries and expenses incident to golf course and swimming pool operations. It is evident that expansion of park areas and additions to play equipment creates greater maintenance and operating costs.

The Park Board has no outstanding bonds. Its only debt, as of June 30, 1940 was a \$2,000 issue of certificates of indebtedness. These were liquidated during the early months of the 1941 fiscal year.

<sup>1/</sup> Accumulation Balance includes \$5,376 from previous years.

Table 19 Continued

PARK BOARD

Financial Statistics  
1933 - 1940

<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>	<u>1938</u>	<u>1939</u>	<u>1940</u>
\$ 9,003 166 <u>    </u> \$ 9,169	\$ 6,899 179 <u>    </u> \$ 7,078	\$ 8,898 1,335 <u>    </u> \$10,233	\$10,514 3,234 <u>    </u> \$13,748	\$ 10,820 1,903 <u>    </u> \$ 12,723	\$12,038 6,795 <u>    </u> \$18,833	\$11,495 6,901 6,000 <u>    </u> \$24,396	\$12,528 6,524 2,000 <u>    </u> \$21,052
\$ 6,639 1,598 <u>    </u> \$ 8,237	\$ 5,038 1,528 <u>    </u> \$ 6,566	\$ 7,575 1,457 <u>    </u> \$ 9,032	\$11,757 1,399 <u>    </u> \$13,156	\$ 10,368 831 <u>    </u> \$ 11,199	\$13,640 <u>    </u> \$13,640	\$13,892 6,068 <u>    </u> \$19,960	\$15,821 <u>    </u> \$15,821
\$ 932 <u>    </u> \$ 932	\$ 512 4,525 <u>    </u> \$ 5,037	\$ 1,201 16,846 <u>    </u> \$18,047	\$ 592 5,100 <u>    </u> \$ 5,692	\$ 1,524 108,268 <u>    </u> \$109,792	\$ 5,193 <u>    </u> \$ 5,193	\$ 4,436 <u>    </u> \$ 4,436	\$ 5,231 <u>    </u> \$ 5,231
<u>2,033</u>	<u>6,247</u>	<u>19,814</u>	<u>5,806</u>	<u>108,998</u>	<u>6,873</u>	<u>5,997</u>	<u>2,018</u>
\$-1,101	\$-1,210	\$-1,767	\$ -114	\$ 794	\$-1,680	\$-1,561	\$ 3,213
<u>\$ 7,789</u>	<u>\$ 6,579</u>	<u>\$ 4,812</u>	<u>\$ 4,698</u>	<u>\$ 5,492</u>	<u>\$ 3,812</u>	<u>\$ 2,251</u>	<u>\$ 5,464</u>

INCOME

Table 20, Page 107, shows estimated income and expenditures for the six year period, 1941 to 1946 inclusive.

In estimating the probable income from taxation it has been again assumed that annual collections of current and delinquent taxes would average amounts equal to current levies. There were \$8,053 in uncollected taxes as of June 30, 1940.

Other income and expenditures were estimated on the basis of financial operations during recent years and full consideration of present and anticipated economic conditions.

Table 20

PARK BOARD

Estimated Operating Receipts and Disbursements  
1941 - 1946

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>Receipts</u>						
Taxation (2 Mills)	\$12,300	\$12,500	\$12,800	\$13,000	\$13,300	\$13,600
Airport Levy	- -	10,000	10,000	3,000	3,000	3,000
Miscellaneous Revenue	<u>6,700</u>	<u>6,800</u>	<u>7,000</u>	<u>7,100</u>	<u>7,200</u>	<u>7,300</u>
Total	\$19,000	\$29,300	\$29,800	\$23,100	\$23,500	\$23,900
<u>Disbursements</u>						
Maintenance and Operation	\$14,450	\$14,700	\$14,950	\$15,200	\$15,450	\$15,700
Debt Retirement and Interest	<u>2,080</u>	- -	- -	- -	- -	- -
Total	\$16,530	\$14,700	\$14,950	\$15,200	\$15,450	\$15,700
Balance or Deficit	<u>\$ 2,470</u>	<u>\$14,600</u>	<u>\$14,850</u>	<u>\$ 7,900</u>	<u>\$ 8,050</u>	<u>\$ 8,200</u>

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PROPOSED PROJECTS

Already concerned with a large area of parks and several playgrounds to be maintained the amount of money available to the Park Board for capital improvements is definitely limited. Table 21, shows the projects given consideration. All projects scheduled for construction would be financed from funds to be derived through the levy for Park purposes.

Table 21

PARK BOARD

SIX-YEAR CAPITAL IMPROVEMENT PROGRAM  
1941 - 1946

<u>Priority No.</u>	<u>Project</u>	<u>Estimated Cost</u>
1941		
1	Tennis Club Building - Country Club Grounds	<u>1/</u>
2	Miscellaneous Capital Expenditures	\$ 3,000
1942		
3	Airport Expansion	10,000
4	Swimming Pool Improvements	2,500 <sup>2/</sup>
5	Skating Rinks and Soft Ball Diamonds	2,000
6	Miscellaneous Capital Expenditures	1,500
1943		
7	Airport Expansion	10,000
8	Road Maintainer	3,500
9	Miscellaneous Capital Expenditures	1,500
1944		
10	Airport Improvement	3,000
11	Miscellaneous Capital Expenditures	1,500
1945		
12	Airport Improvement	3,000
13	Miscellaneous Capital Expenditures	1,500
1946		
14	Airport Improvement	3,000
15	Miscellaneous Capital Expenditures	1,500

Projects Considered But Not Scheduled

- 16 Swimming Pool, East End Playground
- 17 Band Shell
- 18 Winter Sports Building

1/ Constructed by W. P. A. and Tennis Club financed construction for sponsor.  
2/ Total cost \$5,000, approved as W. P. A. project; cost to sponsor for material and miscellaneous items \$2,500.

PROJECT STATEMENTS

1941

No. 1 - Tennis Club Building - Country Club Grounds

This is a W. P. A. Project sponsored by the Park Board on behalf of the Tennis Club. Except for a few miscellaneous items the Park Board will have no cash investment in the building. It is proposed that the Tennis Club will be financially responsible for maintenance.

No. 2 - Miscellaneous Capital Expenditures

It is estimated that \$3,000 will be required this year to cover various minor capital improvements.

1942

No. 3 - Airport Expansion

Please refer to City Commission Project No. 1, Page 48.

It is estimated that in this joint undertaking with the City Commission, the Park Board will expend \$10,000 during the fiscal year.

No. 4 - Swimming Pool Improvements

The major item involved is the installation of filters which will permit the continued re-use of pool water. This has been approved as a W. P. A. Project and if constructed under this authority, the cost is estimated at \$5,000 of which amount the Park Board will provide \$2,500.

Under present conditions, while there is now re-circulation of water and chlorination, it is still necessary to completely drain the pool and clean it once a week. This practice, however, does not conform to desirable sanitary standards. More frequent changes of water entail greater expense. The cost of water during the past three years was \$726, \$850, and \$569 respectively. With the installation of proposed equipment, it is estimated that the cost of water and operation of equipment will not exceed \$300 annually. Improved sanitary condition will result. Direct savings will approximate \$400 per annum.

No. 5 - Skating Rinks and Soft Ball Diamonds

There is need for additional skating rinks in the winter, and soft ball diamonds during the summer. Three tracts should be developed for these dual purposes.

On the south side at the corner of Bowen Avenue and 7th Street, the privately owned northwest quarter of Block 6, "Coffins Addition", has been used by neighborhood boys as a soft ball diamond and playground. It should be acquired as a playground and leveled off to provide skating facilities in winter.

A considerable percentage of the new homes being built in the city are in the Richholt School neighborhood. The south end of the school ground should be leveled for skating and soft ball.

To serve the western end of the city, development of the northeast quarter of Block 3, "Harmon's Addition" could be accomplished. This track is publicly owned and the only expense involved will be for leveling.

No. 6 - Miscellaneous Capital Expenditures

An estimated expenditure of \$1,500 should cover various minor capital improvements.

1943

No. 7 - Airport Expansion

Please refer to City Commission Project No. 1, Page 48.

The work contemplated under this project should complete major construction at the airport estimated to cost \$10,000.

No. 8 - Road Maintainer

This project provides for the purchase of a 30 H. P. road patrol. In the past years equipment of the Department of Public Works has been used for maintaining roads in the various parks. However, it is becoming increasingly difficult to maintain city streets with the equipment now available. Furthermore, the times when equipment is desired on park roads is also when it is most urgently needed on city streets and hence unavailable for park use. It is estimated that this equipment will cost \$3,500.

No. 9 - Miscellaneous Capital Expenditures

An estimated expenditure of \$1,000 should cover various minor capital improvements.

1944

No. 10 - Airport Improvements

Improvement and landscaping of grounds. Estimated expenditure \$3,000.

No. 11 - Miscellaneous Capital Expenditures

An estimated expenditure of \$1,500 should cover various minor capital improvements.

1945

No. 12 - Airport Improvements

Improvement and landscaping of grounds. Estimated expenditure \$3,000.

No. 13 - Miscellaneous Capital Expenditures

An estimated expenditure of \$1,500 should cover various minor capital improvements.

1946

No. 14 - Airport Improvements

Improvement and landscaping of grounds. Estimated expenditure \$3,000.

No. 15 - Miscellaneous Capital Expenditures

An estimated expenditure of \$1,500 should cover various minor capital improvements.

PROJECTS CONSIDERED BUT NOT SCHEDULED

No. 16 - Swimming Pool - East End Playground

It is difficult for the younger children in the eastern part of Bismarck to get to and from the present swimming pool. This is especially true of the many children who have no means of transportation available to them.

The cost of a swimming pool is estimated at \$56,000 of which approximately \$22,400 would be for labor. If built as a relief project the cost to the Park Board would approximate \$34,000.

When previous consideration was given to this project, it was proposed to raise much of the cost by soliciting donations from the various Service Clubs in the City. An alternative to this method of financing would be a bond issue.

While this project would be of great benefit to the health and welfare of Bismarck children, finances available for operating and maintenance expense must be considered. Without provision for its proper operation, it would be of dubious value. The revenue from the present pool probably indicates what could be expected from a similar venture. Therefore, the annual operating balances during the past 12 years are tabulated below. A minus sign indicates a deficit.

1929	\$-1,340	1935	\$ 143
1930	-1,416	1936	954
1931	-1,430	1937	-168
1932	785	1938	565
1933	474	1939	-927
1934	16	1940	212

From this tabulation it is evident that even though total receipts might be increased and operating expense probably reduced, the two pools would place additional demands upon the Board's General Fund for maintenance and operation.

No. 17 - Band Shell and Amphitheater

Consideration has been given during recent years to the construction of this facility. A site having topography suited to the purpose should be utilized, but a definite location has not been selected.

Such a facility would serve not only for Band Concerts but equipped with loud speakers could serve many other outdoor activities during warm weather.

This project could be constructed by relief labor if available. Much of the work can be done by unskilled labor. The present estimate, based on meager information, is \$25,000; \$18,750 of which would be for labor and \$6,250 for materials.

No. 18 - Winter Sports Building

A winter sports building has been given some consideration. An architect's estimate has been obtained. It contemplated a structure costing approximately \$160,000.

The cities of Jamestown, Fargo, Grafton, Grand Forks, North Dakota and Crookston, Minnesota, have such buildings. Relevant data is as follows:

<u>City</u>	<u>Size</u>	<u>Cost</u>	<u>Remarks</u>
Crookston, Minn.	110' x 233'	\$76,736	W. P. A. Project City Cost \$31,000
Grafton, N. Dak.	98' x 201'	\$40,000	W. P. A. Project City Cost \$20,000
Grand Forks, N. Dak.	132' x 323'	\$43,000	P. W. A. Project & University
Fargo, N. Dak.	200' x 200'	No Data	W. P. A. Project
No information is available concerning the Jamestown, N. Dak. facility.			

Crookston reports that its building is used for headquarters for the Crookston Association of Public Affairs and general meeting hall for various public organizations. The area is used for public dances, public and private gatherings, ice and roller skating and hockey games. During 1939, revenues exceeded operating expenses by \$1,000.

The Grafton project requires \$2,000 from city funds to meet operating expenses.

The Grand Forks building is used in conjunction with the athletic program at the University, and it is impossible to determine operating profits or losses.

The data given would indicate that a building adequate to meet the needs of this community would be constructed for less money than originally contemplated. Whether it would be self sustaining is questionable.

Tables 22a and 22b demonstrate the effect of proposed improvements on the Park Board General Fund. No indebtedness is proposed and aside from the levy for airport development and landscaping, the proposed projects can be financed from the regular levy of 2 mills.

Table 22 a

PARK BOARD

Scheduled Expenditures by Projects and Funds

<u>Name of Project</u>	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>GENERAL AND SPECIAL FUNDS</u>						
Tennis Club Building	--	--	--	--	--	--
Miscellaneous Capital Expenditures	--	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500
Betterments (Not Itemized)	\$ 3,000	--	--	--	--	--
Airport Expansion	--	10,000	10,000	--	--	--
Swimming Pool Improvement	--	2,500	--	--	--	--
Skating Rink and Soft Ball Diamond	--	2,000	--	--	--	--
Road Maintainer	--	--	3,500	--	--	--
Airport Improvement	--	--	--	3,000	3,000	3,000
Total	<u>\$ 3,000</u>	<u>\$16,000</u>	<u>\$15,000</u>	<u>\$ 4,500</u>	<u>\$ 4,500</u>	<u>\$ 4,500</u>

Table 22 b

PARK BOARD

Financial Results from Scheduled Expenditures

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>GENERAL AND SPECIAL FUNDS</u>						
Opening Balance	\$ 5,464	\$ 4,934	\$ 3,534	\$ 3,384	\$ 6,784	\$10,334
Annual Balance	2,470	14,600	14,850	7,900	8,050	8,200
Total	<u>\$ 7,934</u>	<u>\$19,534</u>	<u>\$18,384</u>	<u>\$11,284</u>	<u>\$14,834</u>	<u>\$18,534</u>
Capital Expenditures	<u>3,000</u>	<u>16,000</u>	<u>15,000</u>	<u>4,500</u>	<u>4,500</u>	<u>4,500</u>
Balance	<u>\$ 4,934</u>	<u>\$ 3,534</u>	<u>\$ 3,384</u>	<u>\$ 6,784</u>	<u>\$10,334</u>	<u>\$14,034</u>

Effect of Projects on Tax Levy

Levy for Park Purpose	2.0	2.0	2.0	2.0	2.0	2.0
Airport Expansion & Improvement	--	2.0	2.0	0.5	0.5	0.5
Total levy for Park Board	<u>2.0</u>	<u>4.0</u>	<u>4.0</u>	<u>2.5</u>	<u>2.5</u>	<u>2.5</u>

CHAPTER 6  
CONSOLIDATED SCHEDULE  
AND  
FINANCIAL STATEMENTS

CONSOLIDATED SCHEDULE AND FINANCIAL STATEMENTS

Table 23, Pages 117-118, presents the total estimated cost of scheduled projects by funds from which work is to be financed, and by departments. The average annual construction volume amounts to approximately \$131,000 or \$8.50 per capita. Considering the combined services and responsibilities of the Boards governing the City, and anticipated city growth, these estimated expenditures for capital improvements are considered to be conservative.

Figure 17 shows the effect of proposed bond issues on the City's general obligation bonded indebtedness. It includes City Commission and Board of Education bonds. Waterworks Bonds are not included as these are liquidated from revenue and do not affect taxes.

Table 24, Page 120, is a consolidated financial statement of all city funds, excepting those for special assessment districts. The latter belong to the districts from which they are paid and the city office acts only as agent for collections and payments. For the Waterworks Department only cumulative balances are shown.

Section A - Revenues and Receipts - shows all revenues and receipts for the period 1929-1940, and the revenue and receipts required to meet normal operating expenses for the city for the years 1941-1946. The mill levies for the years 1929-1932 inclusive have been adjusted to a basis of 50 percent of the assessed valuation in order to make them comparable with levies for subsequent years. Before adjustment these levies were based on 75 percent of the assessed valuation. Attention is invited to the fact that the levies are shown for the year during which the tax resulting from the levies is collected. Actually, the so called 1940 levy is collected in 1941, etc., etc.

Section B - Expenditures and Disbursements - includes disbursements for capital improvements up to 1941. For subsequent years anticipated operating and maintenance and debt service disbursements are shown. Opposite the caption, "General Assessments," are shown estimated amounts required to meet unpaid special assessments.

(Continued on Page 119)

Figure 17

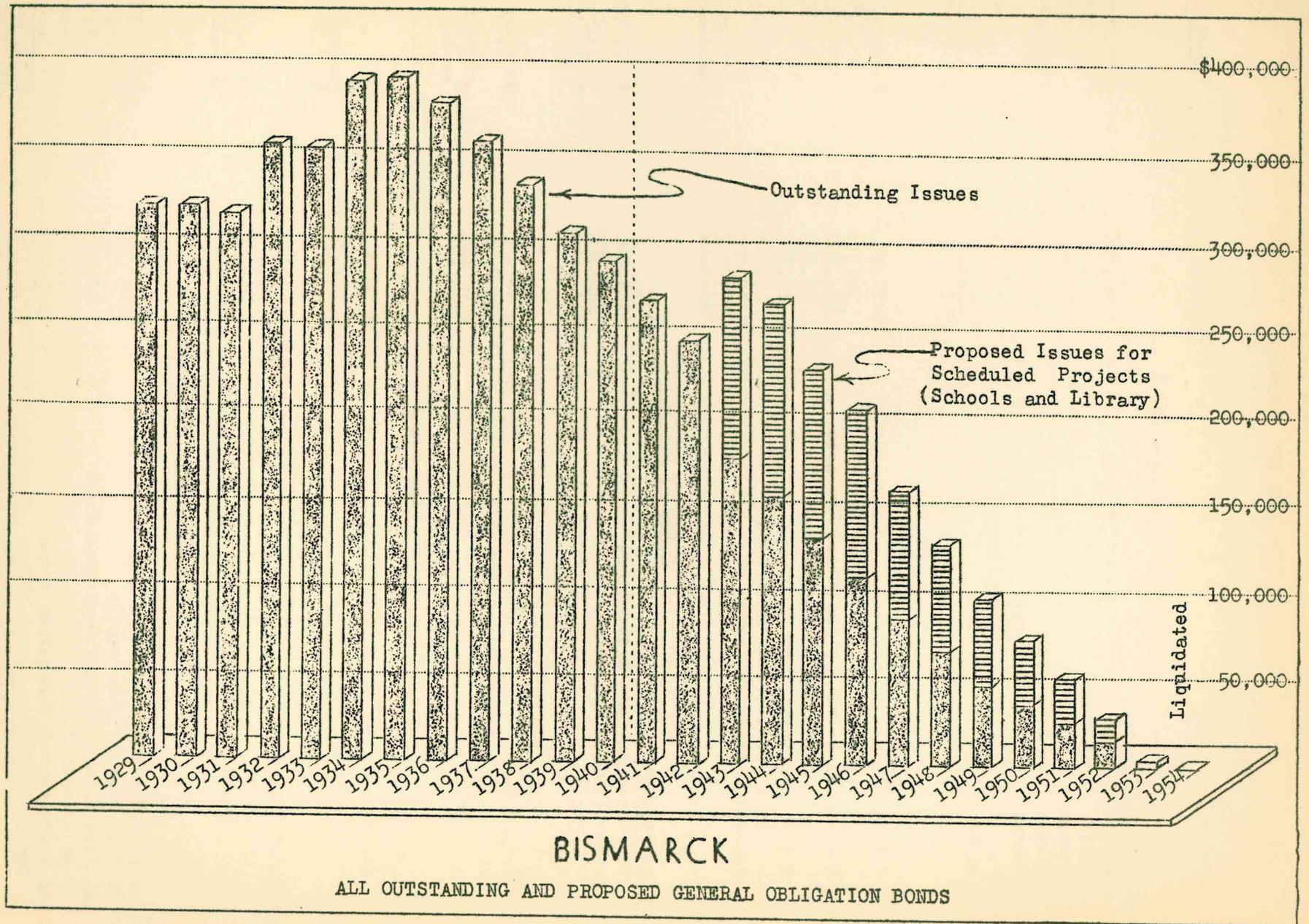


Table 23

CONSOLIDATED PROGRAM

	Total 1941-46 Inc.	1941
<u>CITY COMMISSION</u>		
<u>Type of Project</u>		
Airport	\$ 40,000	\$ 30,000
Water Department	44,000	7,000
Sewers	238,900	4,100
Streets and Sidewalks	185,240	38,500
Police and Fire Department	13,000	--
Public Buildings and Miscellaneous	70,614	11,073
Equipment	45,875	3,875
Total	<u>\$637,629</u>	<u>\$ 94,548</u>
<u>Method of Financing</u>		
General Fund	\$103,850	\$ 40,850
Fire Truck	10,375	875
Special Assessment - Benefited Property	433,200	47,400
Special Assessment - City Share	18,240	2,200
Water Department Fund	16,700	--
Library, Band, and Airport Fund	25,264	3,223
General Obligation Bonds	30,000	--
Total	<u>\$637,629</u>	<u>\$ 94,548</u>
<u>BOARD OF EDUCATION</u>		
<u>Type of Project</u>		
New Buildings and Alterations	\$104,000	\$ 2,000
Miscellaneous Projects	15,650	3,500
Total	<u>\$119,650</u>	<u>\$ 5,500</u>
<u>Method of Financing</u>		
School Fund	\$ 28,650	\$ 5,500
General Obligation Bonds	91,000	--
Total	<u>\$119,650</u>	<u>\$ 5,500</u>
<u>PARK BOARD</u>		
<u>Type of Project</u>		
Airport	\$ 29,000	--
Miscellaneous Projects	18,500	\$ 3,000
Total	<u>\$ 47,500</u>	<u>\$ 3,000</u>
<u>Method of Financing</u>		
Park Funds	\$ 47,500	\$ 3,000
Total - All Departments	<u>\$804,779</u>	<u>\$103,048</u>
<u>SUMMARY - ALL DEPARTMENTS</u>		
Total from Tax Funds	\$223,504	\$ 54,773
Total from Special Assessments	433,200	47,400
Total from Fire Truck and Equipment Fund	10,375	875
Water Department Fund	16,700	--
Total from General Obligation Bonds	121,000	--
Total	<u>\$804,779</u>	<u>\$103,048</u>

Table 23 Continued

CONSOLIDATED PROGRAM

<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>
<u>CITY COMMISSION</u>				
\$ 10,000	--	--	--	--
18,200	\$ 4,350	\$ 4,350	\$ 3,400	\$ 6,700
3,100	16,900	10,600	1,800	202,400
24,870	47,100	28,600	17,270	28,900
8,000	5,000	--	--	--
5,777	35,839	5,913	5,975	6,037
--	11,000	13,000	5,000	13,000
<u>\$ 69,947</u>	<u>\$120,189</u>	<u>\$ 62,463</u>	<u>\$ 33,445</u>	<u>\$257,037</u>
\$ 15,000	\$ 14,000	\$ 15,000	\$ 7,000	\$ 12,000
500	4,500	500	500	3,500
28,800	62,750	39,950	20,600	233,700
670	5,600	3,600	1,870	4,300
16,700	--	--	--	--
8,277	3,339	3,413	3,475	3,537
--	30,000	--	--	--
<u>\$ 69,947</u>	<u>\$120,189</u>	<u>\$ 62,463</u>	<u>\$ 33,445</u>	<u>\$257,037</u>
<u>BOARD OF EDUCATION</u>				
--	\$ 75,000	\$ 16,000	\$ 11,000	--
\$ 5,960	3,200	1,000	1,000	\$ 1,000
<u>\$ 5,960</u>	<u>\$ 78,200</u>	<u>\$ 17,000</u>	<u>\$ 12,000</u>	<u>\$ 1,000</u>
\$ 5,960	\$ 3,200	\$ 1,000	\$ 12,000	\$ 1,000
--	75,000	16,000	--	--
<u>\$ 5,960</u>	<u>\$ 78,200</u>	<u>\$ 17,000</u>	<u>\$ 12,000</u>	<u>\$ 1,000</u>
<u>PARK BOARD</u>				
\$ 10,000	\$ 10,000	\$ 3,000	\$ 3,000	\$ 3,000
6,000	5,000	1,500	1,500	1,500
<u>\$ 16,000</u>	<u>\$ 15,000</u>	<u>\$ 4,500</u>	<u>\$ 4,500</u>	<u>\$ 4,500</u>
\$ 16,000	\$ 15,000	\$ 4,500	\$ 4,500	\$ 4,500
<u>\$ 91,907</u>	<u>\$213,389</u>	<u>\$ 83,963</u>	<u>\$ 49,945</u>	<u>\$262,537</u>
<u>SUMMARY - ALL DEPARTMENTS</u>				
\$ 45,907	\$ 41,139	\$ 27,513	\$ 28,845	\$ 25,337
28,800	62,750	39,950	20,600	233,700
500	4,500	500	500	3,500
16,700	--	--	--	--
--	105,000	16,000	--	--
<u>\$ 91,907</u>	<u>\$213,389</u>	<u>\$ 83,963</u>	<u>\$ 49,945</u>	<u>\$262,537</u>

The first levy was made for this purpose during 1941.

Section C - Effect of Scheduled Projects - shows the amounts necessary to finance scheduled projects, and the mill levies required to produce relevant funds.

Section D - Expenditures - Scheduled Projects - shows estimated expenditures by funds for the scheduled projects. Opposite the caption, "General Funds" are shown all proposed capital expenditures to be financed from General Funds.

Section E - Totals - Opposite the first caption, "Levies" are the total mill levies made during the 12 year period 1929-1940, and total required levies to meet operating expenses and the cost of capital improvements for the years 1941-1946 inclusive.

It will be noted that the total mill levy for city purposes shows an increase for the ensuing years. This is due to the city's responsibility for payment of unpaid special assessment warrants and a pay as you go policy for airport expansion and improvement. It should also be noted that the levies provide for rather rapid liquidation of bonded indebtedness.

In considering the mill levies, attention is directed to the fact that the levies shown do not include those for the County and State. These averaged 20.7 mills during the past 8 years. The County and State mill levies for the 1941 tax amounted to 24.65 mills, which was 35 percent of the total mill levy on city property.

Table 24

CONSOLIDATED FINANCIAL STATEMENT

	1954	1953	1952	1951	1950	1949	1948	1947
ASSETS								
Current Assets	1,234,567	1,123,456	1,012,345	901,234	890,123	789,012	678,901	567,890
Fixed Assets	2,345,678	2,234,567	2,123,456	2,012,345	1,901,234	1,789,012	1,678,901	1,567,890
Total Assets	3,580,245	3,358,023	3,135,801	2,912,579	2,791,357	2,578,024	2,357,802	2,135,780
LIABILITIES AND EQUITY								
Current Liabilities	1,234,567	1,123,456	1,012,345	901,234	890,123	789,012	678,901	567,890
Long-Term Liabilities	1,012,345	901,234	890,123	789,012	678,901	567,890	456,789	345,678
Equity	1,333,333	1,333,333	1,333,333	1,333,333	1,333,333	1,333,333	1,333,333	1,333,333
Total Liabilities and Equity	3,580,245	3,358,023	3,135,801	2,912,579	2,791,357	2,578,024	2,357,802	2,135,780

Table 24

CONSOLIDATED FINANCIAL STATEMENT

All City Departments

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946
<b>A. REVENUES AND RECEIPTS</b>																		
Tax Sources - Direct Levies	\$279,596	\$249,240	\$261,768	\$224,531	\$198,060	\$176,491	\$210,108	\$224,301	\$217,561	\$245,568	\$221,248	\$261,441	\$262,710	\$261,257	\$265,606	\$270,153	\$270,641	\$275,148
General Assessments	4,698	63	611	592	1,625	2,411	2,213	1,364	583	168	104	52	16,313	12,330	8,400	11,400	10,130	7,700
Millage Requirements for:																		
General Fund	49.9*	46.3*	49.3*	44.0*	33.5	33.4	33.5	33.6	33.7	35.3	36.0	35.8	35.9	36.0	36.0	36.0	36.0	36.0
Interest and Sinking Fund	11.4*	11.3*	9.6*	9.8*	8.5	9.0	13.0	12.2	9.7	9.2	8.7	8.4	6.8	5.9	5.7	5.6	4.9	4.8
For Unpaid Assessments	-	-	-	-	-	-	-	-	-	-	-	-	5.4	2.4	1.5	1.9	1.7	1.5
Tax Sources - Indirect Levies	21,303	21,935	20,691	17,104	13,460	17,205	20,190	31,637	28,638	27,375	35,514	44,014	29,400	29,770	30,080	30,400	30,590	30,960
Other Sources	59,776	62,315	72,153	57,238	47,446	41,629	106,624	158,143	194,890	105,700	105,861	108,859	82,410	81,420	85,110	84,600	86,430	88,230
Bonds Sold	125,000	-	-	52,000	-	-	264,357	-	95,000	-	-	-	-	-	-	-	-	-
Special Assessment Warrants	414,081	35,922	157,910	22,645	42,084	79,906	63,797	22,409	19,524	105,805	50,398	74,051	-	-	-	-	-	-
<b>Total</b>	<b>\$904,454</b>	<b>\$367,475</b>	<b>\$513,135</b>	<b>\$374,108</b>	<b>\$302,675</b>	<b>\$317,642</b>	<b>\$566,289</b>	<b>\$437,864</b>	<b>\$556,196</b>	<b>\$484,636</b>	<b>\$413,125</b>	<b>\$486,417</b>	<b>\$390,835</b>	<b>\$384,777</b>	<b>\$387,196</b>	<b>\$394,555</b>	<b>\$397,791</b>	<b>\$402,058</b>
<b>B. EXPENDITURES AND DISBURSEMENTS</b>																		
Operating and Maintenance	\$242,507	\$276,680	\$287,916	\$291,644	\$231,678	\$190,903	\$213,431	\$243,552	\$246,644	\$271,921	\$293,944	\$298,604	\$295,067	\$299,580	\$304,916	\$310,480	\$317,776	\$325,411
Debt Service	38,361	16,999	24,543	72,810	38,766	71,445	44,529	33,287	204,710	58,329	40,439	36,530	37,295	37,615	80,395	30,795	29,675	26,455
<b>Total</b>	<b>\$280,868</b>	<b>\$293,679</b>	<b>\$312,259</b>	<b>\$364,454</b>	<b>\$270,444</b>	<b>\$262,348</b>	<b>\$257,960</b>	<b>\$276,839</b>	<b>\$451,354</b>	<b>\$330,250</b>	<b>\$334,383</b>	<b>\$335,134</b>	<b>\$332,362</b>	<b>\$337,195</b>	<b>\$385,311</b>	<b>\$341,275</b>	<b>\$347,451</b>	<b>\$351,866</b>
Capital Improvements Financed by:																		
Special Assessments	\$414,081	\$ 35,922	\$157,910	\$ 22,645	\$ 42,084	\$ 79,906	\$ 63,797	\$ 22,409	\$ 19,524	\$105,805	\$ 50,398	\$ 74,051	-	-	-	-	-	-
General Assessments	2,517	1,817	1,690	1,805	1,500	935	1,033	780	732	307	125	884	\$ 16,313	\$ 12,330	\$ 8,400	\$ 11,400	\$ 10,130	\$ 7,700
Bonds and General Funds	132,550	9,615	27,539	14,451	5,177	30,817	283,883	215,158	147,798	29,589	17,564	30,697	-	-	-	-	-	-
<b>Total Capital Outlay</b>	<b>\$548,948</b>	<b>\$ 45,354</b>	<b>\$187,139</b>	<b>\$ 38,899</b>	<b>\$ 48,761</b>	<b>\$111,656</b>	<b>\$348,713</b>	<b>\$238,347</b>	<b>\$168,054</b>	<b>\$135,701</b>	<b>\$ 68,087</b>	<b>\$105,632</b>	<b>\$ 16,313</b>	<b>\$ 12,330</b>	<b>\$ 8,400</b>	<b>\$ 11,400</b>	<b>\$ 10,130</b>	<b>\$ 7,700</b>
<b>Total (B)</b>	<b>\$829,816</b>	<b>\$339,033</b>	<b>\$499,398</b>	<b>\$403,353</b>	<b>\$319,205</b>	<b>\$374,004</b>	<b>\$606,673</b>	<b>\$515,186</b>	<b>\$619,408</b>	<b>\$465,951</b>	<b>\$402,470</b>	<b>\$440,766</b>	<b>\$348,675</b>	<b>\$349,465</b>	<b>\$393,711</b>	<b>\$352,675</b>	<b>\$357,481</b>	<b>\$359,546</b>
<b>C. EFFECT OF SCHEDULED PROJECTS</b>																		
Revenues and Receipts from:													\$ 687	\$ 14,670	\$ 17,100	\$ 21,300	\$ 20,070	\$ 23,500
Taxes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105,000	16,000	-	-
Bonds	-	-	-	-	-	-	-	-	-	-	-	-	47,400	22,800	62,750	39,950	20,600	235,700
Special Assessment Warrants	-	-	-	-	-	-	-	-	-	-	-	-	48,087	43,470	124,350	77,250	40,670	257,800
<b>Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	<u>\$ 97,174</u>	<u>\$ 80,940</u>	<u>\$ 284,100</u>	<u>\$ 133,200</u>	<u>\$ 61,340</u>	<u>\$ 500,000</u>
Millage Requirements for:																		
Authorized Levies	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0	2.0	0.5	0.5	0.5
Interest and Sinking Fund	-	-	-	-	-	-	-	-	-	-	-	-	0.4	0.1	1.0	0.6	0.3	0.7
General Assessments	-	-	-	-	-	-	-	-	-	-	-	-	0.4	0.1	1.0	0.6	0.3	0.7
<b>Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	<u>0.8</u>	<u>0.2</u>	<u>2.0</u>	<u>1.1</u>	<u>0.8</u>	<u>1.2</u>
<b>D. EXPENDITURES - SCHEDULED PROJECTS</b>																		
Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ 14,700	\$ 16,640	\$ 16,376
Capital Improvements Financed by:																		
General Funds	-	-	-	-	-	-	-	-	-	-	-	-	\$ 55,648	\$ 46,407	\$ 45,639	28,015	29,345	28,857
Bond Issues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105,000	16,000	-	
Assessments	-	-	-	-	-	-	-	-	-	-	-	-	47,400	22,800	62,750	39,950	20,600	235,700
<b>Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	<u>\$ 103,048</u>	<u>\$ 75,207</u>	<u>\$213,389</u>	<u>\$ 83,965</u>	<u>\$ 49,945</u>	<u>\$264,557</u>
Water Department Funds	-	-	-	-	-	-	-	-	-	-	-	-	\$103,048	\$ 16,700 <sup>1/</sup>	\$213,389	\$ 98,663	\$ 64,586	\$278,913
<b>Total of all Scheduled Projects</b>	-	-	-	-	-	-	-	-	-	-	-	-	<u>\$103,048</u>	<u>\$ 81,907</u>	<u>\$213,389</u>	<u>\$ 98,663</u>	<u>\$ 64,586</u>	<u>\$278,913</u>
<b>E. TOTALS</b>																		
Levies	61.3*	59.6*	58.9*	55.8*	42.0	42.4	46.5	45.8	43.4	44.5	44.7	44.2	46.5	47.4	48.2	47.3	46.1	46.0
Annual Balances (except Water Dept.)	\$ 74,638	\$ 28,442	\$ 13,735	\$-29,244	\$-16,530	\$-56,362	\$ 59,616	\$-77,332	\$-63,212	\$ 18,685	\$ 10,655	\$ 47,651	\$-10,803	\$ 5,575	\$-35,054	\$ 22,465	\$ 14,395	\$ 18,779
Cumulative Balance	240,871	269,413	283,148	253,904	237,374	181,012	240,628	163,296	100,084	118,767	129,422	177,073	166,270	171,845	136,791	159,256	173,651	192,430
Cumulative Balance Water Department	56,885	86,814	87,681	112,262	149,777	175,407	179,206	144,614	137,187	140,054	192,693	153,071	146,436	119,426	95,466	90,496	115,746	142,036
<b>GRAND TOTAL</b>	<b>\$397,856</b>	<b>\$356,227</b>	<b>\$370,829</b>	<b>\$366,166</b>	<b>\$387,151</b>	<b>\$356,419</b>	<b>\$419,834</b>	<b>\$307,910</b>	<b>\$237,271</b>	<b>\$258,821</b>	<b>\$322,115</b>	<b>\$330,144</b>	<b>\$312,706</b>	<b>\$291,271</b>	<b>\$232,257</b>	<b>\$249,752</b>	<b>\$289,397</b>	<b>\$334,466</b>

\* Levies adjusted to 50 percent of Assessed Valuation to make them comparable with other years shown.

1/ This amount is not deducted from City Funds but from Waterworks Department Funds.

CHAPTER 7  
PLAN  
FOR  
CITY DEVELOPMENT

## PLAN FOR CITY DEVELOPMENT

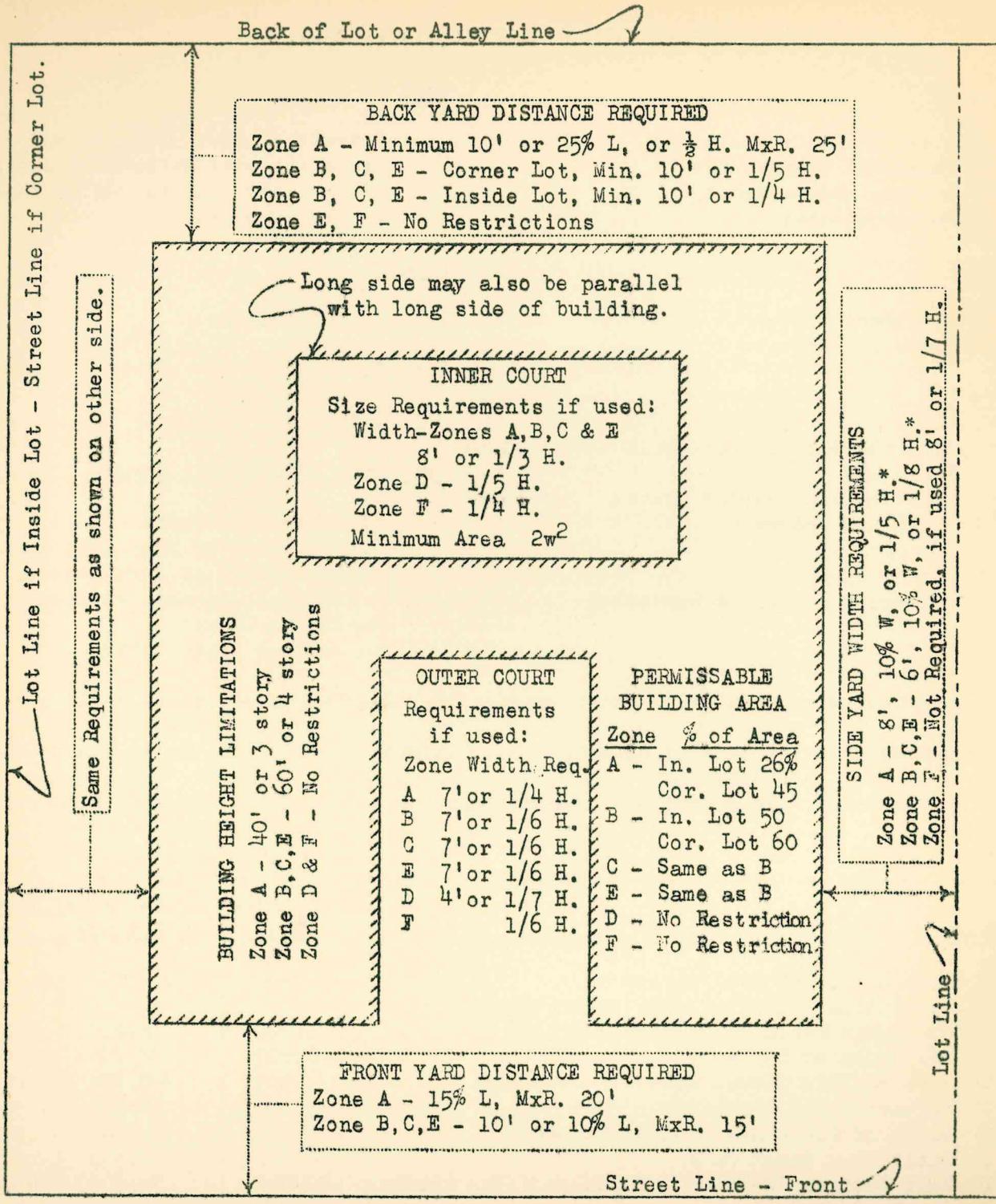
A plan for city development is no set of detailed regulations or blue prints from which variations are forbidden; rather, it is a general guide for the future growth of the city. Its object is harmonious development, its accomplishments are the efficient expenditure of public money, the protection of property values, and the reduction of traffic hazards.

A complete city plan is beyond the scope of this report. During the preparation of the public works program it has been necessary to make certain detailed city planning studies. Some of the data gathered, and conclusions reached, are given here. It is hoped that these will prove to be only the first steps towards other studies, and eventually a master plan.

### ZONING

Of major importance in planned orderly development is zoning. The first city zoning ordinance was adopted in 1926. This was revised in 1935 when the City Planning Commission was created. The purpose of zoning is to protect property against invasion of improper uses, and prevent overcrowding and structures of excessive height which would deprive adjoining land of its portion of light and air. For the future it directs building development along orderly lines and makes secure the residential, commercial, and industrial interests by setting aside special and suitable districts for each of these uses.

The present ordinance provides 6 districts. A, B, and C Residential, D and E Commercial, and F Industrial. The building restrictions for each of these zones are shown on Figure 18. The outlines of the various districts are shown on Figure 19, Page 125. On the following page is a summarized list of permissible uses. In the tabulation, uses permitted in one zone are also permitted in all zones following the one in which they are listed.



BUILDING RESTRICTIONS BY ZONES

Abbreviations Used

- |                     |                                |                             |
|---------------------|--------------------------------|-----------------------------|
| W - Width           | In. Lot - Inside Lot           | MxR. - Maximum Requirements |
| L - Length          | Cor. Lot - Corner Lot          | Min. - Minimum              |
| H - Height of Bldg. | $2w^2$ - Width squared times 2 |                             |

\* Of the 3 stipulations, the one that requires the least distance applies.

Permissable Uses - Building Zones

Zone A.

1 and 2 Family Dwellings  
Parks and Playgrounds  
Schools and Churches  
Conservatories

Zone D.

Commercial uses which do not create a nuisance because of unsightliness, fire and explosive hazards, smoke, or odor.

Zone B.

Apartment Houses  
Community Garages

Zone E.

Grocery Stores

Zone C.

Philanthropic & Charitable Institutions  
Hospitals  
Boarding and Lodging Houses  
Clubs and Lodges  
Convents  
Dormitories  
Nurseries and Truck Gardening

Zone F.

Industrial Uses

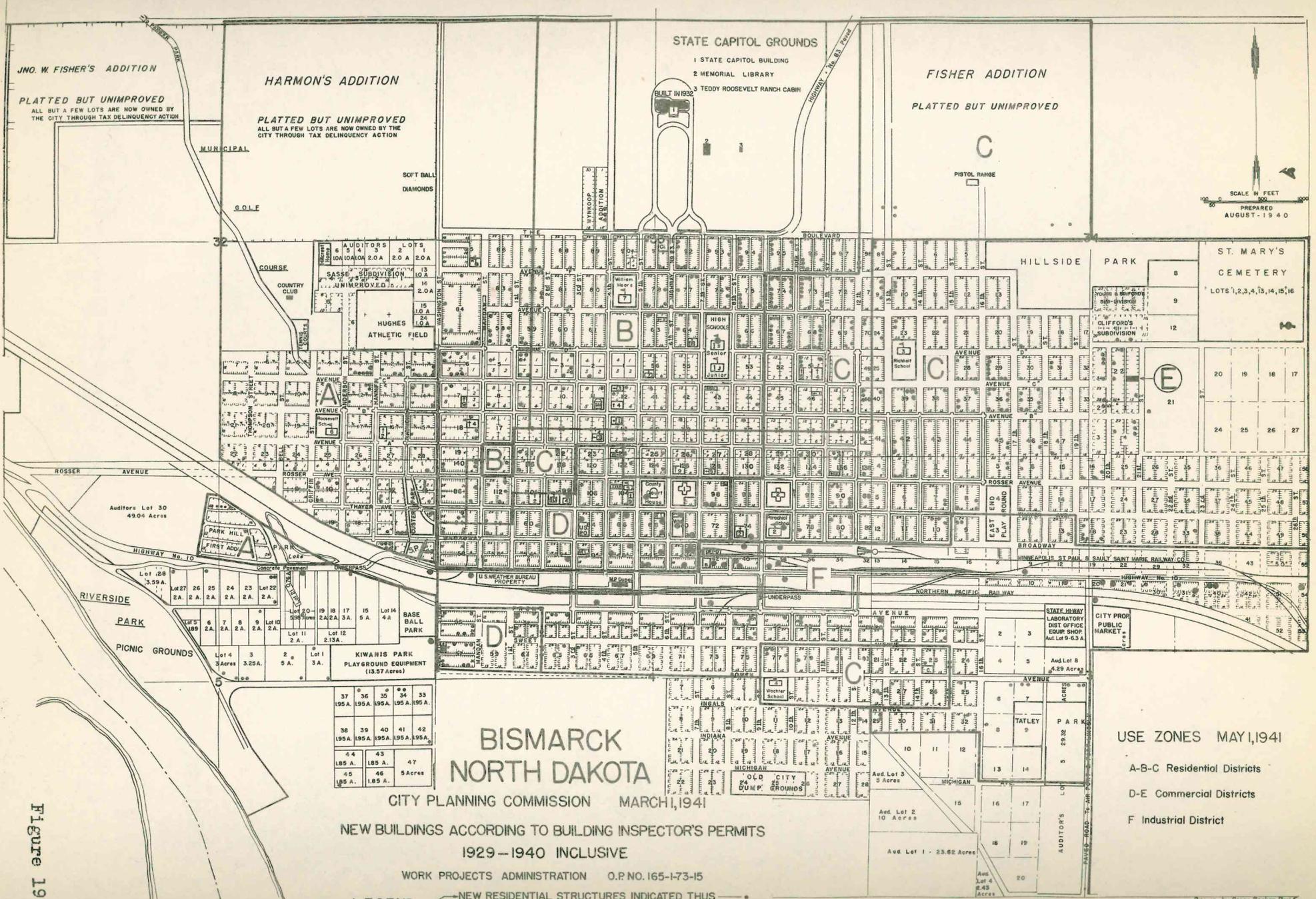
Uses Prohibited in all Zones

Slaughtering Plants  
Distillation of bones and wood  
Manufacturing of fertilizers, explosives, cement, or lime  
Rendering plants  
Commercial gravel pits

The following tabulation shows average real estate values in the various zones. From the description it will be noted that outlying portions of the A, B and C Zones are not included. An effort was made to make the values comparable for each zoned area.

Zone	Area	Assessed Value Per Acre		
		Land	Buildings	Total
A	Park Hill, 1st Subdivision	\$ 100	\$ 570	\$ 670
A	North Side - East of Bell Street and South of Hughes Field and Boulevard	1,800	6,200	8,000
B	All South of Boulevard	1,600	8,250	9,850
C	10th to 12th Street South of Boulevard	900	5,700	6,600
C	Between B and D Avenues	2,500	10,700	13,200
C	South of Boulevard to 18th Street	500	2,500	3,000
C	Outlined - South Side	600	2,300	2,900
D	Main Business Section - North of N. P. Tracks	17,500	30,900	48,400
D	South of N. P. Tracks	270	830	1,100
F	N. P. Railway Right-Of-Way and North	750	2,250	3,000
F	South of N. P. Right-Of-Way	750	1,100	1,850
	Not Zoned - Lower Park Hill Addition	40	300	340

Although the present zoning ordinance was revised in 1935, further revision seems desirable at this time. Proposed changes and additions will be briefly discussed.



SCALE IN FEET  
PREPARED  
AUGUST - 1940

# BISMARCK NORTH DAKOTA

CITY PLANNING COMMISSION MARCH 1, 1941

NEW BUILDINGS ACCORDING TO BUILDING INSPECTOR'S PERMITS  
1929 - 1940 INCLUSIVE

WORK PROJECTS ADMINISTRATION O.P. NO. 165-173-15

LEGEND — NEW RESIDENTIAL STRUCTURES INDICATED THIS — ●  
— BUSINESS & PUBLIC STRUCTURES INDICATED THIS — ●

USE ZONES MAY 1, 1941  
A-B-C Residential Districts  
D-E Commercial Districts  
F Industrial District

Drawn by Oscar Becker-Proj 54

Figure 19

Single Family Dwelling

From the list of permissible uses it will be seen that there is no exclusively single family residential zone. As Bismarck has developed, it may be that such a zone would have little application. There is probably no block in the city without a multiple family unit. Most of these are houses with basement apartments. This is a result of rapid growth and shortage of living quarters.

It is recommended that a "Single-Family" zone be added to the present ordinance so that it might be available to encourage the development of such houses.

Zone E

The "E" commercial zone covers one lot with a grocery store. The creation of this zone represents "spot" zoning, a practice universally discouraged by courts as well as by city planners. As it is now established, the Bismarck City Ordinance would appear to segregate grocery stores into a zone by themselves because they are a more harmful use than other businesses.

It is recommended that Zone E be removed from the ordinance and that the grocery store be permitted to continue as a non-conforming use in Zone C.

Lot Sizes

As the Bismarck zoning ordinance is now written, there is no control over lot areas. To reduce it to absurdity, it would be legally possible to build a house in residential Zone A on a lot only 16 feet wide and 40 feet deep.

For a city no larger than Bismarck, located as it is with unlimited area for expansion, there is no reason for crowding on narrow or shallow lots. Numerous reasons may be cited by realtors for using small lots, but the fact remains that the universal experience with such lots has been sad. There is an inevitable deterioration of the houses and the neighborhood to slum conditions.

As a basis for discussion the following minimum lot sizes are suggested. These figures have been taken from the regulations and experience of cities throughout the United States.

Zone	Minimum Area (sq. ft.)	Minimum Average Width (ft.)	Minimum Average Depth (ft.)	Minimum Lot Area Per Family (sq. ft.)
Single Family Residential	7,200	60	75	7,200
A	5,600	50	75	3,000
B	5,600	50	75	1,000
C	4,200	40	75	750
D	1,250	25	50	750
F	1,250	25	50	*

\*Residences should not be permitted in industrial zones.

Height Limitations

There are no height limitations in the commercial and industrial zones. Although there is no reason to believe that there will be a building boom in skyscrapers, as a matter of safety, there should be a limit to building heights, the upper limit of proposed fire-fighting equipment is 85' or about nine stories.

It is recommended that the zoning ordinance be amended to limit future construction to 85' in height except for special features such as smoke stacks, bellfries, etc. as detailed in "Height Regulations", Article 2 of the present City Zoning Ordinance.

Residential Zones

The character of development which has taken place in the residential section of the city has made the present boundaries of zones obsolete. Some areas designated as Zone "C" are more properly of Zone "B" type. The situation in regard to A & B is similar. Therefore, it is recommended that a land use study be made and the boundaries of the zoning districts relocated.

Lower Park Hill Addition

This area is not zoned and it seems desirable to zone it as soon as possible to prevent establishment of undesirable uses.

HOUSING

A survey of housing units during November 1940 showed the results tabulated below. In making this survey homes were classified as to single or multiple family dwellings from outward appearances. While some errors may be involved they are believed to be of minor consequence.

Type of Residence	North N.P. Tracks	South N.P. Tracks	Total For City
Single Dwellings	1,421	402	1,823
Multiple Dwellings	572	52	624
Apartment Houses	19	- -	19
Apartments over Business Places	16	- -	16
Business with Residence in same Building	11	3	14
Total	2,039	457	2,496

The tabulation indicates that approximately 45 percent of the families live in apartments or multiple family dwellings. Reference to Figure 4, Page 15, or Figure 25, Page 142, indicates that multiple family dwellings are scattered throughout the City. The majority of these are houses with basement apartments.

The U. S. Census taken in the spring of 1940 showed 3,907 occupied dwelling units in the City. This was approximately 4.0 persons per unit. The Census also showed 197 vacant units.

In the area shown on Figure 15, Page 84, data were secured as to the number of persons living in dwelling units with varying numbers of rooms. These data are shown in the following tabulation.

Number of Rooms	Number Occupying Dwelling Unit									Total
	2	3	4	5	6	7	8	9	10 or over	
1	-	13	7	2	1	-	-	1	-	24
2	4	30	21	16	10	1	3	-	2	87
3	6	54	42	27	20	14	8	6	2	179
4	-	44	47	35	25	10	11	7	10	189
5	-	16	23	16	6	7	4	-	3	75
6 and over	1	7	3	2	8	1	4	3	1	30
Total	11	164	143	98	70	33	30	17	18	584

Recognized desirable standards provide for not more than one person per room. Units meeting this standard are to the left while those considered crowded are to

the right of the dotted line in the above tabulation. Computations disclose that 60 percent are considered crowded. In addition to this in approximately 45 units or 8 percent of the total, living conditions were very poor. While this situation is not common to the city as a whole, it is prevalent in the outlying districts.

A study of the home locations of the persons exempt from personal property tax<sup>1/</sup> showed that 24 of the 334 exemptions in Bismarck were in the A and B Zones. Most of the others lived in the outlying districts. On the basis of 4 persons per head of family 1,336 people or 8.6 percent of the city's population is exempt from personal property tax.

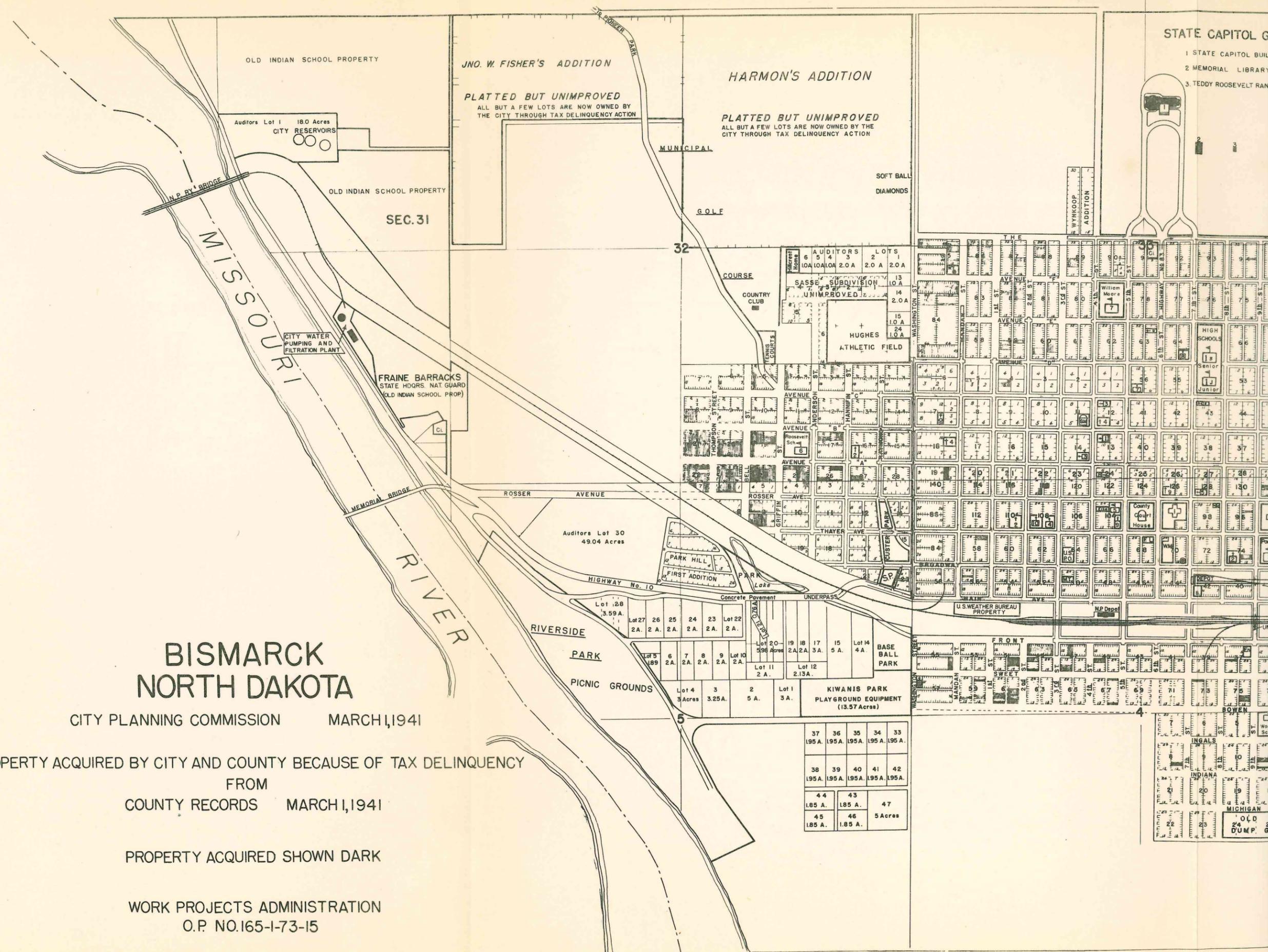
Figure 20, Page 130, shows the property taken over by the City and County because of tax delinquency as of March 1, 1941.

A study of the locations of tax-exempt persons and of Figure 20, indicates that the outlying districts of the city are the problem areas. They entail high cost in providing public services and produce little in revenue. It is difficult to remedy this situation. On the basis of preceding data, it is apparent that at least 10 percent of the city's population is living under conditions considerably below desirable standards.

The 1937 State Legislature passed a Housing Authority Enabling Act.<sup>2/</sup> This law empowers the mayor to appoint a housing authority of 5 members, who shall study the housing needs of the city. If the authority determines the necessity, it shall proceed with slum clearance and re-housing and it may cooperate with any federal or state agencies to effectuate its plans.

It is recommended that the Mayor of Bismarck appoint a housing authority to study the housing conditions of the city. It is suggested that the study include several or all of the following items:

- 
- 1/ Session Laws of North Dakota - 1933, Chapter 256, Page 393. Heads of families with assessed personal property valued at less than \$100 and an annual income of less than \$600 are exempt from personal property tax.
  - 2/ Session Laws of North Dakota - 1937, Chapter 102, Page 157.



# BISMARCK NORTH DAKOTA

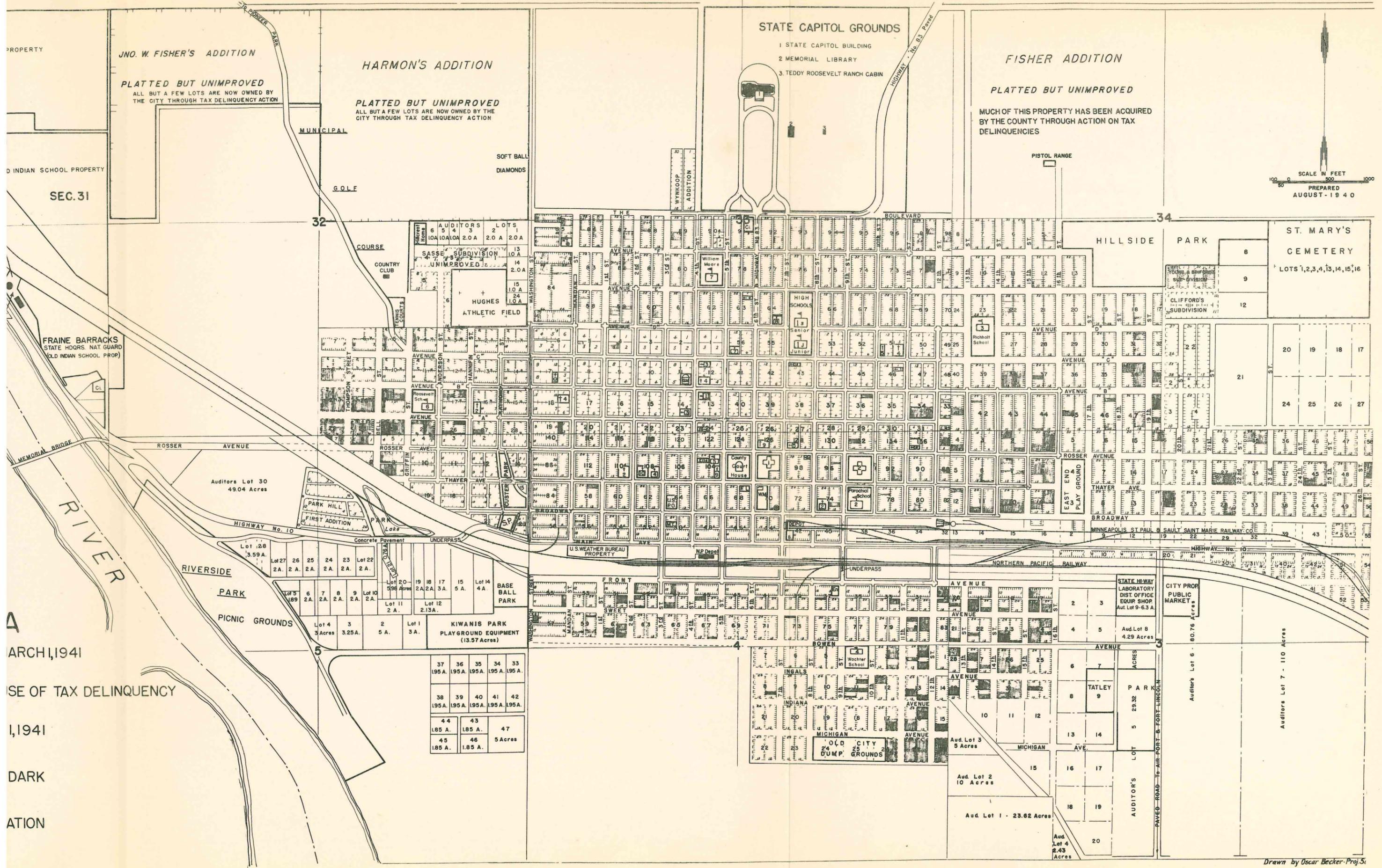
CITY PLANNING COMMISSION      MARCH 1, 1941

PROPERTY ACQUIRED BY CITY AND COUNTY BECAUSE OF TAX DELINQUENCY  
FROM  
COUNTY RECORDS      MARCH 1, 1941

PROPERTY ACQUIRED SHOWN DARK

WORK PROJECTS ADMINISTRATION  
O.P. NO. 165-1-73-15

37 195 A.	36 195 A.	35 195 A.	34 195 A.	33 195 A.
38 195 A.	39 195 A.	40 195 A.	41 195 A.	42 195 A.
44 185 A.	43 185 A.	47 5 Acres		
45 185 A.	46 185 A.			



SCALE IN FEET  
 100 0 500 1000  
 PREPARED  
 AUGUST - 19 4 0

ARCHI, 1941  
 USE OF TAX DELINQUENCY  
 I, 1941  
 DARK  
 ATION

Drawn by Oscar Becker - Proj. 51

Figure 20

Real Property Inventory  
 Location of social costs including crime, juvenile delinquency etc.  
 Location of deaths from selected diseases including tuberculosis,  
 infant diarrhea, etc.

Studies in other cities have shown that sub-standard housing contributes directly to the foregoing social costs and that an improvement in living conditions will materially reduce such costs.

SUBDIVISION CONTROL

Nearly all the new homes and business structures erected since 1929 are scattered throughout the older subdivisions of the City. No major new subdivisions were developed.

Buildings erected, after the zoning ordinance was adopted, are shown in Table 25. It is interesting to note that more new residences costing over \$4,000 were constructed in the C, than in the A or B Zones.

Expansion by new subdivisions should be undertaken cautiously. Cheap lots and low taxes in outlying areas are inducements to people to settle therein. Soon thereafter they desire and often demand all the conveniences enjoyed by those in the higher priced real estate areas. Figure 7, Page 38, and Figure 20, Page 130 show the result.

Zone or Area	No. New Dwellings Valued At:			Business		Total
	\$1,000 or less	\$1,001 to 3,999	\$4,000 or over	Apt.	Bldgs.	
A South of N. P. Tracks (Park Hill)	-	-	-	-	-	-
A North of N. P. Tracks	4	9	28	-	2	43
B Between Mandan and First Street	-	-	-	-	-	-
B All but preceding block	-	3	28	1	1	33
C Outlined 9th to 13th Street	1	15	26	-	-	42
C Between Zones B and D	-	-	4	2	1	7
C All East End North of Ry. Tracks	22	29	8	1	-	60
C Outlined South of Ry. Tracks	4	-	1	-	-	5
D North of Tracks	-	1	1	-	14	16
D South of Tracks	5	1	-	-	8	14
F All	8	5	2	-	24	39
In area not zoned	27	6	1	-	3	37
Total	71	69	99	4	53	296

It is estimated that an average of approximately 60 new homes will be built annually during the next few years. There are at present about 365 vacant fifty foot lots fronting on paved streets with water and sewer, four hundred and thirty such lots fronting on unpaved streets but with water and sewer, and 220 lots with water only. Proposed projects for paving, water, and sewers will provide for the anticipated increase in population. No urgent need for new subdivisions in the near future is apparent. If, however, new subdivisions are approved, they should meet modern standards of design and the city should be protected against financial loss from special assessment work.

The City Planning Enabling Act states: (Session Laws of North Dakota, 1929, Chapter 177, Paragraph 13) The territorial jurisdiction of any municipal planning commission over the subdivision or platting of land shall include all land . . . . lying within six miles of the corporate limits . . . . (Paragraph 14) Whenever a planning commission shall have adopted a major street plan of the territory within its subdivision jurisdiction . . . . then no plat of a subdivision of land within such territory . . . . shall be filed or recorded until it shall have been approved by such planning commission and such approval entered in writing on the plat by the chairman or secretary of the commission.

To protect the city against unsatisfactory additions, "Procedure and Minimum Design Standards" for new subdivisions given in the Appendix, are recommended to the City Commissioners for adoption.

It is also recommended that the design of unimproved subdivisions be reviewed to determine their compliance with the above standards.

#### STREETS AND TRAFFIC

City streets now serve an entirely different purpose than they did when the 300' square block became the standard of design. It was planned to meet the requirements of horse drawn vehicular traffic and pedestrians. Now traffic moves by motor vehicles

and pedestrian travel is greatly curtailed. Modern trends are toward fewer and better streets with provision for rapid and convenient circulation.

### Parking

In 1930 there was one motor vehicle for each 3.7 persons in North Dakota. By 1940 the number of vehicles had increased and the ratio had dropped to one motor vehicle for each 3.5 persons. There are approximately 4,200 vehicles in the city of Bismarck, over 6,000 in Burleigh County, and 18,000 in the adjacent trade area. To find parking space for these cars when they enter the business section is becoming a problem of increasing seriousness. The results of a survey of available parking space in the business section of the city is shown on Figure 21, Page 134. The area shown has parking space for 1,300 automobiles at curbs, 90 in public parking lots and 50 in business parking lots, a total of 1,400 car spaces. The demand for parking space is increasing, while the available space is being reduced by "No Parking" restrictions for various businesses.

Now is the time to consider how parking space is to be provided in the future. In many cities where the problem has become acute, ordinances are in effect to require off street parking space. The provisions of one such ordinance are given below.

#### Off Street Parking Space shall be provided as follows:

1. Residences and Multiple Dwellings: Space for at least one automobile for each residence or dwelling unit.
2. Groceries, Department Stores, etc.: Parking space at least equivalent to floor space devoted to selling.
3. Restaurants, Taverns, Night Clubs: At least 200 sq. ft. for each 4 seats.
4. Theaters: At least 200 sq. ft. for each 6 seats.
5. Commercial establishments employing 5 or more: At least 200 sq. ft. for each two employees (in addition to any of above requirements.)
6. Industrial Establishments employing 5 or more: At least 200 sq. ft. for each 4 employees.



7. All Commercial and Industrial Establishments: Adequate off street loading and unloading facilities.
8. Hotels: At least 200 sq. ft. for each 2 bedrooms.
9. Tourist Camps: At least 200 sq. ft. for each room, cottage or cabin.

Some such ordinance as shown above should be adopted to regulate future construction in Bismarck.

#### Traffic Volume

Investigations by the State Highway Planning Survey show that daily traffic on rural highways is average for the year about May 1st and November 1st, decreasing to 32 percent of average in winter and increasing to 148 percent during summer. This is shown graphically in Figure 22/ <sup>Page 138.</sup> While no data are available on a yearly traffic pattern in Bismarck it probably follows a similar trend but with less variation between the extremes.

Table 27, Page 137 shows the average hourly, daily and yearly traffic and also the maximum hourly and daily at two intersections and 3 railway crossings. The traffic counts from which these data were compiled were made in the latter part of March and early April. While theoretically they would be below the daily average for the year, the figures were considered as such average for purposes of this study. Also shown in this table are the accidents as reported to the police that occurred on the streets where the counts were taken.

The daily traffic pattern is shown in Figure 22, Page 138. This graph was prepared by averaging the counts at various locations. This indicates that on an average the maximum traffic occurs between 5 and 6 o'clock in the afternoon.

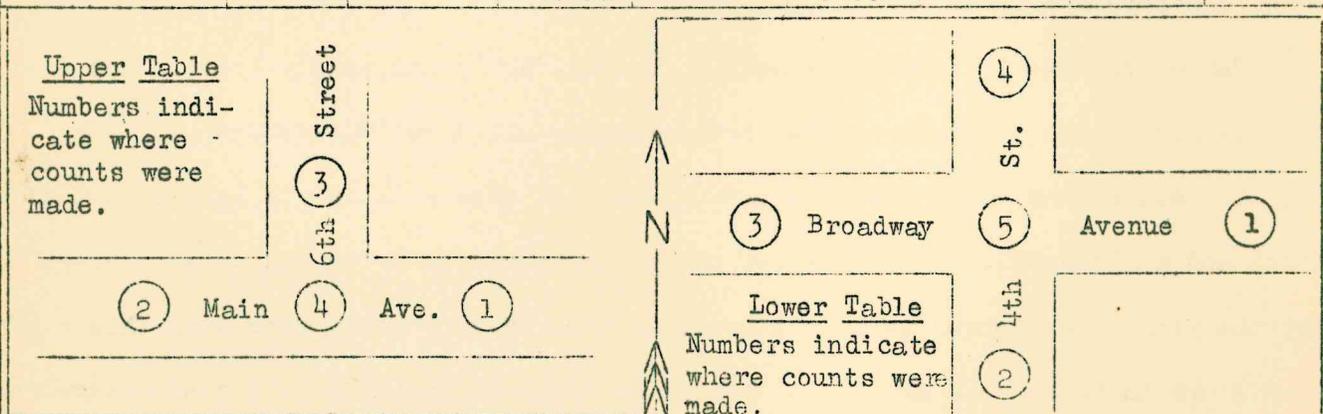
In the following tabulation a comparison is made of the traffic through two intersections where counts were made in 1938 and 1941. The traffic counts were made about the same time of the year and weather and local conditions were comparable. The data definitely indicate that traffic density is increasing.

Location and Date of Count	Number of Vehicles		
	1938	1941	Increase
Intersection - 6th Street and Main Avenue Friday (4/8/38 - 3/28/41)	6,842	9,032	32%
Intersection - 4th Street and Broadway Saturday (4/9/38 - 4/5/41)	7,842	8,846	13%

Table 26 shows the average number of vehicles, by types, through two intersections as shown:

Table 26 AVERAGE NUMBER OF VEHICLES DAILY BY TYPES THROUGH TWO INTERSECTIONS

Type of Vehicle	Main Avenue And 6th Street By Blocks (See Sketch Below)							
	1		2		3		4	
	No.	%	No.	%	No.	%	No.	%
Local Cars	4,746	76.50	6,047	81.35	3,330	84.71	7,062	80.77
Foreign Cars	211	3.45	229	3.09	65	1.65	253	2.88
Light Trucks	1,049	17.11	1,034	13.91	501	12.75	1,292	14.77
Medium Trucks	77	1.26	83	1.11	28	.71	94	1.08
Busses	41	.68	40	.54	7	.18	44	.50
Total	6,124	100%	7,433	100%	3,931	100%	8,745	100%



Type of Vehicle	Broadway Avenue And 4th Street By Blocks (See Sketch Above)									
	1		2		3		4		5	
	No.	%	No.	%	No.	%	No.	%	No.	%
Local Cars	4,281	87.24	3,335	87.21	4,027	86.94	3,110	86.75	7,377	87.06
Foreign Cars	226	2.26	68	1.78	95	2.05	68	1.90	171	2.01
Light Trucks	483	9.85	367	9.60	496	10.71	341	9.51	843	9.96
Medium Trucks	28	.57	11	.28	12	.26	23	.64	37	.44
Busses	4	.08	43	1.13	2	.04	43	1.20	46	.53
Total	4,907	100%	3,824	100%	4,632	100%	3,585	100%	8,474	100%

Traffic Accidents

Traffic accidents are of major concern to all citizens and the efforts of the police department are continually directed to reducing their numbers. While the enforcement of city ordinance is an important factor, the proper planning of streets

(Continued on Page 139)

Table 27

AVERAGE AND MAXIMUM TRAFFIC  
 INTERSECTIONS OF 6th & MAIN and 4th & BROADWAY  
 Also  
 REPORTED ACCIDENTS WHERE TRAFFIC COUNTS WERE TAKEN

Location	Average			Maximum Per:				Reported Accidents	
	Hourly	Daily	Yearly	Hour		Day		Total 1938-40 Inc.	Per Million Vehicles
				No.	Day & Time	No.	Day of Week		
Survey at Intersection of 6th and Main - March 27 to 30th Inclusive									
6th - Main to Bdwy	164	3,931	1,435,000	400	Sun. 3-4	5,275	Sat.	None	-
Main - 5th to 6th	310	7,433	2,713,000	952	Sun. 4-5	10,127	Sat.	3	.36
Main - 6th to 7th	255	6,126	2,236,000	767	Sun. 4-5	7,852	Sat.	1	.14
Intersection	365	8,745	3,192,000	1,038	Sun. 4-5	11,628	Sat.	8	.83
Survey at Intersection of 4th and Broadway - April 3 to 6th Inclusive									
4th - Bdwy to Main	160	3,824	1,396,000	478	Sat. 5-6	5,579	Sat.	3	-
4th - Bdwy to Rosser	150	3,585	1,309,000	468	Sat. 2-3	5,002	Sat.	4	1.00
Bdwy-- 4th to 5th	205	4,909	1,792,000	641	Sat. 2-3	6,804	Sat.	11	1.40
Bdwy - 3rd to 4th	193	4,632	1,691,000	486	Sat. 5-6	5,785	Sat.	5	.99
Intersection	354	8,485	3,097,000	1,018	Sat. 2-3	11,585	Sat.	8	.86
Railroad Crossings									
3rd St. Crossing	35	831	304,000	166	Sat. 2-3	982	Sat.	None	None
5th St. Crossing	40	951	347,000	200	Sat. 3-4	1,375	Sat.	None	None
9th St. Crossing	50	1,207	441,000	-	-	1,432	Sat.	5 <sup>1/</sup>	3.78

1/ 3 before underpass was built, 2 after underpass was built.

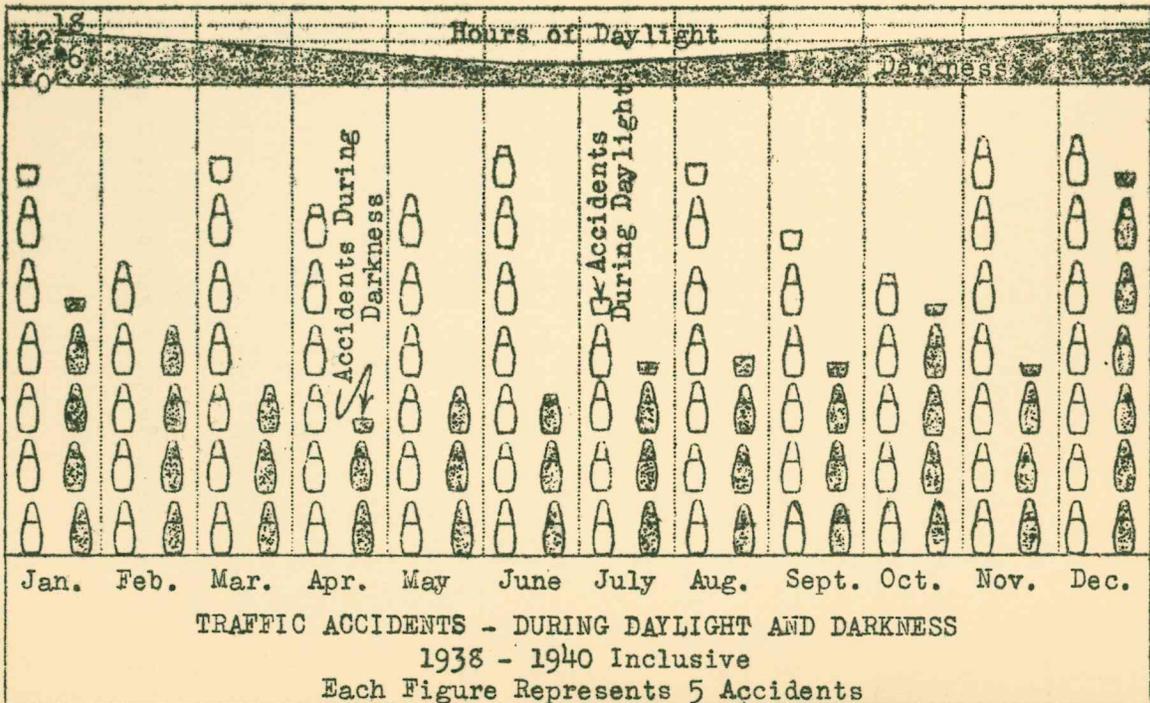
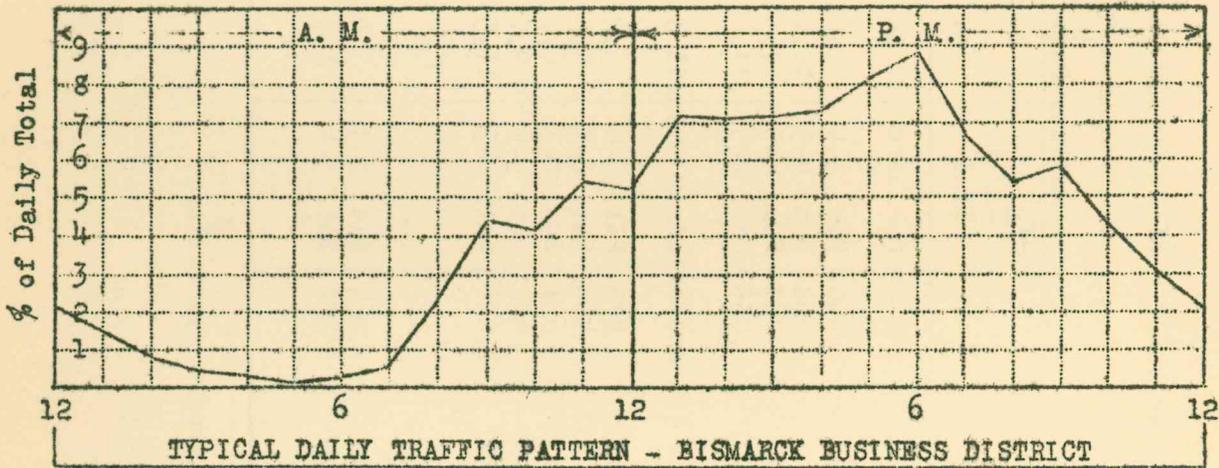
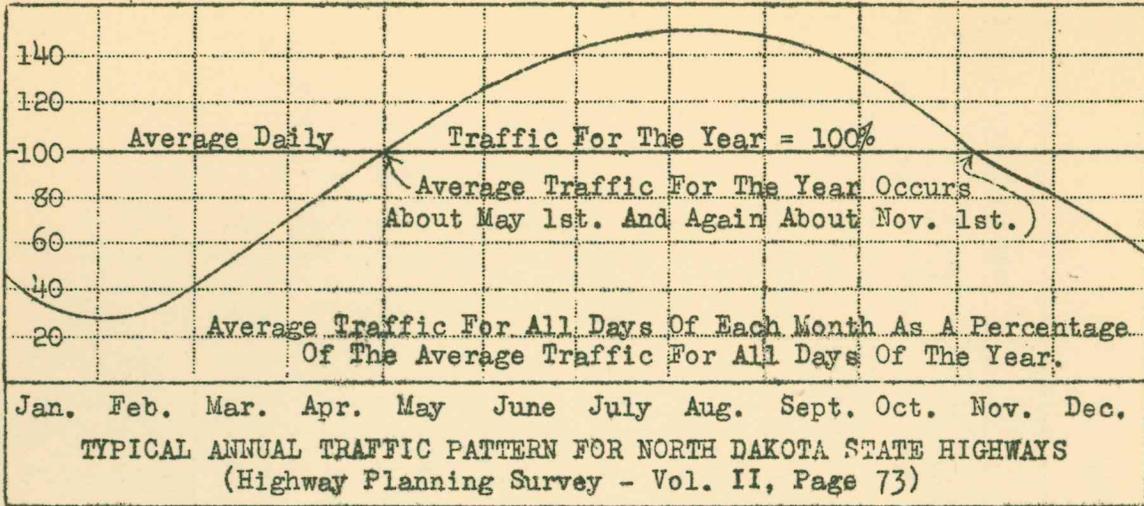


Figure 22

can do much to reduce the causes of accidents.

Figure 23, Page 141, shows the locations of accidents as reported to the Police Department during a 2 year period. In most cases the dots around the corners indicate accidents at intersections; these constitute 70 percent of the total.

The accident situation is further analyzed by statistics in Table 28, Page 140. It will be noted that on streets where traffic is heavy there are more accidents between intersections.

Reference to Figure 22, Page 138, indicates that winter street conditions and long nights affect the accident rate. The month of December, when traffic approaches its minimum for the year, has the highest accident ratio.

The data on accidents in the last two columns of Table 27 show the number of car accidents per million vehicles. The ratio of accidents through the two intersections shown is 1 to 1,100,000. A study of traffic in Detroit showed the ratio at 7 intersections to be 1 to 19,719 vehicles. Traffic there was about 5 times greater. While this is a good record, further reduction in accidents is always desirable.

More space at intersections aids in a reduction of accidents and at the same time makes driving easier. In the proposed, "Standards of Design for Subdivisions", (Appendix, Page 2) a 25' radius for curbs at intersections is recommended.

#### Thoroughfare Plan

A plan of thoroughfares, shown in Figure 25, Page 142, is proposed to facilitate the flow of traffic. The thoroughfares, as shown in red on this map, are to be paved for a minimum width of 36' and the residential streets to a minimum of 30'. It will be noted that all points of traffic concentration will be connected by this system.

The objective of a plan of this kind is to produce a system of main streets to carry the bulk of the traffic and in any part of the city it will be possible to get onto a thoroughfare by driving less than 3 blocks on residential streets. Once on a thoroughfare the motorist has right-of-way over those crossing or entering and he can drive to his destination with ease and convenience.

Table 28

ANALYSIS OF TRAFFIC ACCIDENTS  
1938 - 1939 - 1940 Calendar Year

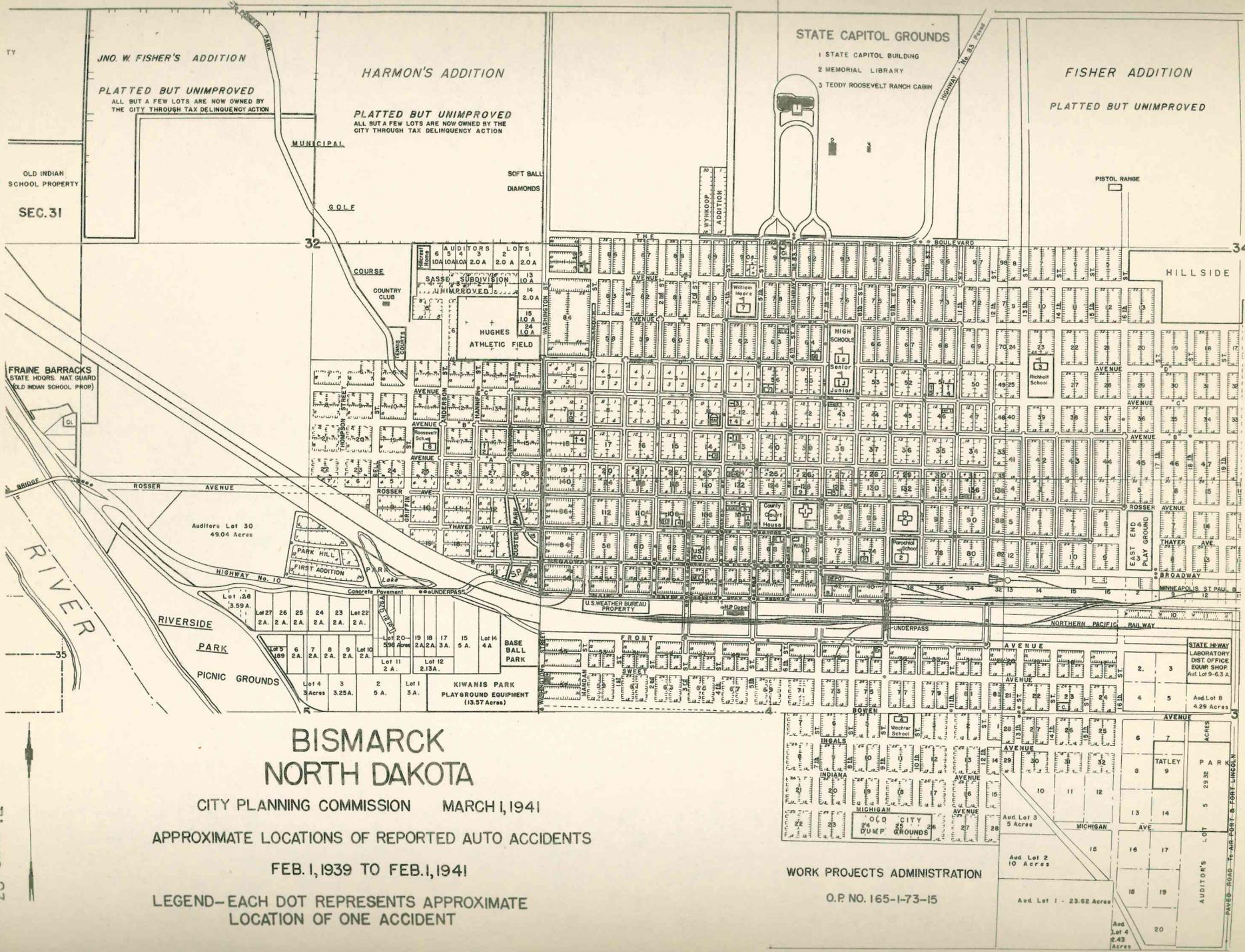
Abbreviations used in Table

I - Accidents at Intersections. O - Other Accidents

Year	Kind of Accident	Avenues								All Other Streets		Total Accidents	
		Main <sup>1/</sup>		Bdwy.		Thayer		Rosser		I.	O.	I.	O.
		I.	O.	I.	O.	I.	O.	I.	O.				
1938	Property Damage	31	4	31	9	19	5	11	-	60	29	152	47
	Personal Injury	-	-	4	-	-	-	1	1	8	7	13	8
	Fatal	-	-	-	-	-	-	-	-	-	2	-	22 <sup>2/</sup>
1939	Property Damage	15	11	15	14	11	6	8	-	38	11	87	42
	Personal Injury	1	-	-	1	-	1	1	-	12	6	14	8
	Fatal	-	-	-	-	-	-	-	-	-	1	-	13 <sup>3/</sup>
1940	Property Damage	18	14	22	20	17	5	5	2	63	21	125	62
	Personal Injury	-	-	3	-	2	-	-	-	4	3	9	3 <sup>4/</sup>
	Fatal	-	-	-	-	-	-	-	-	-	1	-	14 <sup>4/</sup>
Three Year Total		65	29	75	44	49	17	26	3	185	81	400	174
Total		94		119		66		29		266		574	

The major purpose of the proposed thoroughfares will be briefly discussed. The Boulevard will be the base for development to the north and will facilitate travel between parks. Avenue "C" will tap the community developing at the east end and facilitate travel between schools, to St. Mary's Cemetery, the athletic field, Municipal Golf Course, and Pioneer Park. Rosser Avenue connects the extremities of the city with the business section as well as accomodating rural traffic from the east. Broadway Avenue is now one of the major business streets and to the east it is intended to become part of Highway No. 83. Main Avenue is also Highway No. 10 and its designation is self evident. Front Street and its supplemental connections and extensions will serve several purposes. One is to provide convenient travel facilities from the Park Hill Addition into the business section; another is to bypass the business section by vehicles desiring to avoid congestion or to go to or from the airport.

<sup>1/</sup> From 9th Street Crossing to West N. P. Underpass.  
<sup>2/</sup> At East End Memorial Bridge.  
<sup>3/</sup> Suicide.  
<sup>4/</sup> West of No. 10 Underpass.



# BISMARCK NORTH DAKOTA

CITY PLANNING COMMISSION MARCH 1, 1941

APPROXIMATE LOCATIONS OF REPORTED AUTO ACCIDENTS

FEB. 1, 1939 TO FEB. 1, 1941

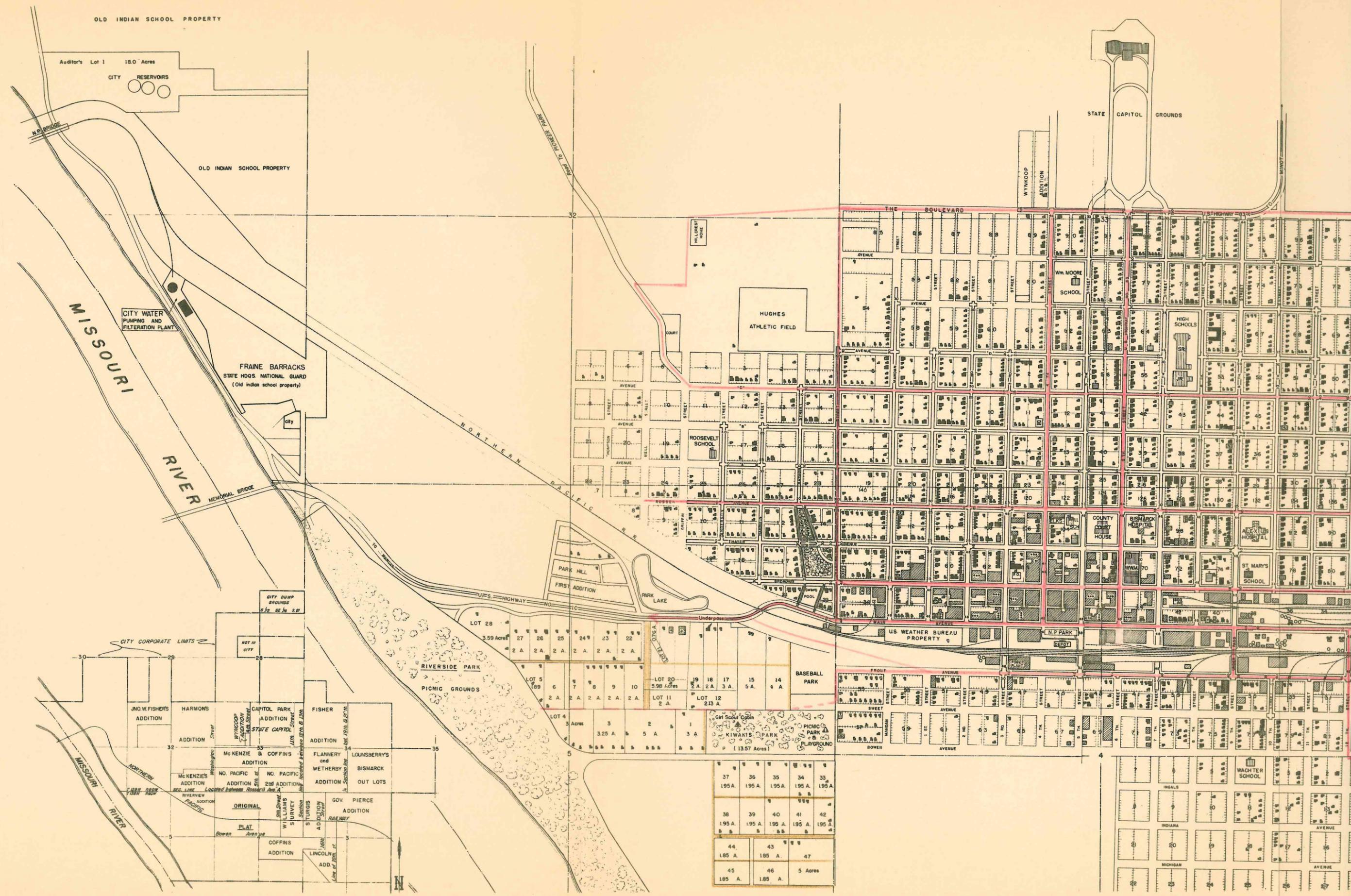
LEGEND—EACH DOT REPRESENTS APPROXIMATE  
LOCATION OF ONE ACCIDENT

WORK PROJECTS ADMINISTRATION

O.P. NO. 165-1-73-15

Figure 23

-147-



OLD INDIAN SCHOOL PROPERTY

Auditor's Lot 1 18.0 Acres

CITY RESERVOIRS

OLD INDIAN SCHOOL PROPERTY

MISSOURI RIVER

CITY WATER PUMPING AND FILTERATION PLANT

FRANE BARRACKS  
STATE HDQ'S NATIONAL GUARD  
(Old Indian school property)

STATE CAPITOL GROUND

HUGHES ATHLETIC FIELD

HILLCREST HOME

COURT

ROOSEVELT SCHOOL

PARK HILL

FIRST ADDITION

PARK LAKE

US WEATHER BUREAU PROPERTY

N.P. PARK

BASEBALL PARK

GI. Scott Copin

KIWANIS PARK

PLAYGROUND

(13.57 Acres)

37 195 A.

38 195 A.

39 195 A.

40 195 A.

41 195 A.

42 195 A.

43 185 A.

44 185 A.

45 185 A.

36 195 A.

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CITY CORPORATE LIMITS

CITY DUMP GROUNDS

5 1/2 x 32 1/2 x 3 1/2

NOT IN CITY

JNO W FISHERS ADDITION

HARMONS ADDITION

WYNKOOP ADDITION

CAPITOL PARK ADDITION

STATE CAPITOL

FISHER ADDITION

McKENZIE ADDITION

NO. PACIFIC ADDITION

NO. PACIFIC ADDITION

NO. PACIFIC ADDITION

FLANNERY and WETHERBY ADDITION

LOUNSBERRYS ADDITION

ORIGINAL

PLAT

STURGIS ADDITION

GOV. PIERCE ADDITION

RAILWAY

COFFINS ADDITION

LINCOLN ADD.

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# BISMARCK NORTH DAKOTA

CITY PLANNING COMMISSION MARCH 1<sup>st</sup> 1941

## PAVEMENT MAP

WORK PROJECTS ADMINISTRATION  
O.P.NO. 165-1-73-15

### LEGEND

- PROPOSED THROUGHFARE SYSTEM
- PAVEMENT WITH WIDTH INDICATED
- SINGLE FAMILY DWELLING
- MULTIPLE FAMILY DWELLING 2 or 3 FAMILIES
- APARTMENT HOUSE
- COMMERCIAL BUILDINGS
- COMMERCIAL BUILDINGS WITH RESIDENCE
- COMMERCIAL BUILDINGS WITH APARTMENTS
- SCHOOL
- CHURCH
- HOSPITAL

SCALE IN FEET  
500 300 100 0 1000

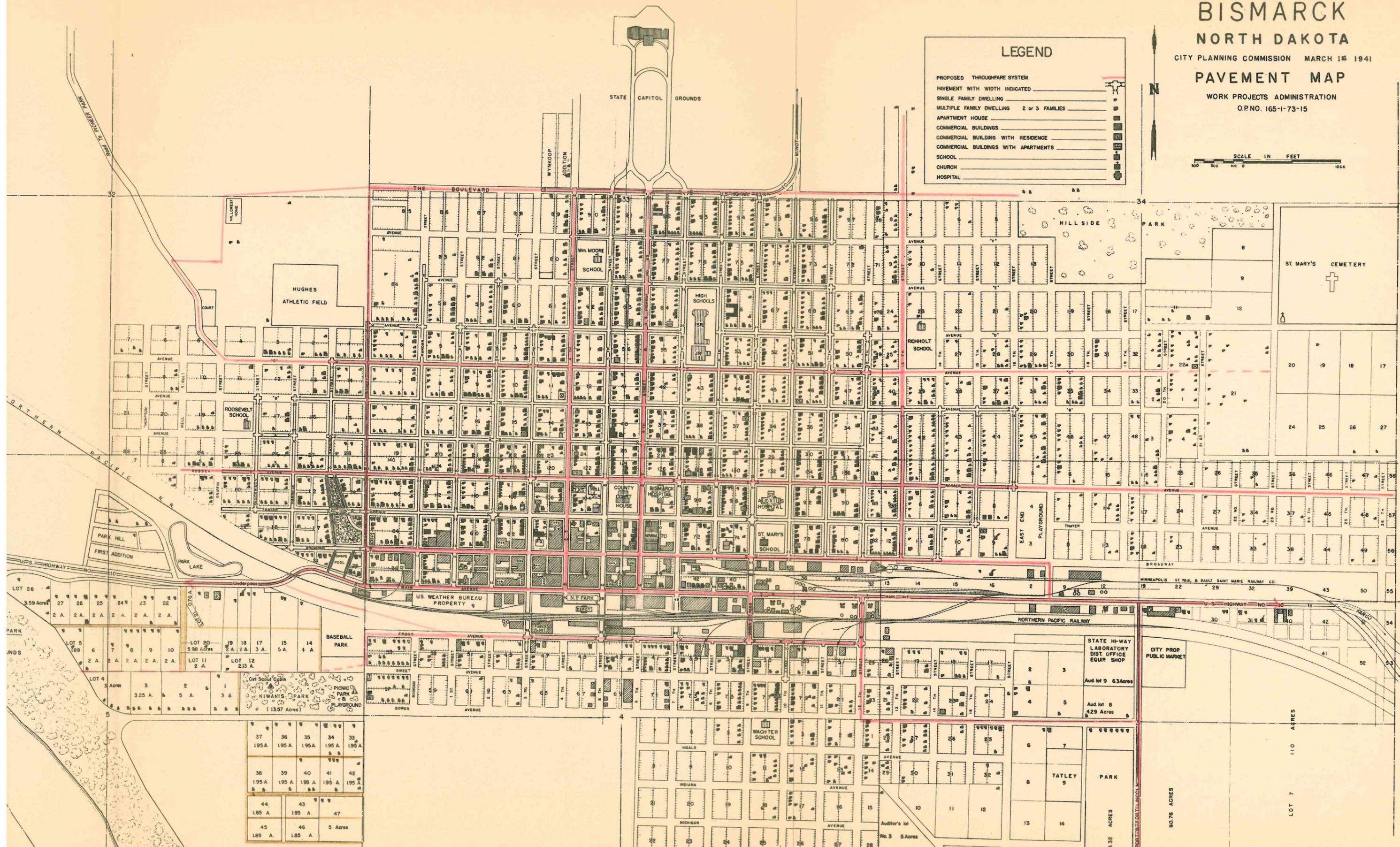


Figure 25

In the north and south direction, Washington Avenue facilitates travel between Hughes Field, Golf Course, Tennis Courts, etc. and Highway No. 10. Fourth Street should intercept traffic on east and west thoroughfares to take it into the business section. Sixth Street is the main artery for travel to and from the Capital and also intercepts the east and west thoroughfares. Thirteenth Street will provide a north and south thoroughfare to intercept east and west traffic and is also in line with U. S. Highway No. 83, a short distance north of the Boulevard. This will be discussed in connection with highways and street changes.

It is not intended that the city embark on a construction program to build this thoroughfare system immediately. It is intended that as paving progresses there will be uniformity in construction and that it will meet the minimum standards proposed. The widening of streets would provide beneficial work during another period of economic stress. Paving improvements scheduled in the construction program are in harmony with this plan.

It is also recommended to change from the policy formerly pursued in financing paving. The practice has been for the city to pay 10 percent of paving costs. In order to provide a more equitable distribution it is recommended that the city pay 20 percent for paving work on thoroughfares, which is the maximum permitted by law at this time, and continue its policy of paying 10 percent for residential streets (Refer to Page 55, Project No. 10). To provide an equitable distribution of cost would call for even more than the 20 percent by the city for construction of thoroughfares and efforts should be directed to change the laws to make this possible.

#### Street and Highway Changes

Highway No. 10 - According to the best information available there is no plan now contemplated for changing the location of this highway. The connection south of the tracks, however, is desirable, to relieve congestion on Main Avenue.

Highway No. 83 - This highway approaches the city in line with 13th Street. Traffic is then routed west to 6th Street and south onto Highway No. 10 on which it

turns east. All cars passing through Bismarck on this highway add approximately one vehicular mile of wear on city pavement and add to traffic hazards and congestion. By bringing the highway in on 13th Street, east on Broadway and south on 17th Street to U. S. Highway No. 10, this traffic will move on streets carrying a minor local load and will also avoid passing hospitals. The fact that the proposed route crosses the Soo Line Tracks at grade is not particularly objectionable. The few trains daily pass through this crossing at slow speeds.

Park Hill Addition - This entire area is progressing beyond the usage for which it was designed. Streets were designed to serve a few families on large garden tracts. However, the original acre tracts have been divided and subdivided for additional homes to the point where the original streets have become inadequate. Such streets as there are, are too narrow to provide an adequate roadway, sidewalks, and space for installation of utilities. A street plan is shown in ochre on Figure 25. All streets indicated by this color are to be 50 feet in width while the proposed thoroughfare indicated in red is to be 60 feet wide. No permanent building should be permitted within the proposed streets, even though the opening of some streets may not be immediately necessary or desirable.

#### SCHOOLS

Reference to Figure 14, Page 79, shows that present schools can be attended by most pupils without requiring them to travel more than a half mile. It also shows that there is much undeveloped area within the half mile radii. Table 11, Page 74 shows that present schools, with the exception of the Richholt Schools are not overcrowded. If development is directed to the north and northwest, present facilities with the addition to the Richholt School (Project No. 7, Page 92) will meet requirements for several years.

Contemplated at present is a new parochial school in the west end (see Page 77). Construction of this school will prolong the adequacy of present and proposed facilities. It will also have a tendency to encourage development in that part of the city

most conveniently served by public utilities.

The Junior and Senior High Schools are well situated to meet present and future enrollment. The following tabulation indicates how well the present location serves the majority of the students.

Number of Students Living:	Jr. High School		Sr. High School	
	No.	%	No.	%
Within 1/2 Mile	204	48	401	54
from 1/2 to 3/4 Mile	116	28	176	24
from 3/4 to 1 Mile	70	17	89	12
over 1 Mile including rural	31	7	71	10
Total	421	100%	737	100%

#### PARKS

From either of two accepted definitions of park requirements, Bismarck has an ample acreage. The city owns 1,000 acres of park; based on the built-up area, its requirements would be 100 acres, based on population its requirements would be 155 acres. There is obviously no need for additional major park areas. There is a need at present, however, for additional playground space and development. The project described on Page 109, No. 5, will remedy this situation and the continued development of the existing parks should take care of all future needs.

# APPENDIX

SUBDIVISION PROCEDURE  
AND  
STANDARDS OF DESIGN

## SUBDIVISION REGULATIONS

SECTION APROCEDUREGeneral

Application by the owner, or his authorized representative, for approval of a plan of subdivision of unplatted land shall be made in writing to the Board of City Commissioners, who will refer such plans to the City Planning Commission for their written approval or comments. The plan of subdivision shall be such as to meet the minimum requirements as detailed herein under Section B.

Previous to submission of a preliminary plat, subdividers are invited to discuss with the Planning Commission, and/or, the City Engineer preliminary studies, sketches or problems.

Tentative Approval

After reference of the preliminary plat to the technical adviser of the Planning Commission for review and report as to street and lot layout, and other features of the plan, and as to compliance with these regulations, and after such negotiations with the applicant for changes in the plat as the Planning Commission may deem advisable, the Commission shall, within 30 days, pass upon the preliminary plat as originally submitted or modified and, if approved, shall express its tentative approval, and, if disapproved, shall express its disapproval and its reasons therefore.

If such action be one of approval, such approval shall not constitute a final acceptance of the plat and shall not be noted on the plat, but shall be deemed merely an expression of approval of the layout submitted on the preliminary plat. The final approval of the final plat for record will be considered only after the requirements outlined herein under Section C shall have been fulfilled.

Preliminary Plat

Three copies of the preliminary plat shall accompany the written application. The plat shall comply with the provisions, contain the information, and be accompanied by the material required under the provisions of Section D, and as may be required in pursuance of such provisions.

Final Plat

The final or record subdivision plat shall be prepared and submitted to the City Commission by the owner of the property or his authorized representative within one year after the tentative approval of the preliminary plat; otherwise the approval of the preliminary plat shall become null and void unless an extension of time is applied for and the application is granted by the City Commission.

It shall comply with and shall contain the complete data as required under Section E. If the final plat is approved by the Planning Commission, it will be submitted to the Board of City Commissioners with recommendations for its adoption.

SECTION BGENERAL REQUIREMENTS AND MINIMUMSTANDARDS OF DESIGN

The following shall be considered as minimum requirements and will ordinarily be varied by the commission only under the conditions and circumstances set forth in these regulations.

1. Conformity to Official Plan or Map

Subdivision shall be in harmony with the plan for development and the official map of the City.

2. Relation to Adjoining Street System

In so far as the official plan or map does not indicate the size, location, direction and extent of a street, and subject to the regulations hereinafter specified regarding definite minimum widths, the arrangement of street in a subdivision shall provide for the continuation of the principal streets existing in the adjoining subdivisions, or of their proper projection when adjoining property is not subdivided, and shall be of a width at least as great as that of such existing streets. This provision, however, will not apply if, in the opinion of the Commission, topographical conditions or other considerations make such continuance or conformity impracticable.

Where the plat submitted covers only a part of the subdivider's tract, a sketch of the prospective future street system of the unsubmitted part shall be furnished and the street system of the part submitted shall be considered in the light of adjustments and connections with the street system of the part not submitted.

Where a tract is subdivided into lots of an acre or more, the commission may require an arrangement of lots and streets such as to permit a later resubdivision in conformity with the street requirements specified in these regulations.

3. Access

There shall be no reserve strips controlling access to streets, except where the control of such strips is definitely placed in the city under conditions approved by the Commission. The subdividing of the land shall be such as to provide each lot, by means of either a public street or way or permanent easement, with satisfactory access to an existing public highway or to a thoroughfare as shown on the official map.

4. Street Widths

The minimum width for main thoroughfares shall be as shown in the city plan for development or official map and shall, when not indicated on such official map, be not less than 80' and local service streets 60'. These widths shall be measured from lot line to lot line. In cases where the topography or other physical conditions make a street of the required minimum width impracticable, the Commission may modify the above requirements. A half street along adjoining property may be approved.

5. Rounding Street Corners

Curbs at street corners shall have a minimum radius of 25 feet and the property lines shall be parallel to such curbs.

## 6. Easements

Except where alleys of not less than fifteen (15) feet are provided for the purpose, the Commission may require easements, not exceeding six (6) feet, on each side of all rear lot lines, and on side lot lines where necessary or, in the opinion of the Commission, advisable, for poles, wires, conduits, storm and sanitary sewers, gas, water and heat mains or other utility lines. Easements of the same or greater width may be required along the lines of or across lots where necessary for the extension of the existing or planned utilities.

## 7. Dead End Streets

Streets designed to have one end permanently closed (Culs de sac) shall be provided at the closed end with a turn-around roadway having a minimum radius for the outside curb of at least 35 feet.

## 8. Grade of Streets

Street grades shall not exceed 7 percent nor be less than one half of one percent at the gutter. Variation from these grades may, however, be permitted by the Commission where advisable to adjust to topographical conditions.

## 9. Intersection Angles

As far as practicable, acute angles between streets at their intersections are to be avoided, and where a deflection angle of more than ten degrees in a street line occurs at any point between two intersecting streets a curve of reasonably long radius is to be introduced.

## 10. Block Lengths

Intersecting streets shall be so laid out that blocks between street lines shall be not more than twelve hundred (1200) feet in length; except that where, in the opinion of the Commission, extraordinary conditions unquestionably justify a departure from this minimum, the Commission may require or permit greater distances between street lines. In blocks over six hundred (600) feet in length, the Commission may require, at or near the middle of the block, a public cross walk not less than six (6) feet in width for foot traffic.

## 11. Block Widths

The widths of blocks preferably shall be such as to allow two tiers of lots, unless exceptional conditions are, in the opinion of the Commission, such as to render this requirement undesirable.

## 12. Lot Arrangement

In all quadrangular lots, and so far as practicable, all other lots, the side lines shall be at right angles to straight street lines or radial to curved street lines. An arrangement placing adjacent lots at right angles to one another shall be avoided where practicable.

## 13. Lot Sizes

The minimum dimensions for residence lots shall be 50' for width and 100' for depth, and in no case shall a residence lot contain less than 5,000 square feet. Corner lots shall have such extra width as will permit the establishment of building lines on both streets.

## 14. Building Restrictions

If the subdivision does not lie within the force and effect of an existing zoning ordinance, the Commission may require provision for minimum front, side and rear yards.

15. Neighborhood Unit

These regulations concerning minor and local street and court widths, dead-end streets, block lengths and widths, and the size of lots, may be modified by the Commission in the case of a plat for a new town or other large tract of land which provides a community plan with a building-development plan and recreational or other community open spaces adequate, in the opinion of the Commission, for the circulation, recreational, light and air needs of the tract when fully developed and populated and which provides for such legal restrictions or other legal status as will assure the carrying out of the plan in its entirety.

16. Tree Planting

The planting of trees is optional with the subdivider, but if done, planting plans in duplicate must be submitted to the Commission and receive its approval before planting of street trees is begun.

17. Public Open Spaces.

Where a small park or other neighborhood recreational open space shown on official map or on a plan made and adopted by the Commission is located in whole or in part in the applicant's subdivision, the Commission may require the dedication or reservation of such open space within the subdivision for park, playground or other recreational purposes, in those cases in which the Commission deems such requirement to be reasonable.

SECTION C

DEVELOPMENTS PREREQUISITE TO FINAL APPROVAL

1. Final Approval

The Commission will consider approval of the final plat for record only after monuments have been installed in accordance with the specifications given hereunder and after there shall have been filed with the Commission:

A certificate from the City Auditor that the subdivision has been organized as an improvement district for the installation of utilities and improvement of streets, and that the subdivider has purchased the special assessment warrants which were issued to provide the funds for financing such work with the understanding that these warrants will be paid only from taxes and special assessments paid by the owners of real estate in the improvement district.

2. Monuments

Monuments shall be placed at all block corners, angle points, points of curves in streets, and at such intermediate points as shall be required by the Commission, or at related points approved by the Commission. The monuments shall be of such material, size and length as may be fixed as a standard by, or approval by, the Commission or the City Engineer.

SECTION D

PRELIMINARY PLAT

1. Scale

The scale of the preliminary plat is optional but shall not be smaller than two hundred (200) feet to one (1) inch.

2. Information to be Shown

The preliminary plat shall show:

- (a) The location of then existing property lines, streets, buildings, water courses, railroads, utilities and other similar features.
- (b) The names, locations, widths, and other dimensions of proposed streets, alleys, easements, parks, and other open spaces, reservations, lot lines, building lines and utilities.
- (c) The approximate location in the adjoining streets or property of existing sewers and water mains, culverts and drain pipes, electric conduits or lines proposed to be used on the property to be subdivided, and invert elevations of sewers at points of proposed connection.
- (d) The title under which the proposed subdivision is to be recorded, with names and addresses of the owner and the technical author of the plan; and a notation stating the acreage.
- (e) The names of subdivisions immediately adjacent; also the location and names of adjacent streets and other public spaces on immediately adjoining properties.
- (f) All parcels of land proposed to be dedicated to public use and the conditions of such dedication, if any.
- (g) When requested by the Commission, contours at vertical intervals of not more than five (5) feet where the slope is greater than ten percent and not more than two (2) feet where the slope is less than ten percent. Elevations shall be marked on such contours based on a datum plane approved by the City Engineer.
- (h) Date, north point, and scale.
- (i) When required by the Commission the preliminary plat shall be accompanied by profiles showing existing ground surface and proposed street grades, including extensions for a reasonable distance beyond the limits of the proposed subdivisions; typical cross-sections of the proposed grading, roadway and sidewalk; and preliminary plan of proposed sanitary and storm water sewers with grades and sizes indicated. All elevations shall be based on a datum plane approved by the City Engineer.
- (j) If the proposed subdivision is not within the jurisdiction of the present zoning ordinance, the preliminary plat shall be accompanied by a plan indicating the use of the lots proposed by the subdivider whether for one-family dwellings, multi-family housing, business, or industrial purposes, and copies shall be submitted of the proposed documents or instruments whereby the use, building lines, open spaces and other restrictions are proposed by the subdivider to be imposed.

SECTION EFINAL PLAT1. Drafting Standards

The final plat shall be drawn upon good quality tracing cloth in sheets 30 inches wide by 30 inches long and, unless the Commission permits a lesser scale, to a scale of not less than 100 feet to an inch; provided that when more than one sheet is required, an index sheet of the same size shall be filed showing the entire subdivision on one sheet with block and lot numbers.

2. Data Required on Plat

The final plat shall comply with and shall contain the data specified in the following:

- (a) The lines and names of all proposed streets or other ways or easements and other open spaces intended to be dedicated for public use or granted for use of inhabitants of the subdivision; also lines of all adjoining streets.
- (b) The length of all straight lines, deflection angles, and radii, arcs and central angles of all curves, along the property lines of each street. All dimensions along the lines of each lot, with the true bearings and angles of intersection which they make with each other and also any other data necessary for the location of any lot line in the field; also the location of all building lines proposed, convenient calculated bearings may be used instead of angles.
- (c) Suitable primary control points, approved by the City Engineer, or descriptions and "ties" to such control points, to which all dimensions, angles, bearings and similar data given on the plat shall be referred. All dimensions shall be referred. All dimensions shall be shown in feet and decimals of a foot.
- (d) The location of all permanent monuments.
- (e) The names of all subdivisions immediately adjacent; or, when adjoining property is not a recorded subdivision, the names of the owners thereof; and the book and page where adjoining subdivisions or tracts are recorded.
- (f) Date, title, north point and scale. The title shall include the name of the subdivision under which it is to be recorded. The north point may indicate either the magnetic or true north and shall be so designated on the plat.
- (g) The boundary of the subdivided tract, with courses and distances marked thereon. Such boundary shall be determined by survey in the field, which shall be balanced and closed, made by a qualified engineer or surveyor and certified to be correct.

### 3. Other Data Required

- (a) All required forms such as endorsements, dedications and certificates.
- (b) The final plat shall be accompanied by the following: A certificate of title showing the ownership of the land to be in the subdivider or his principal or other applicant for approval.
- (c) Profiles of streets showing grades approved by the City Engineer. Such profiles shall be drawn to city standard scales and elevations shall be based on a datum plane approved by the City Engineer.
- (d) If the subdivision does not lie within the force and effect of an existing zoning ordinance, a plan showing the proposed use, yard, area and other restrictions on each lot within the subdivision; and a statement of the provisions and instruments whereby such building lines, minimum yard and use restrictions will be imposed.

#### SECTION F

#### DEFINITIONS

For the purpose of these regulations, certain words used herein are defined as follows:

Plat - The map, drawing or chart on which the subdivider's plan of subdivision is presented and which he submits for approval and intends in final form to record.

Plan for Development - The comprehensive plan made by the Planning Commission or other official planning organ which indicates the general locations recommended for the various functional classes of public works, places and structures (streets, parks, public buildings, etc.).

Official Map - The map on which the planned locations, particularly of streets, are indicated with detail and exactness so as to furnish the basis for property acquisition or building restriction.

Building Line - A line on a plat indicating the limit beyond which buildings or structures may be erected.

FOR PERSONAL NOTES