

APPENDIX 9

Sidewalks

9-1. A supplement to an act directing the making of the pavements in the Borough. (Ord. 12, June 25, 1830) (There is no indication in the records of the Borough as to what ordinance this supplements. This provides for constructing sidewalks on the portions of Main Street where sidewalks had not previously been constructed.)

9-2. Untitled ordinance directing that sidewalks be constructed on Market Street, throughout its entire length. (Ord. 30, March 6, 1852)

9-3. Untitled ordinance directing that sidewalks be constructed on both sides of Allen Street. (Ord. 33, May 2, 1853)

9-4. Untitled ordinance directing that sidewalks, four feet wide, be constructed on both sides of Arch Street, from Main Street to Allen Street. (Ord. 34, September 9, 1853)

9-5. Directing the manner of paving and cleaning the streets &c. (Ord. 9, April 29, 1858) (Section 1 of this ordinance fixed the width of sidewalks on Main Street at 12 feet, on Allen Street at 10 feet, on Market Street at eight feet, on Locust Street at six feet and on all other streets at four feet. Remaining provisions of Section 1, and all of Sections 2 through 5 of this ordinance were repealed by Ordinance 773.)

9-6. In reference to pavement &c. (Ordinance 10, May 3, 1858) (Increasing the width of the sidewalks on Main Street by two feet on each side; Section 1 of this ordinance was repealed by Ordinance 773.)

9-7. Untitled ordinance directing that sidewalks be constructed on both sides of Main Street, from Hogestown Road to the west Borough line. (May 20, 1861)

9-8. Relating to the pavements on the streets included in the Coover Heirs Plot, and the location and opening of Cedar Alley. (Ord. 16, November 1, 1865) (This fixed the width of the sidewalks on Shepherdstown Road from Simpson Road to the south Borough line at eight feet, and that of those on the other streets in the Coover Heirs Plot at 10 feet. Insofar as this applied to the width of the sidewalks on Shepherdstown Road this was repealed by the ordinance listed in §9-9, below.)

9-9. Relating to the vacation and location of Washington Street, the change in the width of Locust Street, and the widening of the Shepherdstown Road and the pavements on the same. (Ord. 17, March 17, 1866) (Section 3 of this ordinance repealed the portion of the ordinance listed in §9-8, above, fixing the width of the sidewalks on Shepherdstown Road and widened them to 10 feet. Section 3 of this ordinance was itself later repealed by Ordinance 161.)

9-10. Regulating pavements and granting certain privileges thereon. (Ordinance 20, November 1, 1866) (Increasing the width of the sidewalk on High Street, north of Main

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Street, from four feet to eight feet, and on the east side of Market Street from Main Street along the hall and market house to Stouffer's Alley from eight feet to nine feet. Sections 2 and 3 of this ordinance were repealed by Ordinance 746.)

9-11. Relating to pavements on Market Street. (Ord. 21, December 6, 1866) (This increased the width of the sidewalks on both of Market Street, from Main Street to Strawberry Alley, by one foot.)

9-12. Regulating and locating certain streets and pavements. (Ord. 22, May 4, 1868) (The sidewalk on the west side of North Market Street, from Main Street to Strawberry Alley, was increased in width by one foot.)

9-13. Relating to North Market Street and pavements on Green Street. (Ord. 24, August 3, 1868) (The width of the sidewalks was fixed at eight feet. For amendment to this ordinance, see Section 10-20, below.)

9-14. Relating to the width of pavements on Factory Street. (Ord. 38, September 8, 1879) (The width was fixed at seven feet.)

9-15. Regulating the width of Strawberry Alley. (Ord. 40, May 13, 1881) (The width of sidewalks on the south side was fixed at eight feet.)

9-16. Reducing the width of pavement on West Main Street. (Ord. 70, May 27, 1886) (The sidewalk on West Main Street, from Washington Street to the west Borough line, was reduced from 12 to 10 feet, with the curb line to remain unchanged.)

9-17. Changing the width of the pavements on Allen Street. (Ord. 71, June 24, 1886) (The width was reduced from 10 to eight feet, the building line to remain unchanged.)

9-18. Changing the width of North High Street. (Ord. 72, August 26, 1886) (The sidewalk width on North High Street, from Main Street to the north Borough line, was reduced from eight to six feet.)

9-19. Fixing width of pavement on west side of North Frederick, from Main to Allen. (Ord. 84, September 3, 1890) (The width was fixed at five feet.)

9-20. Relating to the width of foot pavements on the south side of Green Street, from Market Street to Arch Street. (Ord. 95, May 26, 1892) (This amended Ordinance 84, § 9-13, above, by reducing the width of the sidewalks on this portion of Green Street from eight to seven feet.)

9-21. Relative to widening Marble Street, locating said street to the eastern limits of the Borough, and regulating the width of the pavements on said street. (Ord. 99, May 25, 1893) (Sidewalks on both sides of the street, from the east Borough line to the west Borough line, were to be nine feet wide.)

9-22. Relative to the widening of South Market Street, and regulating the width of the pavements on said street. (Ord. 103, September 7, 1893) (Sidewalks, on both sides of the street, from Coover Street to the south Borough line, were to be 10 feet wide.)

9-23. Relative to the locating and widening of South Market Street, and regulating the width of pavements on said street. (Ord. 104, November 3, 1893) (Sidewalks on both sides of the street, from Coover Street to the south Borough-line, were to be 10 feet wide.)

9-24. Locating the southern building line of East Main Street, between Filbert Street and Borough limits. (Ord. 122, October 29, 1897) (The sidewalks between Filbert Street and the east Borough line were to be 10 feet wide.)

9-25. Relative to the extension of Broad Street, and regulating the width of the pavements of the same. (Ord. 156, December 7, 1905) (The sidewalks on both sides of the street, from Simpson Street to West Main Street, and from Keller Street to Williams Grove Road, were to be 10 feet wide.)

9-26. Providing for the grading and macadamizing of Marble Street, from York Street to Market Street, and providing for the payment of the same; and relating to placing curbing and sidewalks on said street, from York Street to Market Street. (Ord. 174, September 4, 1908) (Sidewalks, five feet wide, were to be placed seven feet six inches from the face of the curb, the space between curb and sidewalk to be a grassplot, with shade trees to be placed in a uniform line, six feet six inches from the curb line.)

9-27. Establishing the curblines on Broad Street, and providing for uniform sidewalks on said street. (Ord. 192, October 16, 1909) (Sidewalks on both sides of the street were to be five feet wide, with the center of the walks 25 feet from the center of the street.)

9-28. Fixing the width and location of the pavements on the south side of Coover Street, between Frederick Street and High Street, and fixing the location of the pavements on Portland Street, between Market Street and Walnut Street. (Ord. 193, October 16, 1909) (This provided as follows:

1. For sidewalks on Coover Street to be four feet, six inches wide, with the center of the pavement four feet from the curb line;
2. For the center of the pavements on Portland Street to be eight feet from the curb lines.)

9-29. Defining the location of Railroad Avenue, north of Allen Street, and fixing the width of the pavements thereof. (Ord. 215, January 7, 1911) (Sidewalks, six feet wide, were authorized for both sides of Railroad Avenue, from Allen Street to Portland Street.)

9-30. Pertaining to the location of pavements on Broad Street. (Ord. 224, June 2, 1911) (The center of the pavements was to be 7.5 feet from the curb line.)

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9-31. Pertaining to the grade of the pavements at the properties of Hertzler and Bowman on South Market Street. (Ord. 228, October 24, 1911)

9-32. Relative to the rounding of the corners of the pavements at the intersection of Main and Market Streets; and establishing the curb lines and grades of the pavements and streets at that intersection. (Ord. 263, July 19, 1919)

9-33. Relative to the rounding of the north-east corner of the pavement at the intersection of Main and York Street, and establishing the curb line and the grade of the pavements and streets at that intersection. (Ord. 264, November 20, 1919)

9-34. Providing for the taking over by the Borough of Mechanicsburg of a certain street or highway, now used by the public and for plotting the same. (Ord. 340, December 13, 1932) (This refers to Simpson Street, from Broad Street to the west Borough line. The sidewalk area on each side of the street was to be 15 feet wide, comprising a seven-foot grassplot adjacent to the curb, a five-foot sidewalk, and a three-foot area to the exterior line of the street.)