

**LEGISLATIVE DIGEST**

[Amending Ordinance No. 1061 - Sidewalk Width Change - Portions of Beale Street, Howard Street, and Main Street]

**Ordinance amending Ordinance No. 1061 titled “Regulating the Width of Sidewalks” to change the official sidewalk width of certain locations fronting Assessor’s Parcel Block No. 3718, along the northeasterly side of Beale Street between Mission and Howard Streets, the northwesterly side of Howard Street between Main and Beale Streets, and the southwesterly side of Main Street between Howard and Mission Streets, and to eliminate and reduce portions of the official sidewalk fronting Assessor’s Parcel Block No. 3718, Lot No. 38; adopting the Planning Department’s determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

Existing Law

Board of Supervisors Ordinance No. 1061 established the official sidewalk widths throughout San Francisco. Ordinance No. 1061 is uncodified, but can be located in the Clerk of the Board of Supervisors Book of General Ordinances, in effect May 11, 1910, which is on file with the Clerk of the Board of Supervisors.

Amendments to Current Law

This legislation would amend Ordinance No. 1061 to change the official sidewalk width fronting Assessor’s Block 3718, along northeasterly side of Beale Street between Mission Street and Howard Street, the northwesterly side of Howard Street between Main Street and Beale Street, and the southwesterly side of Main Street between Howard Street and Mission Street, and to eliminate and reduce portions of the official sidewalk fronting Assessor’s Block 3718, Lot No. 38. The legislation would also provide for a sidewalk bulb-out at the northeast corner of the intersection of Beale and Howard Streets. The proposed sidewalk changes are associated with the Transit Center District Plan. The proposed changes are intended to promote pedestrian safety and comfort, enhance the pedestrian environment, and improve mid-block pedestrian access.

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