

Chpt.	Page	Section	Plan As Written	Proposed Change	Staff Recommendation	Planning Team Notes
CHAPTER 1 - Consent Items						
1	1:2	N/A	N/A	Include at end of Introduction: This Master Plan shall not constitute the basis for, or the authorization of, the use of eminent domain. It is not the intent of this Plan to utilize eminent domain for the following purposes: a) public park land and/or open space; b) public parking structures; and c) private use.		
1	1:2	N/A	N/A	Include within 1st Paragraph under Purpose: A Master Plan is conceptual in nature and is utilized by stakeholders as a guide to inform the decision-making process.		
1	1:6	1.6.1, A1	1. Link the Pearl Brewery to Downtown for residents and visitors alike;	1. Link the Pearl Brewery area north of IH 35 to Downtown for residents and visitors alike;		
1	1:6	1.6.1, A3	3. Emphasize the different character in River North from downtown through strategically located figural open spaces and pedestrian connections that span across and include both sides of the river;	3. Emphasize the different character in River North from downtown. through strategically located figural public/private open spaces and pedestrian connections that span across and link both sides of the river and build on the river improvements project already underway;		
1	1:6	1.6.1, A4	N/A	Create new bullet: 4. Provide linkages to the River by allowing property owners to connect to River improvements already underway;		
1	1:6		4. Align the edges of the corridor with buildings and designs that maintain an open and natural character along the river;	4. 5. Align the edges of the corridor with buildings and designs that maintain an open and natural character along the river while maintaining solar access through a shade and shadows study to ensure proper vegetative lighting;		
1	1:6	1.6.1, A5	5. Terminate figural open spaces through the placement of key building facades or small, free-standing buildings, and by the vertical extension of building mass to produce slender visual punctuations to enhance a particular view or terminate a vista along a street;	Request for staff to reword language; as currently written is unclear	5. 6. Concentrate the placement, massing, and form of new buildings in a manner that shapes open spaces to enhance a particular River view or street level vista;	
1	1:6	1.6.1, A7	7. Provide civic and cultural attractions that generate visitors to surrounding districts.	7. 8. Provide authentic civic and cultural attractions that generate visitors to surrounding districts.		
1	1:6	1.6.1, B1	1. Restore/renovate resources such as the Municipal Auditorium and the Scottish Rite Temple;	1. Restore/renovate resources such as the Municipal Auditorium and the Scottish Rite Temple other notable underutilized and/or historic structures;		
1	1:6	1.6.1, B2	2. Enhance the Neighborhood's appeal through frequent trolley service;	2. Enhance the Neighborhood's appeal through frequent trolley service;		

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1	1:6	1.6.1, B3	N/A	Include language promoting public art	3. Promote mobile and permanent public art installations along city blocks and within parks and open spaces that are visible from street and river levels;	
1	1:6	1.6.1, C3	N/A	Include language promoting public art	3. Emphasize the incorporation of public art into civic spaces;	
1	1:6	1.6.1, D5	N/A	Include language promoting public art	5. Enhance the visual experience along Broadway by concentrating public art installations along the corridor, culminating in Maverick Park;	
1	1:6	1.6.1, E3	N/A	Include language promoting public art	3. Prioritize the concentration of public art installations within the park to promote interest and enhance the visual experience;	
CHAPTER 1 - Items for Further Discussion						
1	1:6		N/A	Incorporate language throughout Chapter 1 that promotes the installation of public art throughout the plan area, OR write separate section to include a Public Art Plan	Language infused throughout Chapter 1 that promotes public art, for example; 1.6.1 - B3, C3, D5, E3	

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CHAPTER 2: VISION - Consent Items						
2			Illustrative	Change Illustrative to Conceptual in all applicable areas		
2			Pearl Brewery or Pearl Brewery Connection	From Chapter 2 forward, change text from Pearl Brewery Connection to Pearl Brewery / Lower Broadway Connection		
2	2:8	2.1.1	The River Improvements are currently under construction, ahead of the preparation of this Master Plan, which will define the pattern, scale, design and use of the buildings that will front it.	The River Improvements are currently under construction, ahead of the preparation of this Master Plan, which will define guide the pattern, scale, design and use of the buildings that will front it.		
2	2:9	2.1.1	Park 1 is the least urban of the four, beginning as the River flows beneath Interstate 35 and enters River North, and extending to the Jones Street Bridge. This is currently one of the more desolate stretches of the River, but will become the connection to the Pearl Brewery and the San Antonio Museum of Art. A new Riverfront Drive along the east bank will provide a green urban frontage for the new Avenue B Corridor, while the west bank to the north of the Museum will be lined by new courtyard condominiums, replacing the existing industrial uses. Buildings in this stretch are planned to be mid-rise stories in height, with potential towers that may extend to 20 stories, allowing a relatively high density of residential population while retaining a generous amount of open space along the river.	Park 1 is the least urban of the four, beginning as the River flows beneath Interstate 35 and enters River North, and extending to the Jones Street Bridge. This is currently one of the more desolate stretches of the River, but will become the connection to the Pearl Brewery / Lower Broadway Connection and the San Antonio Museum of Art. A new Riverfront Drive along the east bank will provide a green urban frontage for the new Avenue B Corridor, while The west bank to the north of the Museum will be lined by new courtyard condominiums, replacing the existing industrial uses. Buildings in this stretch are planned to be mid-rise stories in height, with potential towers that may extend to 20 stories, allowing a relatively high density of residential population while retaining a generous amount of open space along the river.		
2	2:9	2.1.1	Park 2 extends from Jones Street to Ninth. The entire length of the west bank adjoins the planned Museum Expansion and Museum Park, while the east bank would be lined with new residential and mixed-use buildings. Ninth Street is planned as an important neighborhood shopping street, and the uses around the Ninth Street bridge on the east bank are intended to include restaurants and small shops, as well as live-work and residential units. A key feature of the east bank is the Veterans of Foreign Wars Post center at the terminus of Tenth Street, from which a potential pedestrian bridge is planned to the Museum Plaza on the west side. That is also the location of the planned Museum Embarcadero, where the River Bus will stop to allow tourists and other visitors to disembark at the Museum.	Park 2 extends from Jones Street to Ninth. The entire length of the west bank adjoins the planned Museum Expansion and Museum Park, while the east bank would be lined with new residential and mixed-use buildings. Ninth Street is planned as an important neighborhood shopping street, and the uses around the Ninth Street bridge on the east bank are intended to include restaurants and small shops, as well as live-work and residential units. A key feature of the east bank is the Veterans of Foreign Wars Post center at the terminus of Tenth Street, from which a potential pedestrian bridge is planned to the Museum Plaza on the west side. That is also the location of the planned Museum Embarcadero, where the River Bus will stop to allow tourists and other visitors to disembark at the Museum.		

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2	2:9	2.1.1	<p>To implement the string of parks concept, it is critical that buildings be set back some distance from the top of the River Bank, and that a system of pedestrian walks be provided at the top of the bank. The RIO2 zone, the heritage of the historic RiverWalk and this Master Plan all direct that buildings along the River should front the River, not back up to it, and a public walkway that provides direct pedestrian access to those building fronts it critical.</p>	<p>Rewrite paragraph to include language about RIO-2 and clarify intent of existing language</p>	<p>The vision for the string of River parks and open spaces concept draws from the existing RIO-2, which incorporates building orientation, setback and landscape standards for properties along the top of the River bank, to protect and enhance the River's unique character. The standards direct that buildings along the River should front the River, not back up to it. The partially landscaped frontages or open spaces are private in nature, but enhance the wider-scale visual experience. These areas along the top of the bank can also create an opportunity for private property owners to connect with linkages to the River already provided through the River improvements. Combining the River parks concept with the landscaped or open spaces frontage, allows for a network of green spaces along the River that upholds the tradition of its distinctive character.</p>	
2	2:11	2.1.1	<p>Two such modes of transit are already in operation in the Downtown; the River Bus and the "Streetcar", the small novelty buses. The extension of the River Bus service through River North to the Pearl Brewery is already planned, and this Master Plan strongly recommends the establishment of a steel-wheeled, track-based Street Trolley loop through River North from the Convention Center to Pearl Brewery. The proposed route traverses Alamo Plaza, the Performing Arts Neighborhood, on Avenue B along the east bank of the River, the San Antonio Museum on Jones Street, the Pearl Brewery, and back down St. Mary's on the west side of the River to the Performing Arts Neighborhood again, and then to the Commerce Street Transit Plaza, the Convention Center, and HemisFair Park.</p>	<p>Two such modes of transit are already in operation in the Downtown; the River Bus and the "Streetcar", the small novelty buses. The extension of the River Bus service through River North to the Pearl Brewery is already planned, and this Master Plan strongly recommends the establishment of a steel-wheeled, track-based Street Trolley loop through River North from the Convention Center to Pearl Brewery. The proposed route traverses Alamo Plaza, the Performing Arts Neighborhood, on Avenue B along the east bank of the River the Broadway Neighborhood, the San Antonio Museum on Jones Street, the Pearl Brewery, and back down St. Mary's on the west side of the River to the Performing Arts Neighborhood again, and then to the Commerce Street Transit Plaza, the Convention Center, and HemisFair Park.</p>		

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2	2:19	2.1.3	This Plan takes the River connection a step further, proposing a River Drive along the east bank of the River, and a vehicular Roy Smith Street pedestrian connection on the west side of the river, connecting to the heart of the Pearl Brewery.	Remove references to River Drive	This Plan takes the River connection a step further, proposing a River Drive along the east bank of the River, and a vehicular pedestrian connection from the east to west side of the River along Roy Smith Street pedestrian connection on the west side of the river, as to compliment the vehicular linkages at Avenue A and Broadway that connect <u>connecting</u> to the heart of the Pearl Brewery / <u>Lower Broadway Area</u> .	
			River Drive will provide a series of high-end riverfront addresses for new, high-intensity residences, adding to the number of resident-customers within easy walking distance of the Pearl shops and entertainment venues. It also provides a very convenient and safe route for residents of the Pearl Brewery to walk to the Museum, to Maverick Park, and to shops and restaurants on Ninth Street and St. Mary's.	Remove references to River Drive	The area near Roy Smith Street River Drive will provide a series of high-end riverfront addresses for new, high-intensity residences, adding to the number of resident-customers within easy walking distance of the Pearl shops and entertainment venues. # <u>The proximity and linkages</u> also provides a very convenient and safe route for residents of the Pearl Brewery to walk to the Museum, to Maverick Park, and to shops and restaurants on Ninth Street and St. Mary's.	
2	2:21	2.1.4	To the south of the Museum Plaza is the Museum Park. This park is planned as a pastoral retreat from the surrounding urban environment, and a venue for outdoor displays of large-scale sculptural works, performances or community festivals. While developing this park is the currently expressed intention of the Museum, the land could alternatively be developed as a river-oriented neighborhood, including arts-related housing, live-work studios, shops and restaurants, extending the Ninth Street shopping area across the River. In any case, a linear park space will remain a determining element of the Museum's presence on the river.	To the south of the Museum Plaza is the Museum Park. This park is planned as a pastoral retreat from the surrounding urban environment, and a venue for outdoor displays of large-scale sculptural works, performances or community festivals. While developing this park is the currently expressed intention of the Museum, the land could alternatively be developed as a river-oriented neighborhood, including arts-related housing, live-work studios, shops and restaurants, extending the Ninth Street shopping area across the River. In any case, a linear park space will remain a determining element of the Museum's presence on the river.		

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2	2:25	2.1.5	Broadway should be made a place that pedestrians are just as comfortable walking as drivers are driving, starting with widening the existing sidewalks and planting street trees to shade the sidewalks and green the streetscape.	Provide a range of sidewalk widths	Strengthen text and provide specifics in regulating plan - Add to paragraph: Broadway should be made a place that pedestrians are just as comfortable walking as drivers are driving, starting with widening the existing sidewalks to the extent that allows for and planting street trees to shade the sidewalks and green the streetscape and enhancing <u>pedestrian safety and visual experiences.</u>	
2	2:25	2.1.5	To balance the need for traffic capacity with the need for curbside parking, it is expected that parking would be prohibited on the southbound side at morning rush hour and on the northbound side at the afternoon rush.	To balance the need for traffic capacity with the need for curbside parking, <u>angled parking could be utilized or</u> it is expected that parking would <u>could</u> be prohibited on the southbound side at morning rush hour and on the northbound side at the afternoon rush.		
2	2:33	2.1.7	Because Broadway, as well as Alamo Street, connect River North to the Downtown, they are planned to carry relatively large amounts of traffic, making them potentially important commercial as well as residential addresses. In this area, Broadway itself has relatively few important buildings, and is seen as a great opportunity for the construction of new mixed-use mid-rise buildings, preserving selected significant older structures. Alamo Street has a higher proportion of significant older buildings, and is envisioned as an area of a more eclectic mix of old and new buildings.	2nd paragraph confusing. Need text that more distinctively describes the differences between the Broadway and Alamo St. Corridors	Because Broadway as well as and Alamo Street connect River North to the Downtown, they are planned to carry relatively large amounts of traffic, making them potentially important commercial as well as residential addresses. In this area, Broadway itself has relatively few important buildings with <u>historic integrity</u> , and <u>therefore provides is seen as</u> a great opportunity <u>and location to concentrate for the</u> construction of new mixed-use mid-rise buildings. <u>In contrast, within this segment of the plan area, Alamo Street has a higher proportion of preserving selected</u> significant older structures. Alamo Street has a higher proportion of significant older buildings, and is envisioned as an area <u>where these buildings are preserved and development is of</u> a more eclectic mix of old and new buildings <u>at a smaller scale that maintains the historic pattern of the area.</u>	

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CHAPTER 2: VISION - Items for Further Discussion						
2	2:7-2:10	2.1.1	River Corridor Concept - 4 parks, embarcaderos, and vista terminations	Park 3 & 4 be removed from the plan. Certain embarcadero symbols also be removed		
2	2:9	2.1.1	Park 3 spans from Ninth Street to McCullough. This park is defined by the frontages of new mid-rise story residential buildings from Ninth Street to Brooklyn Avenue, while from Brooklyn to McCullough it is planned for intense office buildings, related to the existing AT&T facilities on the east bank. This Park is a key element of the southward transition from the greener and more natural environment of the River to the north to the harder, more urban environment of the historic RiverWalk. The stretch from Ninth to Brooklyn retains the open, residential character of the northerly segments, while from Brooklyn to McCullough the space is suddenly quite urban in character, with buildings greater in height on both sides, and office and restaurant uses fronting the River at the ground level.	Park 3 spans from Ninth Street to McCullough. This park is defined by the frontages of new mid-rise story residential buildings from Ninth Street to Brooklyn Avenue, while from Brooklyn to McCullough it is planned for intense office buildings, related to the existing AT&T facilities on the east bank. This Park is a key element of the southward transition from the greener and more natural environment of the River to the north to the harder, more urban environment of the historic RiverWalk. The stretch from Ninth to Brooklyn retains the open, residential character of the northerly segments, while from Brooklyn to McCullough the space is suddenly quite urban in character, with buildings greater in height on both sides, and office and restaurant uses fronting the River at the ground level.		
2	2:9	2.1.1	Park 4, extending from McCullough to Navarro Street, is once more an expansive space, but rather than having a residential character, this park is completely civic. On the east bank, just south of McCullough, is the new Municipal Auditorium Plaza and Embarcadero, with the River Lobby of the restored Auditorium opening to it at River level and at street level. And just to the north of Navarro Street, also on the east bank, a new urban park is planned, providing a gracious and formal space for quiet enjoyment of the River in the middle of the active urban environment of the AT&T office center and Performing Arts. The north stair of the historic RiverWalk rises from the River into this new park.	Park 4, extending from McCullough to Navarro Street, is once more an expansive space, but rather than having a residential character, this park is completely civic. On the east bank, just south of McCullough, is the new Municipal Auditorium Plaza and Embarcadero, with the River Lobby of the restored Auditorium opening to it at River level and at street level. And just to the north of Navarro Street, also on the east bank, a new urban park is planned, providing a gracious and formal space for quiet enjoyment of the River in the middle of the active urban environment of the AT&T office center and Performing Arts. The north stair of the historic RiverWalk rises from the River into this new park. Alternate language referring only to publicly owned space requested. Park 3 would utilize publicly owned land adjacent to Municipal Auditorium to complement the planned Embarcadero and the River Lobby of the restored Auditorium and a River Lobby. This urban park would provide a gracious and formal space for quiet enjoyment of the River in the middle of the active urban environment.		
2	2:11, 2:12	2.1.1	MAP: Trolley route runs on Avenue B	MAP: Trolley route should be suggested to run on Broadway or St. Mary's Street		
2	25 - 2:3	2.1.4	Broadway Neighborhood - Mid-rise Buildings along Broadway, Street Trolley along Ave. B, Low-rise Buildings along Avenue B	Broadway Neighborhood - Mid to High-rise buildings along Broadway, Street Trolley along Broadway, and Low to Mid-rise Buildings along Avenue B.		

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2	2:37	2.1.9	<p>San Antonio has a rich tradition of public parks surrounded by prominent buildings and significant urban uses. Madison Square Park is no exception. Composed of two adjacent city blocks, it could potentially become the core of a very significant urban neighborhood. Indeed, a number of successful urban mixed use projects have been completed there in the last year, and the qualities of the existing place are too evident to the urban housing market in San Antonio. The area around Madison Square Park is becoming a significant neighborhood.</p>	<p>Add additional paragraph to Madison Sq. Park Neighborhood to include: Creation of historic block and protection of historic buildings, low-mid rise buildings, Quincy as access road, mixed use developments (Cadillac Lofts), abundance of employment generators (medical, AT&T, etc.)</p>	<p>Madison Square Park Neighborhood has a unique mix of economic drivers: a significant cluster of medical services facilities, AT&T offices, and a growing number of residential and commercial mixed use developments. The area also includes a wealth of historical assets, particularly single family homes. The development of mixed use and commercial functions within the neighborhood should be balanced with the preservation of the historic structures and character of the area. A blend of low to-mid rise mixed use buildings will accommodate the growing healthcare industry without overwhelming the scale of the area's historical resources. The creation of historic blocks will allow high to medium integrity structures to be moved from highly trafficked arterials, to calm, residential streets. This will open up space on highly traversed routes, such as Quincy, for commercial, mixed-use, and other more intense functions. Through the careful accommodation of distinctive and diverse functions, Madison Square Park Neighborhood can become a thriving part of River North.</p>	

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CHAPTER 2: PARKS & OPEN SPACE - Consent Items						
2	2:42	2.2	This section establishes the standards for the development of an open space network and its landscape for River North.	This section <u>builds upon existing RIO standards by establishing guidelines</u> establishes the standards for the development of an open space network and its landscape for River North.		
2	2:44	2.2	LEGEND TITLE: Public Realm plan of river north, with key landmarks	LEGEND TITLE: <u>Conceptual</u> Public Realm Plan plan of river north, with key landmarks		
2	2:46	2.2	The diagram is and shows one of several ways how this particular area of the plan can be realized.	The diagram is illustrative <u>conceptual</u> and shows one of several ways how this particular area of the plan can be realized.		
2	2:43	2.2.1	In the following section, each of the plazas, squares, greens and parks within River North are described in terms of their functional and formal place in the plan.	In the following section, each of the <u>proposed</u> plazas, squares, greens and parks within River North are described in terms of their functional and formal place in the plan. <u>Given the significance of water in this area, any water features should incorporate low-impact, water recycling techniques. These locations are conceptual in nature and further study would be required to determine feasibility.</u>		
2	2:44	2.2.1	The northside buildings are integrated into the sloping topography through various levels that use terraces to form water gardens that also cleanse the buildings' stormwater. Visitors can wander beneath a waterfall that flows to a treatment cleansing pond full of floating aquatic plants. This water then flows to a pool that provides further treatment through plants displaying a different aesthetic.	The northside buildings are integrated into the sloping topography through various levels that use terraces to form water gardens <u>and demonstrate low-impact stormwater filtration techniques</u> that also cleanse the buildings' stormwater. Visitors can wander beneath a waterfall that flows to a treatment cleansing pond full of floating aquatic plants. This water then flows to a pool that provides further treatment <u>filtration</u> through plants displaying a different aesthetic.		
2	2:44	2.2.1	Between the two buildings is an outdoor dining area and accompanying gardens, including a stormwater treatment wetland that is replete with a variety of plantings.	Between the two buildings is an outdoor dining area and accompanying gardens, including a <u>natural</u> stormwater <u>filtration</u> treatment wetland that is replete with a variety of plantings.		
2	2:44	2.2.1	MAP CAPTION: The diagrams are illustrative and shows one of several ways how this particular area of the plan can be realized.	MAP CAPTION: The diagrams are illustrative <u>conceptual</u> and shows one of several ways how this particular area of the plan can be realized.		
2	2:44	2.2.1	ILLUSTRATION CAPTION: Above: River section at the Lock and Dam	ILLUSTRATION CAPTION: Above: <u>Illustration of</u> River section at the Lock and Dam		
2	2:46	2.2.1	ILLUSTRATED CROSS SECTION: Freeway Park Section	ILLUSTRATED CROSS SECTION: <u>Example Illustration of</u> Freeway Park Section		
2	2:46	2.2.1	FREEWAY PARK: The design also proposes activating the space with people through a greater number of uses.	FREEWAY PARK: The design also proposes activating the space with people through a greater number of uses, <u>including its utilization as an area for families to camp along the Fiesta Parade route.</u>		

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2	2:46	2.2.1	MAP CAPTION: The diagrams are illustrative and shows one of several ways how this particular area of the plan can be realized.	MAP CAPTION: The diagrams are illustrative <u>conceptual</u> and shows one of several ways how this particular area of the plan can be realized.		
CHAPTER 2: PARKS & OPEN SPACE - Items for Further Discussion						
			Sub-committee concurred with concepts			

Chpt.	Page	Section	Plan As Written	Proposed Change	Staff Recommendation	Planning Team Notes
CHAPTER 2 - MOBILITY PLAN - Consent Items						
2	2:56	2.3.2	LEGEND: Notates the following: Streets with Bulbouts; Streets with Medians; Streets with Curb to Curb Change; New Streets; Removed Streets; Existing Streets	LEGEND: Notates the following: Streets with Bulbouts; Streets with Medians; Streets with Curb to Curb Change; New Streets; Removed Streets; Existing Streets; Potential Right-of-Way to Improve Connectivity and Pedestrian Flow		
2	2:61	2.3.5	N/A	3. Community Parking Arrangements: Consider allowing smaller property owners with some adjacency to create community parking agreements for shared parking arrangements and encourage development code to accommodate such policy		
2	2:63, 2:64	2.3.6	MAP: Parking Plan / Park Once Map	Remove rectangular symbols that may be located on private property and keep only the Radii indicating general locations for garages		
2	2:64	2.3.6	PARKING PLAN LEGEND: 500' walking radius (<2 minute walk)	PARKING PLAN LEGEND: 500' walking radius (<2 minute walk) & potential vicinity for Park Once Garage		
2	2:65	2.3.7	VIA Metropolitan Transit in cooperation with the City of San Antonio plans to significantly enhance transit options and services within Central San Antonio through development of a multi-modal system that will first serve the core and ultimately mature into a regional system using a potential combination of buses, streetcars, river bus and bus-rapid-transit.	VIA Metropolitan Transit in cooperation with the City of San Antonio plans to significantly enhance transit options and services within Central San Antonio through development of a multi-modal system that will first serve the core and targeted areas and ultimately mature into a regional system using a potential combination of buses, streetcars, river bus and bus-rapid-transit and light rail .		
2	2:65	2.3.7	5. Coordinate transit routing and stops with and location of parking supplies. This does not mean that they should necessarily be co-located - in some cases the pedestrian traffic induced by the strategic location of parking is highly beneficial to business.	5. Coordinate transit routing and stops with the destinations and location of parking supplies. This does not mean that they should necessarily be co-located - in some cases the pedestrian traffic induced by the strategic location of parking is highly beneficial to business.		
2	2:65	2.3.7	At the pedestrian-scale of movement, signage is smallest and as varied as the imagination allows.	At the pedestrian-scale of movement, signage is smallest and as varied as the imagination allows .		
2	2:65	2.3.7	The difference in pace tends to make for compatibility issues between the leisure cyclists and pedestrians in some cases. The following policies acknowledge the above and inform the plan:	The difference in pace tends to make for compatibility issues between the leisure cyclists and pedestrians in some cases . The following policies acknowledge the above and inform the plan:		

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CHAPTER 2 - MOBILITY PLAN - Items for Further Discussion						
2	2:56	2.3.2	MAP: Illustrates street network with proposed street improvements; street removals; and new streets	MAP: remove specific references to new streets; change "removed streets" to "existing streets"; remove "removed streets" from legend	Realignment Study Areas (refer to recommended map)	
2	2:56	2.3.2	N/A	contact property owners before agreeing to keep the map in the plan	Part of larger concept discussion	
2	2:56	2.3.2	1. There are missing links in the network, particularly near the River. New street segments are proposed to complete or adjust the network, as shown on the right.	Remove New Streets	1. There are missing links in the network, particularly near the River. Realignment Study Areas have been identified to target further analysis and determine feasibility of any proposed project. New street segments are proposed to complete or adjust the network, as shown on the right.	