



VIRTUAL COMMUNITY MEETING SUMMARY

NE I-35 and Loop 410 Area Regional Center Draft Plan

Date: December 16, 2021 | **Time:** 6:00 – 7:30 pm | **Location:** Zoom

Draft Plan can be viewed:

- Virtually on the NE I-35 and Loop 410 Plan website: <https://nei35.sacomplan.com/>
- Physically at the following locations:
 - City Council District 10 Field Office, 1635 NE Loop 410, SATX 78209
 - Northeast Senior Center, 4135 Thousand Oaks Drive, SATX 78217
 - Thousand Oaks Library, 4618 Thousand Oaks Drive, SATX 78233

CITY OF SAN ANTONIO STAFF & CONSULTANT TEAM:

Heather Yost, Senior Planner/Project Manager
Chris Ryerson, AICP, Planning Administrator
Iris González, Special Projects Manager
Ana Villareal, Senior Planner
Bridgett White, AICP, Planning Director

Linda Ximenes, Ximenes & Associates
Laura Calderon, Ximenes & Associates
Gretchen Roufs, APR, Auxiliary Marketing Services

MEETING OBJECTIVES

The purpose of the Virtual Community Meeting was to inform the public of the Draft NE I-35 and Loop 410 Area Regional Center Plan and provide a brief tutorial on where and how to access the draft document (as well other related information) on the Plan's project website. The website is: <https://nei35.sacomplan.com/>

MEETING FORMAT

The Community Meeting was held virtually through Zoom. Including Planning Department and consultant staff, the total number of attendees was 27. The meeting began with instructions on how to ask questions or provide discussion through the Zoom "chat" function, followed by an option for Spanish speaking attendees to join a separate break-out room with the live Spanish language presentation. The meeting continued with staff introductions, including a foreword by the Planning Department Director, Bridgett White, AICP. Introductions were followed by a PowerPoint overview of the draft NE I-35 and Loop 410 Area Regional Center Plan, a live Question & Answer Session, explanation of "next steps" in the planning process, and information on how to access the draft Plan using the project website or hardcopies at the City Council District 10 Field Office, NE Senior Center, and the Thousand Oaks Library. The project website is https://nei35.sacomplan.com

DRAFT PLAN OVERVIEW

The Project Manager began the PowerPoint presentation with an overview of the Regional Center's location and boundaries, a description of the Planning Team, project timeline, and project process. The PowerPoint presentation is available in the project website documents library at

<https://nei35.sacompplan.com/documents/>

The NE I-35 and Loop 410 Area Regional Center is located in northeast San Antonio, roughly centered around the I-35 and Loop 410 interchange. The Planning Team is the core advisory group that provided analysis, input, and feedback throughout the planning process. The Planning Team consists of area stakeholders including neighborhood representatives, business leaders, and relevant City departments and partner organizations (such as the Texas Department of Transportation and San Antonio River Authority).

Starting in January 2019, the Planning Team worked with the community to develop the draft NE I-35 and Loop 410 Area Regional Center Plan. The draft Plan is based on analysis of the area's existing conditions as well as strengths, challenges, and opportunities. The draft Plan presents the community's long-range vision and goals for the Regional Center and related recommendations for Land Use, Focus Areas, Mobility, Amenities and Public Space, Economic Development, and Housing.

PRIORITY RECOMMENDATIONS

While all the recommendations and strategies in the draft Regional Center Plan are important, the Planning Team and community identified some priorities that are either: most critical to achieving the Plan vision and goals; are more likely to be funded and implemented in the short-term; build upon other existing or ongoing initiatives; or are a necessary first step to provide a foundation for other projects and investments. The priority recommendations for Land Use, Focus Areas, Mobility, Amenities and Public Space, Economic Development, and Housing were presented in the PowerPoint presentation.

LIVE Q&A SESSION

Following the overview of the draft Regional Center Plan, the Project Manager started the Q&A session by presenting three frequently asked questions (FAQs). The questions were answered by Planning Staff; their responses recorded below:

FAQ #1: "Why are we planning for the NE I-35 and Loop 410 Area?"

Response: Planning for the NE I-35 and Loop 410 Area is part of a bigger effort to plan for the entire City as part of implementing the City's adopted Comprehensive Plan. As mentioned earlier, the Comprehensive Plan identified 13 Regional Centers (including the NE I-35 and Loop 410 area) that are the main employment centers of the City. The City is growing quickly, and we know a significant number of new homes and jobs will locate in these Regional Centers. So, we want to proactively plan for these areas to ensure infrastructure, community amenities, and housing and transportation choices are in place to meet the needs of current and future residents. Planning for these areas ahead of time can also help guide new development to certain corridors and focus areas where higher density housing or commercial uses make sense and encourages the preservation of existing neighborhood areas.



FAQ #2: “Does this mean the City will rezone my property?”

Response: While the land use maps in our Sub-Area Plans and zoning are certainly related, adoption of this Plan does not mean any properties automatically get rezoned. Rezoning is its own dedicated process, with many steps and several opportunities for outreach to property owners. City-initiated re-zonings would occur in larger areas where existing zoning is inconsistent with the adopted future land use. This might occur in areas where zoning was never updated to match existing development patterns, or where new nodes of higher density development are anticipated, for instance in designated focus areas or around major future transit stations.

FAQ #3: “How will these improvements and projects be paid for?”

Response: Public projects and initiatives recommended in the plan may be funded through typical mechanisms such as the City’s annual budget, the five-year Bond cycle, the City’s Infrastructure Management Program (IMP), or designated areas such as Tax Increment Reinvestment Zones (TIRZ). In some cases, Federal funding programs, such as Community Development Block Grants (CDBG) may be appropriate funding options. In addition, partner organizations and agencies such Bexar County, VIA Metropolitan Transit, the San Antonio River Authority, or the Alamo Area Metropolitan Planning Organization may also contribute to or support funding for certain projects. While the funding sources just mentioned may be used for public investments and amenities, or in some cases, Public-Private Partnerships, it is important to remember that private developers with private funding sources will ultimately be the ones to build housing, commercial, and mixed-use projects.

QUESTIONS FROM ATTENDEES

After the FAQs were presented, the Project Manager invited attendees to provide their own questions in the chat so the questions would be answered by Planning staff. The questions were noted by the consultant team and compiled into a Word document, which was presented to the meeting attendees and read aloud by the Project Manager. The questions, comments, and responses are available in this summary and also in the recorded meeting presentation in the project website’s Document Library at <https://nei35.sacomplan.com/documents/>.

Questions and comments are copied word-for-word as they were presented in the chat. Questions, comments, and responses have been grouped by the following topics:

- Trails, Greenways, and Parks
- Floodplains
- Traffic and Transportation
- NE I-35 Expansion (the TXDOT NEX project)
- Development
- City Contacts
- Other



QUESTIONS AND COMMENTS RELATED TO TRAILS, GREENWAYS, AND PARKS

Q1: “Recently the city removed a large homeless encampment on section of the Salado Creek that runs behind Briarglen & Austin hwy. I was told a walking trail & bike path was planned for the area. is this part of the plan?”

Comment: “there doing lot of clean up the area now”

Q2: “How close will the walking trail be to homes in the Salado Creek Greenway?”

Comment: “Not sure. the gentleman I talked to did say he had to get the homeowners permission.”

Q5: “Will the easement of the homes along the Salado Creek Greenway be utilized for the walking path?”

Q6: “Will there be some type of privacy fencing to reduce noise, litter, and the curious out of the yards of those in the future walking paths?”

Q11: “Chris R said the walking path was in the near future but also said next 10 year. When is the anticipated start date for that phase of the project? ...yes, please post more information”

Comment: “Those trails might be in the SA Bond consideration”

Summary Response: The Beitel Creek Trails and Park Project is a multi-year, multi-phased undertaking located in Council Districts 2 and 10.

Phase I of the trail was funded by a 2017 General Obligation Bond and consisted of construction of a public-access trailhead between Thousand Oaks Drive and the South Texas Area Regional Soccer (STAR) Complex. Components of the trailhead include a paved trail, trees, landscaping, parking lot, trash receptacle area, and bike racks. Improvements also include an underpass at Thousand Oaks to facilitate safe pedestrian crossing. Improvements to the Perrin Homestead were also completed with 2017 bond funds.

Phases II and III of the Beitel Creek Trail are proposed for 2022-2027 bond funding. Phase II would extend the trail with underpasses at Thousand Oaks Drive to Perrin Beitel Rd., southbound to Kallison Park, a pedestrian bridge over Perrin Beitel Rd., and a trail southbound from Perrin Beitel Rd. to the Perrin Homestead. Phase III would extend the trail northbound under Wurzbach Pkwy into Longhorn Quarry, and north of the existing Phase I trail to El Dorado Lake.

The NE I-35 and Loop 410 Regional Center Plan is intended to be a long-range planning document. It contains a future land use plan and communicates area challenges, goals, and priorities that the community would like to see addressed over the next ten years. The Regional Center Plan does not provide prescribe projects or assign funds to improvements. If there are safety or code concerns about the existing portion of the Beitel Creek Trail, please contact 311 or the District 2 or 10 City Council offices (contact information below).

If Phases II and III of the Beitel Creek Trail are funded, there will be opportunities for community input in the design process. You can stay informed on new developments through:

- *The District 10 City Council office (Clayton Perry) at (210) 207-7276. Email using the form at: <https://www.sanantonio.gov/Council/d10/Contact?sendto=district10>*



- The District 2 City Council office (Jalen McKee-Rodriguez) at (210) 207-7278. Email using the form at: <https://www.sanantonio.gov/Council/d2/Contact?sendto=District2>
- SA Speak Up: <https://www.saspeakup.com/>

Another source of information on trail design is the **City of San Antonio Parks & Recreation Trail Design Strategy (2018)**. The Trail Design Strategy establishes design principles and criteria for their application in the expansion of the City’s greenway trail system (the Howard W. Peak Greenway Trail System). One of the objectives of the design guide is to ensure the trails make positive impacts in the neighborhoods in which they are located. The Trail Design Strategy can be found on the San Antonio Parks & Recreation “Parks and Facilities” page: <https://www.sanantonio.gov/ParksAndRec/Parks-Facilities/Trails/Greenway-Trails> or at the following link: <https://www.sanantonio.gov/Portals/0/Files/Parks/Linear%20Creekways/10-FullDocument.pdf?ver=2019-03-21-153213-440>

QUESTIONS AND COMMENTS RELATED TO FLOODPLAINS

Q3: “Floodplain issues: there is a floodplain area near Northern Hills Golf Course. It is not well maintained. Will this plan address something like that to reduce flooding risk?”

Comment: “The lower part of the Salado Greenway is in a flood plane per the study down a few years ago. Homes in that area were raised in the portion that proved to be in the flood plane”

Response: One of the major goals of this Regional Center Plan is to expand greenspace and trail connections by leveraging floodplains and public easements. Restoring natural green spaces and ecological functions of the floodplain will also help prevent flooding in the long-term by increasing the amount of permeable area available to absorb stormwater runoff. Recommendation #1 in the “Amenities and Open Spaces” section of the Plan discusses ways floodplains and public easements can be used to expand greenspace in the area:

Recommendation #1: Leverage floodplain areas and public easements within the Regional Center to expand green space and create direct connections to nearby parks and greenway trails.

The Regional Center overwhelmingly lacks a sufficient amount of green space for the size of the area. Proposed amenities and public space should draw on assets within the boundary of the Regional Center and in the surrounding area. Two major assets just west of the Regional Center include the Salado Creek Greenway North, a part of the Howard W. Peak Greenway Trails System - a citywide network of multi-use and accessible trails that will loop around the entire City once fully developed - and Lady Bird Johnson Park, a community park with a trail head, sports fields, swimming pool, and several other public amenities. Other features within the Regional Center are less obvious assets; the area contains a number of public drainage and utility easements as well as the Beitel Creek floodplain, which runs north-south through the center of the plan area.

Proposed green space and trail connections use a combination of drainage ways, floodplain areas, and utility easements to create green space and direct access between the Regional Center and the Salado Creek Greenway Trail and Lady Bird Johnson Park. Priority connection points are the Longhorn Quarry, Morrison Kallison Park, Beitel Creek north and south of Loop 410, and an easement running east-west from the Longhorn Quarry through the former CPS Energy Tuttle Plant. Two multi-phase projects currently under construction within the plan area could be used to leverage future trail extensions. The projects are Beitel Creek Linear Trail Park at



the Longhorn Quarry and Bexar County-funded channel improvements to Beitel Creek that will include a trail connection between the creek and Salado Creek Greenway in the southern portion of the plan area.

Green space can also be achieved on a smaller scale — such as corridor sidewalks, medians, or businesses with street frontage — with green infrastructure and low impact development (LID). Examples include sidewalk trees, planter boxes, rain gardens, and bioswales. Because much of the Regional Center is already developed, the addition of green areas with these methods may have to be done incrementally by retrofitting individual sites or incorporating into redevelopment plans.

Although the Northern Hills Golf Course is just outside of the boundary of the NE I-35 and Loop 410 Plan area, their natural systems are interrelated and the expansion of permeable area south of the golf course could help reduce flooding. If there are immediate concerns, call 311 or the District 10 Council Office at www.sanantonio.gov/council/d10 or (210) 207-0999.

The Northern Hills area falls within the boundary of the Northeast Community Area Plan, which is scheduled to kick off in the next few years (Phase 5). The planning effort will comprehensively identify challenges within the plan area, including flood hazards. Information on the planning process is available on the SA Tomorrow website: <https://satomorrow.com/>

QUESTIONS AND COMMENTS RELATED TO TRAFFIC AND TRANSPORTATION

Comment: “Austin Highway & Randolph Blvd are major arterial corridors. It would be a great thing to see a two-way street connecting the two corridors under the I-35, 410 interchange. Right now dedicated ramps to Austin Hwy eat up otherwise usable space and don't promote walkability, biking or public transit between the two focus areas.”

Response: Austin Highway and Randolph Boulevard overlap with two Regional Center Plan Focus Areas: the Loop 410/Austin Highway Focus Area and the Randolph Boulevard South Focus Area. Focus Areas are identified as areas that have the capacity for growth and change due to their location, existing conditions, current or future investment, or community interest. They can become examples of the type of development that the community would like to see in the future.

In the case of both focus areas, increased internal and external connectivity is a high priority. The Austin Highway/Loop 410 Focus Area specifically highlights improved connectivity between Austin Highway, Perrin Beitel, and Walzem Road as well expanded trail connections to Salado Creek Greenway. The Randolph South Focus Area highlights how improved internal circulation could create a “Main Street”-style development anchored by the multimodal VIA Randolph Transit Center.

The Regional Center Plan proposes mixed-use future land use categories for these focus areas to support development that offers live, work, and play options. Part of planning for more vibrant land uses is aligning them with pedestrian and multimodal improvements. The City can make investments to the public realm that compliment private development in the area.

Working towards larger-scale connections will require continued communication with TXDOT, the AAMPO, Union Pacific, and other City Departments. The Regional Center Plan is intended to create sustained communication with these entities and inform their planning processes.



Q8: “I live at the corner of Randolph and OConnor. When there are traffic issues on I-35, Randolph gets a lot of traffic. my question is when construction begins will there will be traffic diverted to Randolph”

Response: Impact of development near Randolph Blvd. and O’Conner – as development occurs, it is incumbent on the City to continue working with TXDOT. The City works with TXDOT tightly when it comes to traffic diversion when construction occurs. Transportation Department and Public Works is also involved with TXDOT. The community will be made aware of any diversions via public meetings with TXDOT. The City Council offices representing affected areas are also channels of two-way communication. The Regional Center planning process takes into account existing and projected conditions in the area to determine appropriate land uses and recommend multimodal and roadway improvements that will accommodate these uses. The proposed future land use for the Randolph Boulevard and O’Conner area is “Business/Innovation Mixed-Use,” which is proposed in an effort to preserve employment uses in the area. It is generally a lower-intensity land use and the land use map doesn’t anticipate this being a highly trafficked area.

Comment: “I’ve lived in Longhorn Quarry for about a year and two things have been very obvious to me: 1) I know there were plans to develop the quarry similar to the Quarry Marketplace off of 281. So far most existing amenities are limited access and it doesn't look like that's changing anytime soon & it feels more like a thoroughfare than a desirable destination. 2) If the area is developed like Quarry Marketplace the City & Union Pacific need to get together and figure out how to grade separate the train tracks that cross Thousand Oaks near I-35. It’s created a really bad bottleneck, especially during rush hour.”

Response: Goal 3 of the Regional Center Plan is to create a connected transportation network that integrates multiple modes of transportation to efficiently serve the needs of multiple audiences. The Regional Center Plan supports this goal by proposing mixed-use land use categories in and near the Longhorn Quarry development. Denser developments help support pedestrian and transit infrastructure. The Regional Center Plan in the Mobility section specifically highlights the need for safe crossings at several locations in and near the Longhorn Quarry development. Also, the Economic Development section of the Regional Center Plan highlights how important it is for the City to support the developer(s) of the Longhorn Quarry to ensure private and public resources are aligned to make the area safer and accessible to the surrounding community.

Q13: Happy that there is investment in the area, but the recent road construction on Thousand Oaks took much longer than we were originally told. Quite painful while that was going on. Hopefully delays and impacts to businesses can be minimized?

Response: The Regional Center Plan acknowledges the challenges that construction can pose to businesses, commuters, and residents. Goal #3 of the Regional Center Plan’s Economic Development section is to proactively work to mitigate impacts of planned and future transportation projects on businesses and develop projects ways that improve access to and visibility of businesses. As specific projects are planned and executed, the City’s Public Works and Transportation Departments also work with communities to mitigate construction impacts. For updates or concerns regarding specific construction projects, please contact the City Council office associated with the project’s location: <https://www.sanantonio.gov/Council/Find-My-Council-Member>. Information on projects can also be found on the City’s Public Works Department website: <https://www.sanantonio.gov/PublicWorks/Projects>



Q19 (added after the Q&A session): I realize VIA is looking into Automated Rapid Transit (ART) between the 13 regional centers. However, Bus will never compete with a car traversing the city. Has the planning department looked into maybe building grade separated rail (like monorail) along the existing highway network? Sounds pretty out there I know. But Los Angeles is looking into building one along the 405.

*Response: VIA has no plans for Light Rail Transit, however, **Advanced Rapid Transit (ART)** is a bus rapid transit system that uses dedicated transit lanes to bypass and mitigate potential delays due to traffic congestion. These dedicated transit lanes facilitate transit vehicles to move more reliably and with reduced travel times along major corridors to better connect passengers/pedestrians to destinations all at a much-reduced cost when compared to Light Rail Transit.*

For more information on VIA's vision for the future, see the "VIA Vision 2040 Long-Range Vision Plan:" http://www.viainfo.net/wpcontent/uploads/2018/05/2016_0824_VIA_2040_LRP.pdf

QUESTIONS AND COMMENTS RELATED TO I-35 EXPANSION

Q7: "Have these plans considered the potential double decking of the I 35-410 interchange area being considered?"

Q15: "Where are you starting the IH 35 Double Deck in 2022?"

Q16: "Bridgett - send the info to everyone? How do we get that sent to us, email. mail?"

Q17: "410 to 3009. Will this go North and South?"

Q18: "So when you start 410 to 3009, you'll build it one direction at a time, look downtown was doubled decked, or both directions at the same time?"

Comment: "Especially with the I-35 Expansion flyover lanes, making sure the communities that string the 35 corridor are desirable places to live is very important."

Summary Response: The Texas Department of Transportation (TXDOT) I-35 Northeast Expansion (NEX) Project consists of construction of elevated express lanes in both directions (north and south) to add capacity. Lanes will be elevated due to lack of available right-of-way. The elevated lanes will be built between the existing main lanes and frontage roads. The elevated lanes are intended to serve regional traffic and the existing I-35 facility will remain as is. The total project length is 20 miles with construction limits of N. Walters Street in Bexar County to FM 1103 in Guadalupe County. The project has been divided into three sections for manageability:

- **NEX South- from I-410 S to I-410 N**
The NEX South section is funded, however it has been put on pause to determine the best delivery method. Cost is \$940 million.
- **NEX Central- from I-410 N to FM 3009**
Construction on NEX Central is anticipated to begin in Spring 2022 with an estimated completion date of late 2027. Cost for design and build is \$1.5 billion.
- **NEX North- From FM 3009 to FM 1103**
The NEX North project is unfunded and does not have a design/construction timeline as of now. Construction cost is estimated at \$430 million.

TXDOT provided an update on the NEX project to the Alamo Area Metropolitan Planning Organizations (AAMPO) on Monday, December 13, 2021. The presentation can be accessed starting on page 25 of the



following link: https://www.alamoareampo.org/Committees/TPB/docs/TPB_Package.pdf Additional information can be found on the I-35 NEX Central website: <https://www.i35nex.com/> and the TXDOT project site: <https://www.txdot.gov/business/partnerships/alternative-delivery/i35-nex.html>

It is a goal of the NE I-35 and Loop 410 Area Regional Center Plan to support continued coordination between the communities and businesses affected by I-35 construction and the appropriate city and state partners such as the San Antonio Transportation Department, Public Works Department, and Texas Department of Transportation,

Comment: Texas Highway Man is an excellent resource for any viewers that like to track road infrastructure improvements in the San Antonio area.

Response: The Texas Highway Man website is: <http://www.texashighwayman.com/index.shtml>

QUESTIONS AND COMMENT RELATED TO DEVELOPMENT

Q14: There's a project breaking ground north of Thousand Oaks near the Beitel Creek trailhead. Does the Planning Department have insight into what that development is?

Response: According to the Longhorn Quarry Master Redevelopment Plan (2017), the area north of Thousand Oaks is planned to commercial development. Currently the property is zoned C-3.

Open Data link to permit activity:

<https://www.sanantonio.gov/DSD/Resources/Reports>

Other ways to find permit activity in the Development Services BuildSA system can be found:

<https://aca.sanantonio.gov/CitizenAccess/Default.aspx>

Comment: There was a private project near the trail head that has stopped as there were not any studies or permits pulled for it.

Comment: Yes, code compliance investigated

Comment: Mixed use and/or more multifamily housing in Longhorn Quarry is always welcome.

Comment: "I'm very happy to see this plan revitalize underutilized strip center parking lots as multifamily housing and mixed use commercial. This needs to be a trend throughout the city of San Antonio and other sprawling, automobile focused cities."

Summary Response: Revitalization of aging and underutilized properties is a major goal of the Regional Center Plan. The Plan provides for land uses, recommendations, and strategies that promote revitalization, sustainability, and creation of places accessible to more people for living, work, and recreation.

QUESTIONS AND COMMENTS RELATED TO CITY CONTACTS

Q12: "When is the best time to call?"

Response: For questions or comments related to the NE I-35 and Loop 410 Area Regional Center Plan, the Planning Department is open Monday - Friday from 7:45 AM to 4:30 PM. The project manager for the NE I-35 and Loop 410 Regional Center Plan may be reached at (210) 207-7919 or heather.yost@sanantonio.gov. In-person, phone, or virtual meetings can also be arranged.



Q9: “The district 10 councilman is not familiar with the area as proved by previous contact on a different concern. Other than the councilman, is there someone else to contact”

Response: The NE I-35 and Loop 410 Area Regional Center boundary encompasses both District 10 and District 2. You can confirm your City Council district on the “Find My Council Member” Map:

<https://www.sanantonio.gov/council/find-my-council-member>

The District 10 City Council Representative is Clayton Perry at (210) 207-7276. Email using the form at:

<https://www.sanantonio.gov/Council/d10/Contact?sendto=district10>

The District 2 City Council Representative is Jalen McKee-Rodriguez at (210) 207-7278. Email using the form at: <https://www.sanantonio.gov/Council/d2/Contact?sendto=District2>

Other ways to find permit activity in the Development Services BuildSA system can be found:

<https://aca.sanantonio.gov/CitizenAccess/Default.aspx>

Open Data link to permit activity:

<https://www.sanantonio.gov/DSD/Resources/Reports>

You may also contact 311 for City services and information.

QUESTIONS AND COMMENTS – OTHER

Q4: “are you presenting in order of start ans [and?] completion?”

Response: The NE I-35 and Loop 410 Area Regional Center Plan virtual meeting was presented as follows: The meeting began with instructions on how to ask questions or provide discussion through the chat function, followed by an option for Spanish speaking attendees to join a separate break-out room with the live Spanish language presentation. The meeting continued with staff introductions, an overview of the draft NE I-35 and Loop 410 Area Regional Center Plan, a live Question & Answer Session, explanation of “next steps” in the planning process, and information on how to access the draft Plan. The overview of Plan recommendations and strategies was presented by topic (Land Use, Focus Areas, Mobility, Amenities and Public Space, Economic Development, and Housing). The recommendations and strategies presented under these topics are not tied to specific projects with start and completion dates.

Q10: “Is the Northeast Corridor Grant still available for businesses?”

Response: Yes, the Northeast Corridor (NEC) Enhancement Grant Program is still available for eligible businesses. More information on the grant as well as application deadlines can be found on the NEC Revitalization Program website at: <https://www.sanantonio.gov/Planning/NEC#261793238-grants--incentives>. The webpage also describes other potential sources of grants and incentives for the revitalization area. The NEC Project Manager is Sidra Schimelpfening. She may be reached at sidra.schimelpfening@sanantonio.gov or (210) 207-8187.

Comment: Appreciate this information. Thank you

