

ZONING CHANGE REVIEW SHEET

CASE: C14-2025-0121 (8901 E US 290 Hwy)

DISTRICT: 1

ADDRESS: 8901 East U.S. 290 Highway Service Road East Bound

ZONING FROM: GR-CO (Tract 1) and LI-CO (Tract 2) TO: LI (Tracts 1 and 2)

SITE AREA: approximately 3.166 acres (approximately 137,891 square feet)

PROPERTY OWNER: Springdale 2.9 LLC

AGENT: Drenner Group, (Leah Bojo)

CASE MANAGER: Jonathan Tomko, AICP 512-974-1057 jonathan.tomko@austintexas.gov

STAFF RECOMMEDATION:

Staff recommends granting limited industrial services (LI) district zoning on Tracts 1 and 2. For more information see the *basis of recommendation* section below.

ZONING AND PLATTING COMMISSION ACTION / RECOMMENDATION:

February 17, 2026: Approved staff recommendation of limited industrial services (LI) district zoning on the consent agenda. Motion by Commissioner Stern, seconded by Commissioner Osta Lugo (9-0) with Commissioner Major and Commissioner Boone absent.

CITY COUNCIL ACTION:

March 26, 2026: Applicant postponement request to April 23, 2026, granted.
April 23, 2026: Case is scheduled to be heard by City Council.

ORDINANCE NUMBER:

N/A

ISSUES: N/A

CASE MANAGER COMMENTS:

The property in question is a little more than 3 acres of currently undeveloped land to the southwest of the intersection of U.S. Highway 290 Service Road East Bound and Springdale Road. These are high intensity roadways, an ASMP level 4 and level 3 respectively.

When this property was previously rezoned in 2006 there was a conditional overlay establishing a trip count limit of 2,000 trips per day. This was common of properties within the vicinity at that time. However, at that time U.S. 290 at Springdale Road was a traffic signal and two 4-lane roadways. Today it is a 6-lane freeway with an overpass at Springdale Road flanked by two 3-lane service roads, one in each direction.

Austin Transportation and Public Works (TPW) notes in their comments below, they support the removal of the following condition from Ordinance No. 20060727-129: "A site plan or building permit for the Property may not be approved, released or issued, if the completed development or uses of the Property, considered cumulatively with all existing or previously authorized development and uses, generate traffic that exceeds 2,000 trips per day."

Limited industrial services (LI) zoning is appropriate at the site; it is the dominant zoning classification in the vicinity, particularly to the northwest. Almost all the property in the immediate area previously zoned community commercial (GR) was condemned with the right of way to the south of U.S. 290 when the highway was constructed.

BASIS OF RECOMMENDATION:

Zoning should promote the policy of locating retail and more intensive zoning near the intersections of arterial roadways or at the intersections of arterials and major collectors.

Public facilities and services should be adequate to serve the set of uses allowed by a rezoning.

Zoning should allow for reasonable use of the property.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	GR-CO and LI-CO	Undeveloped Land
<i>North</i>	GR-CO	U.S. 290 Highway and service roads
<i>South</i>	LI-CO	An industrial warehouse of approximately 36,000 square feet with a commercial storefront of approximately 9,000 square feet.
<i>East (across Springdale Road)</i>	LI-CO and I-RR	Three industrial warehouses of approximately 90,000; 69,000; and 15,000 square feet with commercial storefronts of approximately 12,000; 8,000; and 4,000 square feet respectively.
<i>West</i>	GR-CO	Undeveloped Land

NEIGHBORHOOD PLANNING AREA: Not in a Neighborhood Planning Area

WATERSHED: Walnut Creek Watershed

SCHOOLS: A.I.S.D.

Jordan Elementary School

Dobie Middle School

LBJ Early College High School

COMMUNITY REGISTRY LIST:

Austin Neighborhoods Council, Colony Park/Lakeside Community Development Corp., Del Valle Community Coalition, Friends of Austin Neighborhoods, Friends of Northeast Austin, Homeless Neighborhood Association, Overton Family Committee

AREA CASE HISTORIES:

Number	Request	Commission	City Council
C14-2009-0015 (Reagan 290)	To rezone from DR and I-RR to LI	04.21.2009 ZAP: To grant staff's recommendation for LI-CO zoning on a 4-0 vote.	05.14.2009: To grant LI-CO zoning on the consent agenda on a 7-0 vote.
C14-03-0054 (Speedy Stop 216)	To rezone from DR to GR	04.14.2003 ZAP: To grant staff's	05.22.2003: To grant GR-CO zoning on

		recommendation for GR-CO zoning on a 9-0 vote.	the consent agenda on a 7-0 vote.
C14-96-0030 (8801 Hwy 290 East)	To rezone from DR to GR-CO	N/A	06.06.1996: To grant GR-CO zoning.
C14-06-0108 (Milstead)	To rezone from I-RR to LI-CO	06.20.2006 ZAP: To grant staff's recommendation for LI-CO zoning on the consent agenda by a 7-0 vote.	07.20.2006: To grant LI-CO zoning.

RELATED CASES:

C14-05-0164 – Previous rezoning of the site from I-RR and DR to GR-CO and LI-CO.

ADDITIONAL STAFF COMMENTS:

Comprehensive Planning

Project Name and Proposed Use: 8901 E US 290 HWY SERVICE ROAD EB. C14-2025-0121. Project: 8901 E US 290 HWY SERVICE ROAD. 3.166 acres from GR-CO and LI-CO to LI. Existing: undeveloped. Proposed: gas station and store. Applicant is seeking to remove condition regarding the approval of a site plan or building permit.

Yes	Imagine Austin Decision Guidelines
Complete Community Measures *	
Y	Imagine Austin Growth Concept Map: Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. Names of Activity Centers/Activity Corridors/Job Centers *: <ul style="list-style-type: none"> • Adjacent to Manor/Springdale/Cameron Activity Corridor
Y	Mobility and Public Transit *: Located within 0.25 miles of public transit stop and/or light rail station. <ul style="list-style-type: none"> • 0.19 miles to bus stop along E US 290 HWY EB frontage road
Y	Mobility and Bike/Ped Access *: Adjoins a public sidewalk, shared path, and/or bike lane. <ul style="list-style-type: none"> • Bike lane present along Springdale Road
	Connectivity, Good and Services, Employment *: Provides or is located within 0.50 miles to goods and services, and/or employment center.
	Connectivity and Food Access *: Provides or is located within 0.50 miles of a grocery store/farmers market.
	Connectivity and Education *: Located within 0.50 miles from a public school or university.
	Connectivity and Healthy Living *: Provides or is located within 0.50 miles from a recreation area, park or walking trail.
	Connectivity and Health *: Provides or is located within 0.50 miles of health facility (ex: hospital, urgent care, doctor's office, drugstore clinic, and/or specialized outpatient care.)
	Housing Choice *: Expands the number of units and housing choice that suits a variety of household sizes, incomes, and lifestyle needs of a diverse population (ex: apartments, triplex, granny flat, live/work units, cottage homes, and townhomes) in support of Imagine Austin and the Strategic Housing Blueprint.
	Housing Affordability *: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing.
	Mixed use *: Provides a mix of residential and non-industrial uses.

	Culture and Creative Economy *: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).
	Culture and Historic Preservation: Preserves or enhances a historically and/or culturally significant site.
	Creative Economy: Expands Austin’s creative economy (ex: live music venue, art studio, film, digital, theater.)
	Workforce Development, the Economy and Education: Expands the economic base by creating permanent jobs, especially in industries that are currently not represented in a particular area or that promotes a new technology, and/or promotes educational opportunities and workforce development training.
	Industrial Land: Preserves or enhances industrial land.
Y	Not located over Edwards Aquifer Contributing Zone or Edwards Aquifer Recharge Zone
4	Number of “Yes’s”

Environmental

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Walnut Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. The site is in the Desired Development Zone.
2. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Gross Site Area</i>	<i>% of Gross Site Area with Transfers</i>
Single-Family	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

3. According to floodplain maps there is a floodplain within or adjacent to the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within the project location.
4. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.
5. At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.
6. Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2 year storm on site.
7. At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

Fire

No comments on rezoning

PARD – Planning & Design Review

PR1: Parkland dedication fees may apply to any future site or subdivision applications resulting from this rezoning. As of January 1, 2024, new commercial, non-residential uses are not subject to parkland dedication requirements at the time of site plan and subdivision.

Site Plan

1. FYI: All comments regarding the effects of the proposed rezoning on subsequent Site Plan Review applications are intended to assist in identifying potential development constraints but do not include all regulations which may affect a specific proposal. Changes to property boundaries and requests for development cannot include all regulatory limitations which may apply to a specific subject to modification or reconsideration if affected by a change in property boundaries or if development is proposed on only a portion of the land proposed for rezoning. These comments are intended to assist in identifying potential development constraints, but do not address the actual restrictions which will apply to a specific development proposal. Austin Development Services offers a variety of pre-application review options to assist in evaluating specific development proposals prior to Site Plan Application.
2. Site plans will be required for any new development except for residential only project with up to 4 units.
3. Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.

Transportation and Public Works Department (TPW) – Engineering Review

- TPW 1. TPW-TDS supports the removal of the following condition from Ordinance No. 20060727-129: “A site plan or building permit for the Property may not be approved, released or issued, if the completed development or uses of the Property, considered cumulatively with all existing or previously authorized development and uses, generate traffic that exceeds 2,000 trips per day.”
- TPW 2. The Austin Strategic Mobility Plan (ASMP) calls for 116 feet of right-of-way for SPRINGDALE RD. It is recommended that 58’ feet of right-of-way from the existing centerline should be dedicated for SPRINGDALE RD according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

EXISTING STREET CHARACTERISTICS:

Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)

E US 290 HWY SVRD EB	Level 4 (TXDOT)	N/A	412' (includes EB SVRD through WB SVRD)	Varies: 42' – 53' (E US 290 HWY SVRD EB)	Yes	Yes	Yes
SPRINGDALE RD	Level 3	116'	90'	65'	No	yes	Yes

TIA: A Zoning transportation analysis shall be performed at time of zoning where anticipated trips are anticipated to exceed 2,000 unadjusted trips to satisfy the LDC requirement for a TIA but does not diminish the authority to require a traffic impact analysis at time of site plan. LDC 25-6, TCM 10.5.0.

Austin Water Utility

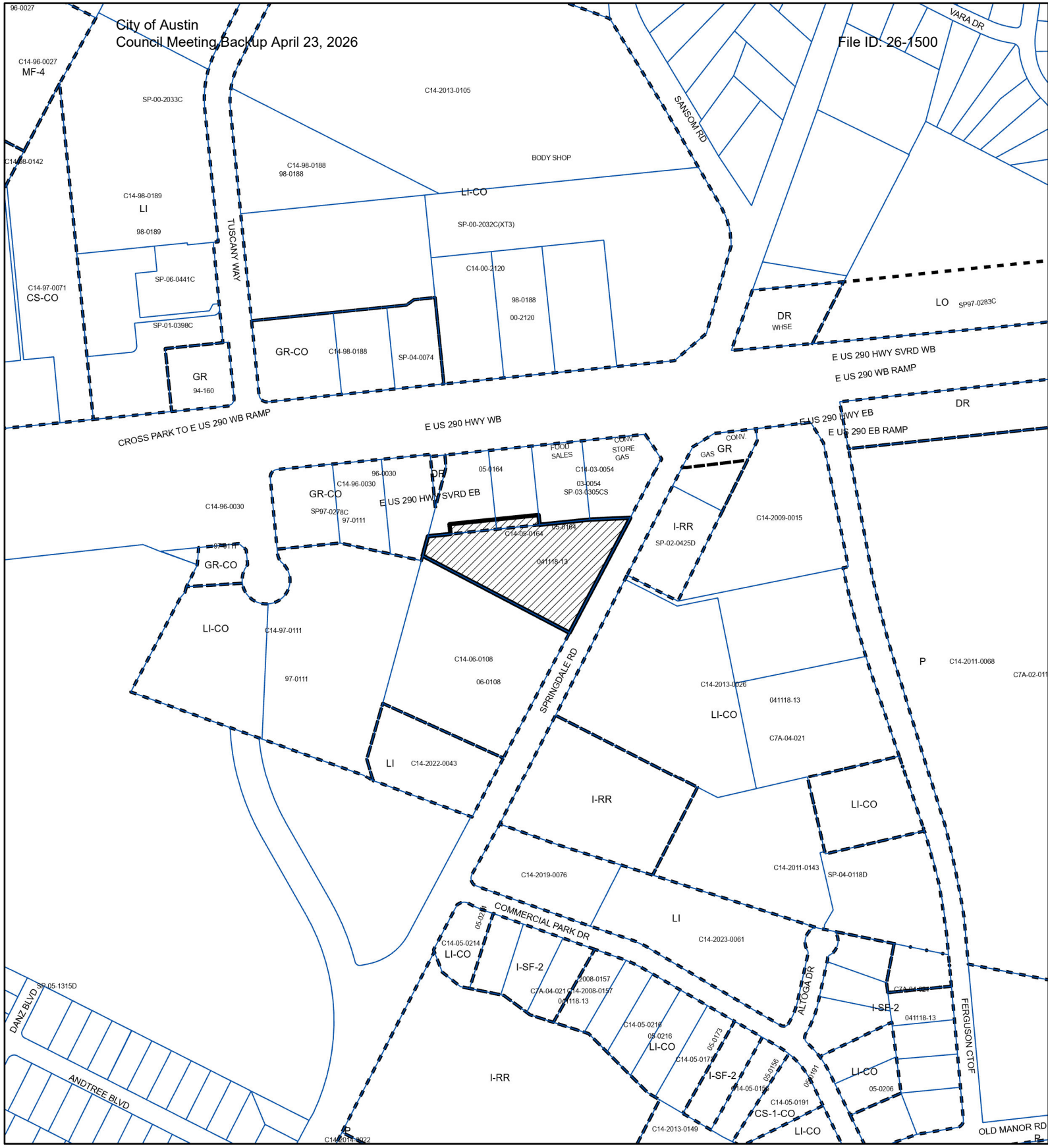
AW1. No comments on zoning change.

FYI: The landowner intends to serve the site with existing City of Austin water utilities.

Depending on the development plans submitted, water and or wastewater service extension requests may be required. All water and wastewater construction must be inspected by the City of Austin. For more information pertaining to the Service Extension Request process and submittal requirements contact the Austin Water SER team at ser@austintexas.gov.




INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:

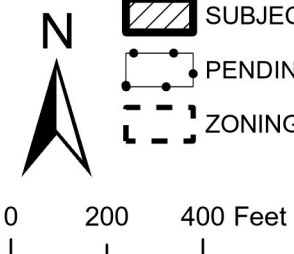
- A. Zoning Map
- B. Aerial Map
- C. Applicant’s Summary Letter
- D. Zoning Transportation Analysis (ZTA)



ZONING

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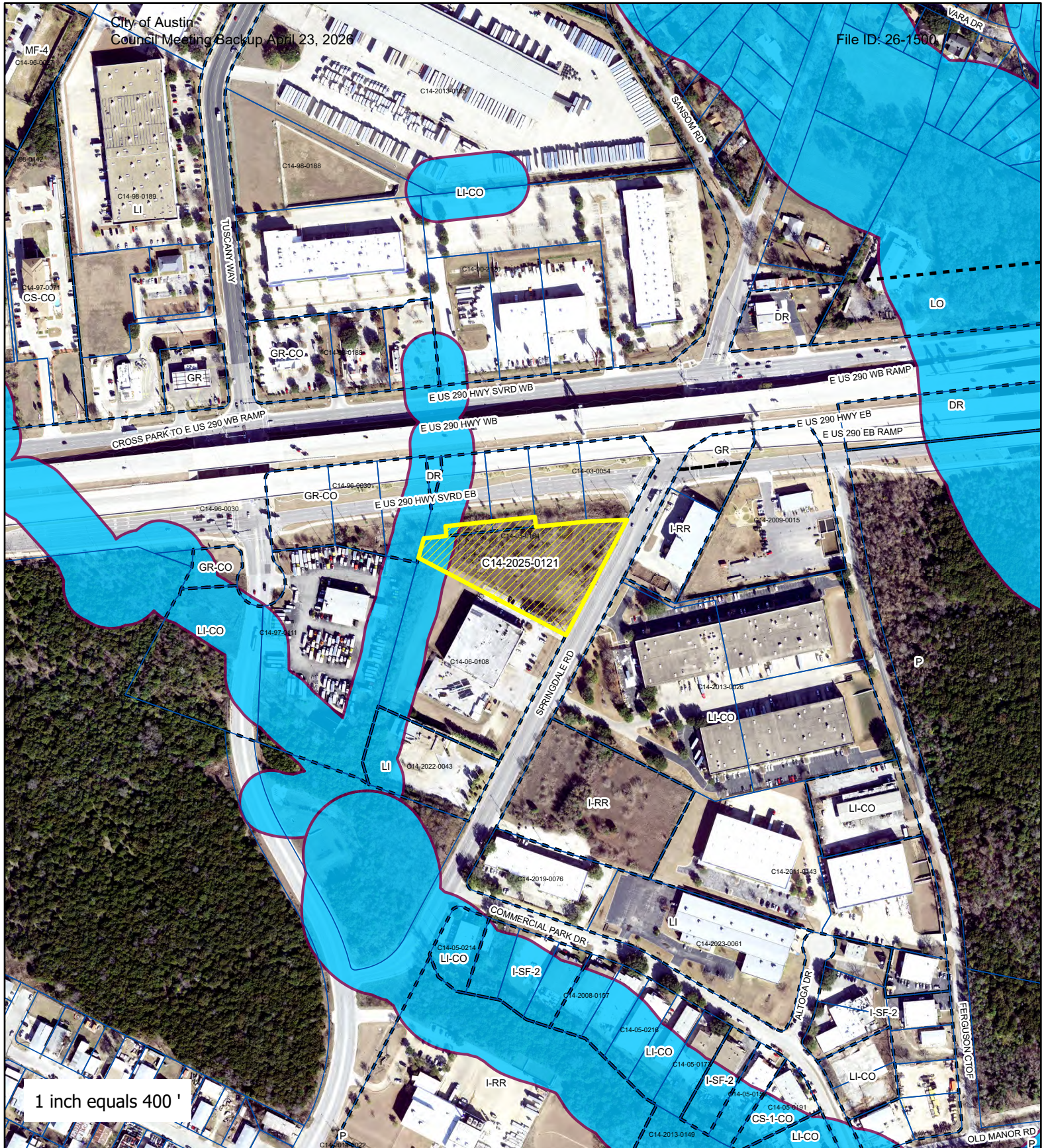
-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by Austin Planning for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.





8901 E US 290 Highway



- SUBJECT TRACT
- ZONING BOUNDARY
- PENDING CASE
- CREEK BUFFER

ZONING CASE#: C14-2025-0121
LOCATION: 8901 E US 290 Hwy Svrld EB
SUBJECT AREA: 3.166 Acres
MANAGER: Jonathan Tomko



DRENNER GROUP

November 10, 2025

Ms. Lauren Middleton-Pratt, Planning Director
City of Austin Planning Department
Permitting and Development Center (PDC)
6310 Wilhelmina Delco Drive
Austin, TX 78752

Via Electronic Delivery

Re: 8901 E US 290 Highway – Zoning application for the combined 3.166-acre piece of property located at 8901 E US 290 Highway, comprised of TCAD IDs: 0229300406, 0229300405 and 0229280312 (the "Property").

Dear Ms. Middleton-Pratt:

As representatives of the owners of the Property, we respectfully submit the enclosed rezoning application package. The project is titled 8901 E US 290 Highway and is 3.166-acres of land, located on the south side of E US 290 Highway, between Springdale Road and Tuscany Way. The Property is in the Full Purpose Jurisdiction of the City of Austin.

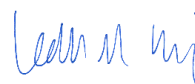
The Property is currently zoned LI-CO (Limited Industrial Services – Conditional Overlay) and GR-CO (Community Commercial – Conditional Overlay). The requested zoning is LI (Limited Industrial Services).

We are requesting to remove the following condition per Ordinance No. 20060727-129: A site plan or building permit for the Property may not be approved, released or issued, if the completed development or uses of the Property, considered cumulatively with all existing or previously authorized development and uses, generate traffic that exceeds 2,000 trips per day.

The Property is not located in a Neighborhood Planning Area. A Traffic Impact Analysis (TIA) is pending at the Transportation Department Services.

Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

Sincerely,



Leah M. Bojo

cc: Joi Harden, Planning Department (*via electronic delivery*)
Jonathan Tomko (*via electronic delivery*)



MEMORANDUM

To: Michael J. Morgan, P.E.; HDR Engineering

CC: Matiur Rahman, P.E.; Kaylie Coleman, EIT; Bryan Golden, AICP, ATPW

From: Manar Hasan, P.E., ATPW

Date: February 17th, 2026

Subject: **8901 E US 290 HWY SERVICE ROAD (TXB Springdale) – C14-2025-0121**

The purpose of this memorandum is to present the findings of review of the “Zoning Traffic Analysis – TXB Springdale”, prepared by HDR Engineering and reviewed by Austin Transportation and Public Works (ATPW). The site location is shown in figure 1 below.

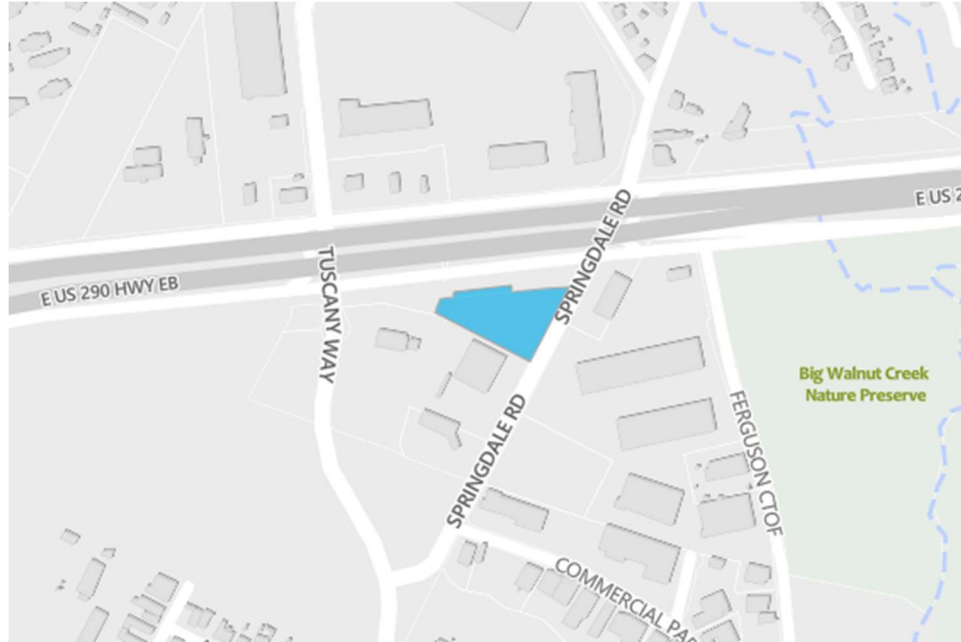


Figure 1: Site Location

The purpose of this ZTA is to provide support for rezoning from GR-CO and LI-CO to LI. The proposed development is anticipated to develop a convenience store (7,755 SF) with gas station (21 vehicle fueling positions) on currently vacant land.

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Adjacent Roadway Characteristics:

The development is proposing three (3) driveways - one (1) on US 290 eastbound frontage road, which has been approved by TxDOT, and two (2) on Springdale Road. The location of these driveways is shown in Figure 2 below.



Figure 2: Proposed Driveway Locations

As indicated on the area location map and the conceptual site plan (Figures 1 and 2), the TXB Springdale development is located west of Springdale Road and south of US 290 in Austin, TX. To adequately describe the significance of the roadways within the vicinity of the site, a further characterization is provided for each. Average daily traffic estimates for these roadways were obtained from TxDOT Traffic Count Database System (TCDS). The Austin Strategic Mobility Plan (ASMP) catalogs the classifications of these major roadways and documents proposed improvements.

US 290: The ASMP classifies US 290 as a major highway (Level 4) in the vicinity of the site. Based on TxDOT historical daily traffic counts, the estimated 2024 Average Daily Traffic (ADT) on US 290 eastbound approach is approximately 19,300 vehicles per day (vpd).

Springdale Road: The ASMP classifies Springdale Road as a four-lane divided road (Level 3), with a center lane for two-way left turns, in the vicinity of the site. Based on recent counts provided by the

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city, the estimated 2024 ADT on Springdale Road is approximately 8,500 vpd. The posted speed limit is 45 mph.

Tuscany Way: The ASMP classifies Tuscany Way as a four-lane divided road (Level 3), with a center lane for two-way left turns, in the vicinity of the site. Based on recent counts provided by the city, the estimated 2024 ADT on Tuscany Way is approximately 5,600 vpd. The posted speed limit is 35 mph.

Trip Generation and Traffic Analysis

Unadjusted total trips per day, as well as the peak hour traffic associated with the project, were estimated using recommendations and data contained in the Institute of Transportation Engineers Trip Generation Manual, 12th Edition. The proposed project is anticipated to generate approximately 4,270 unadjusted daily trips upon build-out. Based on TDM measures, an initial 6% reduction was applied to obtain adjusted trips. Following this adjustment, pass-by reductions were applied to account for the proposed gas station use, as the majority of site traffic is already present on the roadway network. Based on ITE’s Trip Generation Manual, a 76% and 75% trip reduction was assumed for the development during the AM Peak and PM Peak period, respectively. Trip generation is shown in Table 1 below.

Table 1: Trip Generation

Land Uses	ITE Code	Quantity	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Convenience Store / Gas Station	945	21 (5.5-10 KSF)	Vehicle Fueling Positions	4,270	244	243	487	221	222	443
TDM (10% Reduction)				427	24	24	49	22	22	44
Pass-by (76%/75% Reduction in AM/PM)				2,921	167	166	333	149	150	299
Total Adjusted Daily Trips				922	53	53	105	50	50	100

Future Average Daily Traffic (ADT) was estimated based on projected historical daily traffic counts, assuming a 3.5% annual growth rate. Table 2 shows both the existing traffic volumes as well as projected volumes on the road segments in the vicinity of the site.

Table 2: Project Volume Analysis

Roadway Segment	ASMP Level	Typical ADT*	2028 Forecasted ADT	2028 Site Plus Forecasted ADT
Springdale Road	3	15,000-40,000	9,706	10,149
Tuscany Way	3	15,000-40,000	6,415	6,415
*Based on the Austin Street Design Guide				

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A Traffic Signal Warrant Analysis was conducted at the intersection of Springdale Road and Tuscany Way. A summary of the analysis is provided in Table 3.

Table 3: Signal Warrant Analysis

Intersection	Year/Condition Warranted	Warrants Met	Notes
Springdale Road and Tuscany Way	2026 Existing	Warrant 3 – Peak Hour*	Warranted in PM peak
	2028 Forecasted	Warrant 3 – Peak Hour*	Warranted in PM peak
	2028 Site Plus Forecasted	Warrant 3 – Peak Hour*	Warranted in PM peak
*Volumes for PM peak hour warrants estimated based on 2024 existing peak hour traffic counts (provided by the City) with a growth rate of 3.5%.			

Recommendations and Conclusions

Austin Transportation and Public Works (ATPW) provides the following recommendations and conclusions for consideration:

1. The sites are subject to a 10% TDM trip reduction target and have proposed the following TDM measures. The applicant has the flexibility to substitute and/or add other relevant TDM measures as per the Transportation Criteria Manual (TCM) at the time of site plan as long as an overall trip reduction of 10% is achieved. The final determination of TDM measures proposed by the applicant will be determined during the Site Plan review process.
 - Contextual Trip Reduction
 - Internal Trip Capture
 - Transit Proximity
 - Amenities, Programs, and Incentives Measures
 - Transportation Management Association Membership
 - Designated Mobility Coordinator
 - Marketing and Information
 - Sustainable Modes Improvement Measures
 - Pedestrian Access and Connectivity Improvements
 - Bicycle Access and Connectivity
 - Transit Access and Connectivity
2. The City of Austin reserves the right to reevaluate any or all identified improvements associated with this case at the time of Site Plan review.
3. The ASMP ROW requirements and dedication will be reevaluated and completed at the Subdivision or Site Plan phase of development, whichever comes earlier.

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4. Street Impact Fee (SIF) Ordinances 20201220-061 and 20201210-062 have been adopted by City Council and are effective as of December 21, 2020. The City has started collecting street impact fees with all building permits issued on or after June 21, 2022. For more information, please visit the City's Street Impact Fee website. A Street Impact Fee calculation shall be performed at the time of building permit application.
5. This ZTA does not relieve a development of its Transportation Assessment or Full TIA requirement (if any) at time of site plan.
6. The ZTA currently represents a driveway scenario that could change during site plan review, subject to review and approvals by ATPW.

Should you have any questions or concerns, please contact me at manar.hasan@austintexas.gov.

Sincerely,



Manar Hasan, P.E.

Austin Transportation & Public Works