

ZONING CHANGE REVIEW SHEET

CASE: C14-2025-0114 – ICU Medical

DISTRICT: 7

ADDRESS: 3900 W Howard Lane

ZONING FROM: LI

TO: LI-PDA

SITE AREA: 170.144 acres

PROPERTY OWNER: ICU Medical Pearl LLC

APPLICANT/AGENT: Drenner Group, P.C. (Leah M. Bojo)

CASE MANAGER: Sherri Sirwaitis (512-974-3057, sherri.sirwaitis@austintexas.gov)

STAFF RECOMMEDATION:

Staff recommends LI-PDA, Limited Industrial-Planned Development Area Combining District, zoning.

ZONING AND PLATTING COMMISSION ACTION / RECOMMENDATION:

April 21, 2026: Approved staff's recommendation of LI-PDA zoning by consent (8-0, Greenberg-No; A. Flores, T. Major and C. Tschoepe-absent).

CITY COUNCIL ACTION:

May 28, 2026

ORDINANCE NUMBER:

ISSUES: N/A

CASE MANAGER COMMENTS:

The property in question is a 170+ acre industrial park that is located at the northwest intersection of West Howard Lane and the North MoPac Expressway South Bound Service Road. The property to the north and south of this site is part of the Robinson Ranch PUD.

The applicant is requesting LI-PDA, Limited Industrial-Planned Development Area District, zoning with additional permitted uses, prohibited uses and a maximum height of 140 feet (*please see Applicant's Request Letter-Exhibit C*). The proposed PDA conditions are as follows:

The applicant is requesting the following changes to the LI base district through the PDA overlay:

1) Additional Permitted Uses by right:

- Research Assembly Services
- Research Warehousing Services
- Research Testing Services

2) Prohibited Uses as principal uses on the property:

- General Warehousing and Distribution
- Recycling Center
- Funeral Services
- Pedicab Storage and Dispatch
- Monument Retail Sales
- Scrap and Salvage
- Railroad Facilities

4) The following modifications to the LI base district site development regulations:

- Maximum Height: 140 feet

The staff recommends LI-PDA, Limited Industrial-Planned Development Area Combining District, zoning. The proposed PDA overlay will permit additional commercial uses on the property, prohibit more intensive commercial and industrial uses and allow for an increase the maximum height from 60 feet to 140 feet. The requested zoning meets the intent of the district sought as the property is a large site that is located at the southwest intersection of a highway and a major arterial roadway. LI-PDA zoning is compatible with the surrounding industrial (LI, LI-CO) zoning and commercial-mixed use designation in PUD zoning. The tract under consideration is located within a neighborhood center (Howard Station Neighborhood Center) as designated by the Imagine Austin Comprehensive Plan and is adjacent to Howard Station Capital Metro rail station.

The applicant agrees with the staff's recommendation.

BASIS OF RECOMMENDATION:

1. *The proposed zoning should be consistent with the purpose statement of the district sought.*

Limited Industrial Service district is intended as an area primarily for commercial services and limited manufacturing uses, generally on moderately sized sites.

Planned Development Area combining district is intended for combination with selected commercial and industrial base districts, in order to modify base district provisions as necessary to allow for appropriate industrial and commercial uses or to reflect the terms of a Planned Development Area agreement following annexation of properties subject to such an agreement.

2. *The proposed zoning should promote consistency and orderly planning.*

The proposed zoning is compatible with the surrounding industrial (LI, LI-CO) zoning to the north and west and the commercial-mixed use designation in the PUD zoning to the north and south.

The tract under consideration is located within a neighborhood center (Howard Station Neighborhood Center) as designated by the Imagine Austin Comprehensive Plan and is adjacent to Howard Station Capital Metro rail station.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	LI	Office/Industrial
<i>North</i>	PUD, LI	Robinson Ranch PUD (MXD or TOD Designation)
<i>South</i>	PUD	Robinson Ranch PUD (MXD or TOD Designation)
<i>East</i>	ROW, County	North MoPac Frontage Road South Bound
<i>West</i>	LI-CO	Office/Warehouse (Wells Branch Technology Park)

NEIGHBORHOOD PLANNING AREA: N/A

WATERSHED: Walnut Creek

CAPITOL VIEW CORRIDOR: N/A

SCENIC ROADWAY: N/A

NEIGHBORHOOD ORGANIZATIONS:

Friends of Austin Neighborhoods,
Homeless Neighborhood Association,
Red Line Parkway Initiative

SCHOOLS: Round Rock ISD

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C814-04-0066 (Robinson Ranch PUD)	LI-PDA, DR and I-RR to PUD	6/15/2005: Approved staff rec. for PUD with conditions included in Environmental Board recommendation (9-0).	6/17/2004: Approved PUD zoning on all 3 readings
C14-00-2036 (Northwest of the intersection of West Howard Lane and McNeil-Merriltown Drive)	I-RR to LI-CO	9/26/00: To grant the LI-CO zoning by consent The CO would consist of the recommendations included in the TIA. (Vote: 8-0, Almanza absent).	10/26/2000: Approved LI-CO zoning through Ordinance No. 001026-62 on all 3 readings.

RELATED CASES:

C14-81-037 – Previous Zoning Case
SP-2015-0126C, SP-2017-0293C -Site Plan Case

OTHER STAFF COMMENTS:

Comprehensive Planning

Project Name and Proposed Use: 3900 W HOWARD LANE. C14-2025-0114. Project: ICU Medical - 3900 W Howard Lane. 170.14 acres from LI to LI-PDA. Existing: industrial park. Proposed: industrial park.

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"> • Within Howard Station Neighborhood Center
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"> • Adjacent to Howard Station CapMetro rail station
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 W Howard LN
Y	Connectivity, Good and Services, Employment *: Provides or is located within 0.50 miles to goods and services, and/or employment center. <ul style="list-style-type: none"> • Within 0.5 miles of high employment levels as per Census OnTheMap
	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.
Y	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.) <ul style="list-style-type: none"> • 0.5 miles to Dentist along Wells Branch Pkwy
	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.
Y	Industrial Land : Preserves or enhances industrial land.
	Not located over Edwards Aquifer Contributing Zone or Edwards Aquifer Recharge Zone
6	Number of “Yes’s”

Drainage

The developer is required to submit a pre- and post-development drainage analysis at the subdivision and site plan stage of the development process. The City’s Land Development Code and Drainage Criteria Manual require that the Applicant demonstrate through engineering analysis that the proposed development will have no identifiable adverse impact on surrounding properties.

Environmental

The site *is* 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.

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 (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

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.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

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.

Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2 year storm on site.

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.

Parks and Recreation

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. If any residential or hotel uses are planned with this rezoning, please reach out to this reviewer.

Site Plan

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

Zoning transportation analysis shall be performed at 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 site plan. LDC 25-6,

TCM 10.5.0. Please coordinate with TPW-TDS Engineer, Mustafa Wali (Mustafa.Wali@austintexas.gov) to finalize this ZTA. *Please see ZTA Memorandum – Exhibit D.*

The Austin Strategic Mobility Plan (ASMP) calls for 154 feet of right-of-way for W Howard Lane. It is recommended that 77 feet of right-of-way from the existing centerline should be dedicated for W Howard Lane according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

The Austin Strategic Mobility Plan (ASMP) calls for 84 feet of right-of-way for McNeil Merriltown Rd. It is recommended that 42 feet of right-of-way from the existing centerline should be dedicated for McNeil Merriltown Rd according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

Street table is provided below:

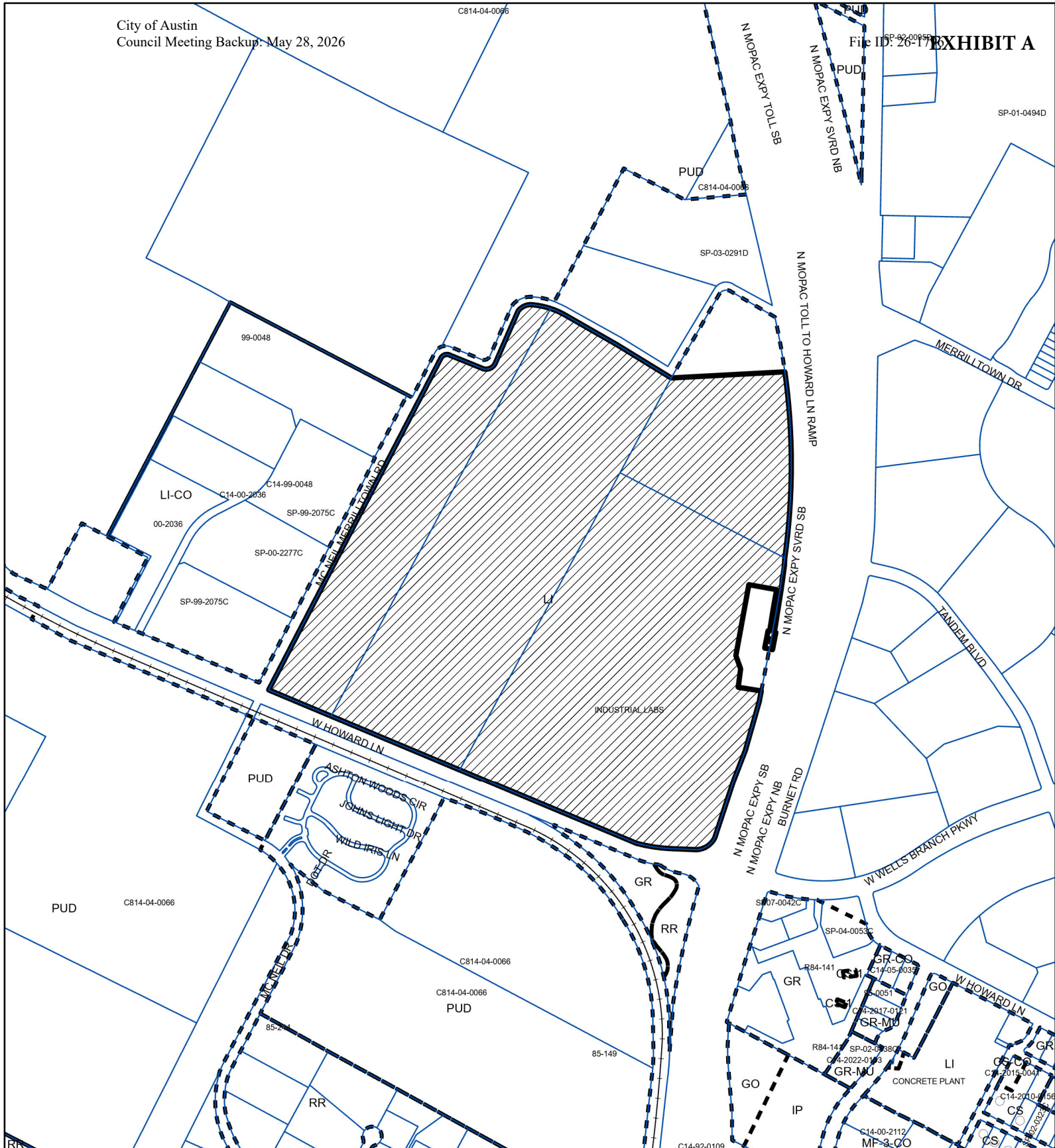
Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
W Howard Lane	Level 4	154 feet	Approx 120 feet	Approx 68 feet	No	Yes	Yes
McNeil Merriltown Rd	Level 2	84 feet	Approx 75 feet	Approx 22 feet	No	No	No
N Mopac Expressway Service Rd	Level 4	TXDOT Roadway	TXDOT Roadway	TXDOT Roadway	Along a portion of the frontage	None	No

Water Utility

No comments.




INDEX OF EXHIBITS TO FOLLOW

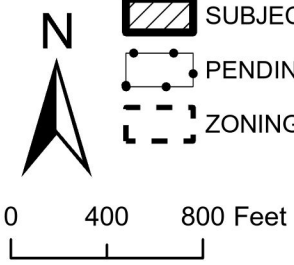
- A: Zoning Map
- B. Aerial Map
- C. Applicant’s Request Letter
- D. ZTA Memorandum



ZONING

ZONING CASE#: C14-2025-0114

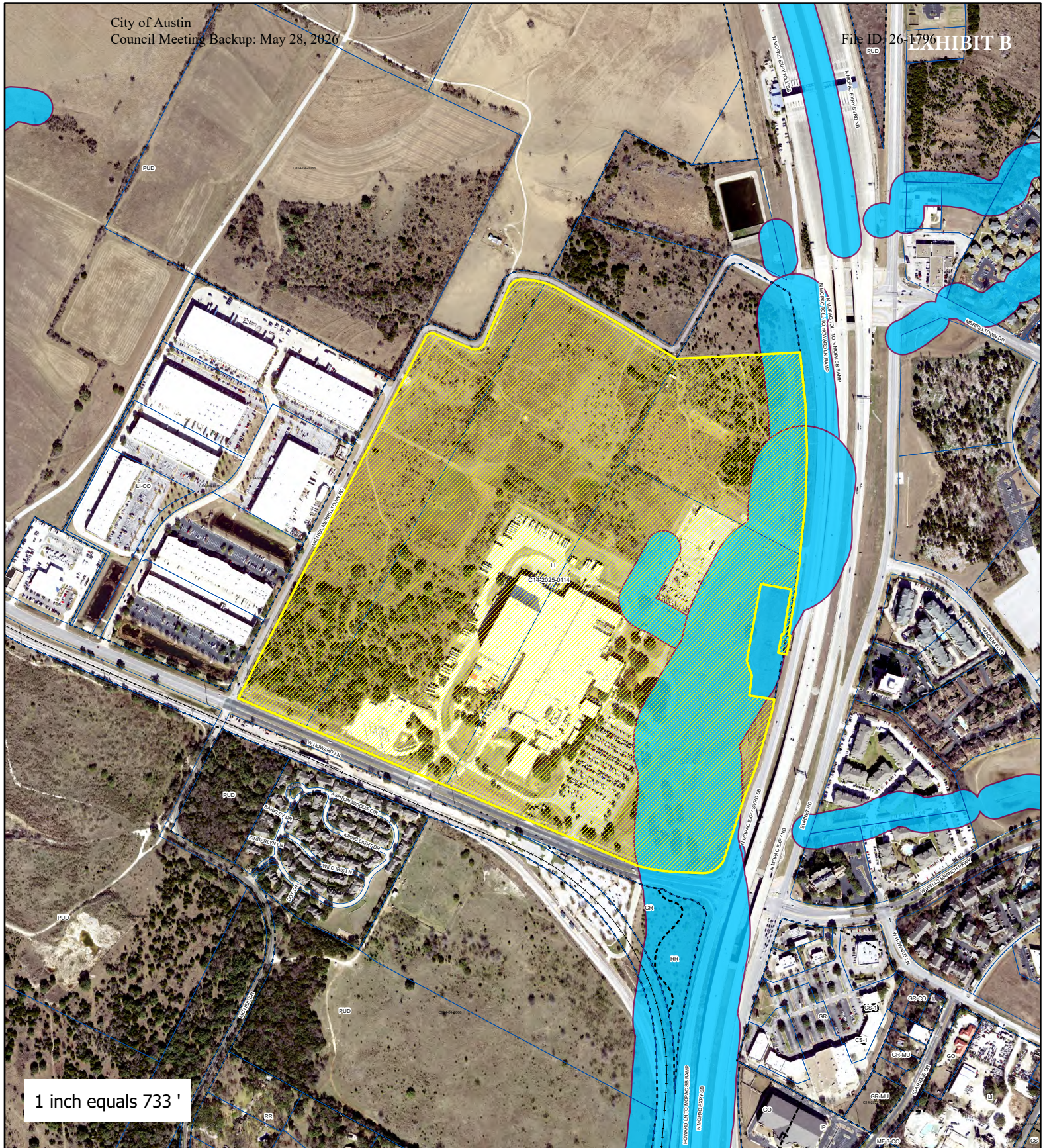
-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY



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.





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ICU Medical - 3900 W Howard Lane



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

ZONING CASE#: C14-2025-0114
LOCATION: 3900, 3900 1/2, 4122 1/2,
4300 W Howard Ln
SUBJECT AREA: 170.14 Acres
MANAGER: Sherri Sirwaitis



DRENNER EXHIBIT C
GROUP

November 7, 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: 3900 W Howard Lane – Zoning application for the 170.144-acre piece of property located at 3900 W Howard Lane, comprised of TCAD ID: 0267110101 (the "Property")

Dear Ms. Middleton-Pratt:

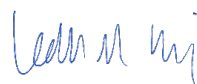
As representatives of the owners of the Property, we respectfully submit the enclosed rezoning application package. The project is titled 3900 W Howard Lane and is 170.144-acres of land, located on the north side of W Howard Lane, between Burnet Road and McNeil Merriltown Road. The Property is in the Full Purpose Jurisdiction of the City of Austin.

The Property is currently zoned LI (Limited Industrial Services). The requested zoning is LI-PDA (Limited Industrial Services – Planned Development Area). 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*)
Sherri Sirwaitis (*via electronic delivery*)

Exhibit "A"
PDA Site Development Standards

Part 1. Applicable Site Development Regulations

- A. Unless otherwise modified herein development of the Property shall comply with applicable City of Austin rules, regulations and ordinances.
- B. If there is a conflict between this Ordinance and applicable City of Austin rules, regulations and ordinances, this Ordinance including the Exhibits shall control.

Part 2. Authorized Uses

- A. All Limited Industrial (LI) uses are permitted uses of the Property, except as set forth in section B of this Part. The following are additional permitted uses:
 - Research Assembly Services
 - Research Warehousing Services
 - Research Testing Services
- B. The following uses are prohibited as principal uses of the Property:
 - General Warehousing and Distribution
 - Recycling Center
 - Funeral Services
 - Pedicab Storage and Dispatch
 - Monument Retail Sales
 - Scrap and Salvage
 - Railroad Facilities

Part 3. Site Development Regulations

- A. Base District Regulations
 - 1) Development of the Property shall conform to the site development regulations authorized for the Limited Industrial Services (LI) district as set forth in the City Code, except as provided for in this Ordinance.
 - 2) The following development regulations shall apply to the Property:
 - i. The maximum height of a building or structure is 140 feet.



MEMORANDUM

To: Aditya Jatar, P.E. (BOE Consulting Services LLC)

CC: Renee Johns, AICP; Austin Jones, P.E., ATPW

From: Mustafa Wali, P.E., ATPW

Date: March 04, 2026

Subject: **ICU Medical ZTA Memo | C14-2025-0114**

The purpose of this memorandum is to present the findings of the “Zoning Traffic Analysis – ICU Medical”, prepared by BOE and reviewed by Austin Transportation and Public Works (ATPW). The ICU Medical development site is located at 3900 W Howard Lane, as depicted in Figure 1.

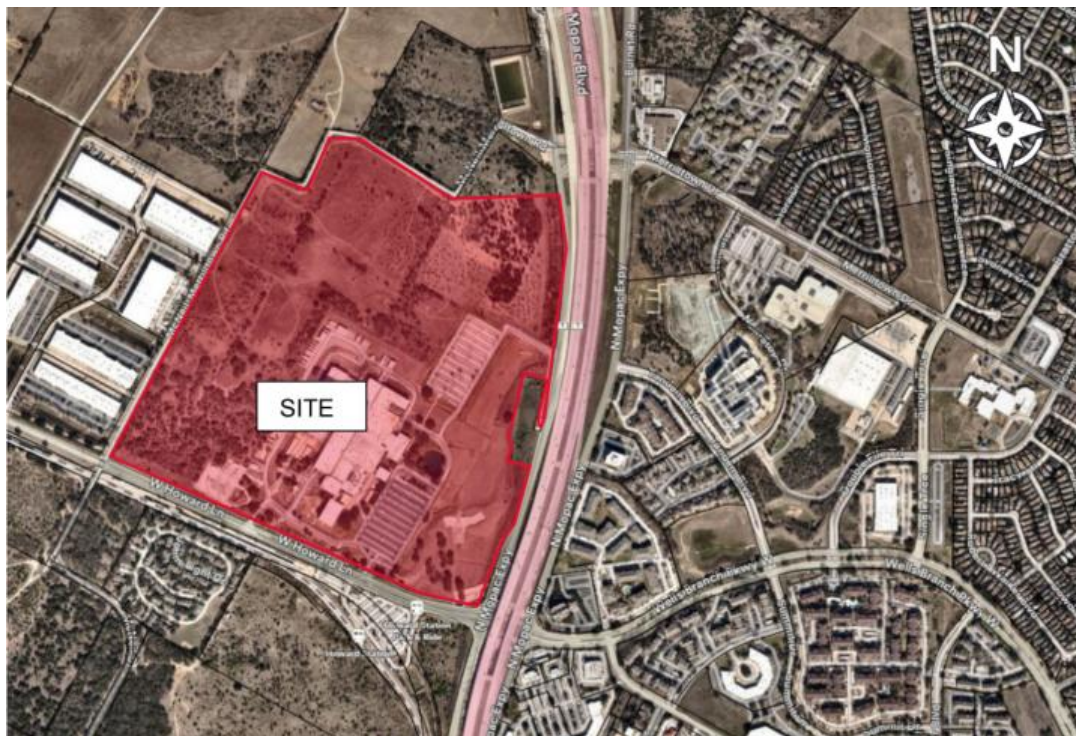


Figure 1: Site location

Date: March 04, 2026
Subject: ICU Medical ZTA Memo | C14-2025-0114

The purpose of this ZTA is to provide support for rezoning from LI to LI-PDA. The proposed development is anticipated to add 2,376,832 SF of industrial park.

Adjacent Roadways Characteristics

The proposed ICU Medical site will provide access to the surrounding roadway network via three existing access points. Driveway A along Mopac Service Rd will operate as Right In-Right Out (RIRO) and two driveways (B-C) along W Howard Ln will operate as full access. The locations of these driveways are shown below in Figure 2.

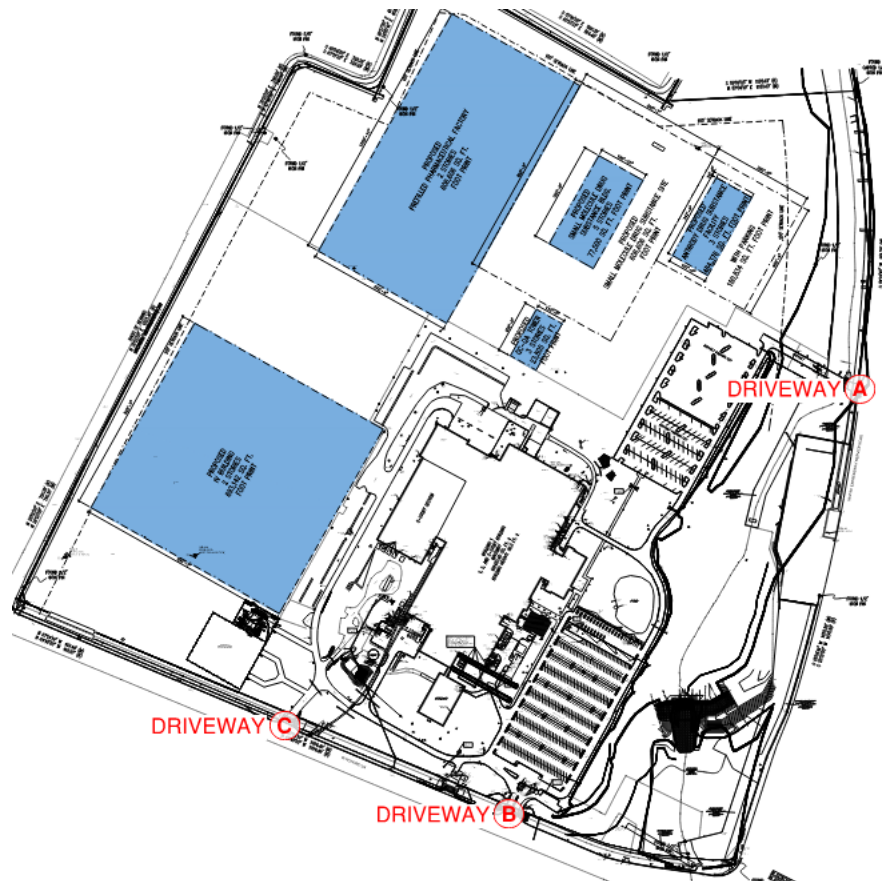


Figure 1: Conceptual Site location

As indicated on the site location map and the conceptual site plan (Figure 1 and 2), the ICU Medical development is located north of W Howard Ln and west of Mopac Service Rd 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 collected on December 18, 2025. The Austin Strategic Mobility Plan (ASMP) catalogs the classifications of these major roadways and documents proposed improvements.

W Howard Ln: The ASMP designates W Howard Ln as a Level 4, four-lane divided road. Unprotected bike lanes are currently provided on both sides. There is existing sidewalk along the

Date: March 04, 2026
Subject: ICU Medical ZTA Memo | C14-2025-0114

Howard Station property frontage, however there are no sidewalks along the sites frontage. The posted speed limit on W Howard Ln is 45 mph. Based on 24-hour data collected along W Howard Ln, the average daily traffic (ADT) along W Howard Ln in the vicinity of the project location is 18,421 vehicles per day (vpd).

McNeil Merriltown Rd: The ASMP designates McNeil Merriltown Rd as a Level 2, two-lane undivided roadway. No sidewalks or bike lane currently exist along the road in the vicinity of the project site. There is no posted speed limit, therefore, the applicable prima facie speed limit for a Level 2 street is 25 mph. Based on TxDOT Statewide Planning Map data, the average annual daily traffic (AADT) along McNeil Merriltown Rd in the vicinity of the project location is 1,661 vehicles per day (vpd) in 2020. Based on the ZTA analysis, fewer project-generated trips are anticipated to use McNeil Merriltown Rd.

Mopac Service Rd: The ASMP designates Mopac Service Rd as a Level 4, three-lane frontage road. A sidewalk is currently provided along the roadway from the existing driveway to the intersection of Mopac and W Howard Ln. The posted speed limit on Mopac Service Rd is 55 mph. Based on TxDOT Statewide Planning Map data, the average annual daily traffic (AADT) along Mopac Service Rd in the vicinity of the project location is 14,881 vehicles per day (vpd).

Trip Generation and Traffic Analysis

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the development will generate approximately 6,802 unadjusted daily trips with 808 trips being generated during the AM peak hour (between 7am and 9am), and 808 trips being generated during the PM peak hour (4pm-6pm), details are shown in Table 1. The trips were adjusted to account for a 10% TDM reduction, and the deduction of existing trips.

Table 1. Proposed Trip Generation

ITE Code	Land Use	Size		24-Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
Existing Development										
130	Industrial Park	491,403	SF	2,149	135	32	167	37	130	167
Existing Development				2,149	135	32	167	37	130	167
Proposed Development										
130	Industrial Park	1,184,545	SF	3,395	326	77	403	89	314	403
130	Industrial Park	1,192,287	SF	3,407	328	77	405	89	316	405
Proposed Development				6,802	654	154	808	178	630	808
10% TDM Reduction				680	65	15	81	18	63	81
Existing Trips				2,149	135	32	167	37	130	167
Net Development				3,967	453	106	559	123	437	560

Date: March 04, 2026
Subject: ICU Medical ZTA Memo | C14-2025-0114

Average Daily Traffic (ADT) was estimated for the existing 2025 conditions based on the traffic count data collected along W Howard Ln. The growth factor of 2% per year from 2025-2030 was assumed to estimate the projected ADT volumes for 2030 forecasted conditions. Table 2 shows both the existing volumes as well as projected volumes on the road segments in the vicinity of the site.

Table 2. Projected Volume Analysis

Roadway Segment	ASMP Level	2025 Existing ADT	2030 Forecasted ADT	2030 Projected Traffic Growth	2030 Build Out ADT
W Howard Ln	4	18,421	20,338	2,195	22,533

Recommendations and Conclusions

Based on the results of the ZTA, ATPW has the following recommendations and conclusions:

1. The applicant has committed to attaining at least a 10% TDM reduction to meet certain vehicle trip reduction targets. In the TDM plan, the applicant has identified several measures that could be incorporated with the site to achieve the targeted vehicle trip reduction.
 - Transit Proximity 3%
 - Reduced Parking Supply 4%
 - Transportation Management Association Membership
 - Designated Mobility Coordinator
 - Marketing and Information 1%
 - Parking Cash Out 1%
 - Pedestrian Access and Connectivity Improvements 1%
 - Bicycle Access and Connectivity Improvements 1%
 - Transit Access and Connectivity Improvements 3%
2. Right turn deceleration lane is recommended at Driveway A along Mopac Service Rd as right turn volumes > 50 vph per thresholds based on TxDOT Access Management Manual (AMM)
3. 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.
4. The ICU Medical site will follow ASMP and City of Austin Transportation Criteria Manual (TCM) guidelines to design behind the curb facilities along W Howard Ln and McNeil Merriltown Rd at the time of site plan application.
5. This site will be subject to Street Impact Fee (SIF), which will help fund roadway capacity projects identified in RCP necessitated by new developments. The SIF collection amount will be calculated and collected at the time of building permit application. For more information on Street Impact Fees, please visit the City's SIF website (<https://www.austintexas.gov/department/street-impact-fee>).
6. This ZTA does not relieve a development of its Transportation Assessment or Full

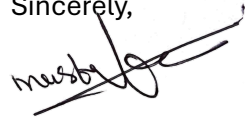
Date: March 04, 2026
Subject: ICU Medical ZTA Memo | C14-2025-0114

TIA requirement at the time of site plan.

7. Approval of this ZTA does not grant nor guarantee approval of driveway locations. Site access will be reviewed during the site plan phase of development to the requirement of the COA land development code and TCM.

Should you have any questions or concerns, please contact Mustafa Wali at mustafa.wali@austintexas.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Mustafa Wali", written over a horizontal line.

Mustafa Wali, P.E.

Austin Transportation & Public Works