



11333 N. Cedarburg Road
Mequon, WI 53092
Phone: 262-236-2902
Fax: 262-242-9655

www.ci.mequon.wi.us

ECONOMIC DEVELOPMENT BOARD
Tuesday, March 18, 2025
8:00 AM
North Conference Room

Agenda

- 1) Call to Order, Roll Call
- 2) Approval of Meeting Minutes
Action requested: review and approve
 - a. Meeting Minutes February 25, 2025
- 3) Southwest Industrial Sewer Service Analysis
 1. Southwest Industrial Sewer Service Analysis
- 4) Port Washington Road Zoning Changes
 1. Port Washington Road Zoning Changes
- 5) Staff Updates
- 6) Announcements
- 7) Adjourn



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ECONOMIC DEVELOPMENT BOARD
Tuesday, February 25, 2025
8:00 AM
North Conference Room

Minutes

1) Call to Order, Roll Call

Present:

Chair Timothy Carr - **Remote**
 Chair William Gebhardt
 Alt. Board Member Colin Boyd
 Alt. Board Member Dennis Engel
 Board Member Michael Kramer - **Acting Chairman**
 Board Member Inge Plautz
 Board Member Daniel Gannon -- **Absent**
 Board Member Tracy Johnson -- **Absent**
 Board Member Jeff McLean -- **Absent**
 Alternate Alderman Jeffrey Hansher -- **Excused**

Acting Chairman Mike Kramer called the meeting to order at 8:00 a.m.

2) Approval of Meeting Minutes from January 28, 2025

Action

Board Member Engle made a motion to approve January 28, 2025, meeting minutes.

Ald. Gebhardt seconded the motion.

A voice vote was taken; vote passed (5-0)

RESULT: **Approved [Unanimous]**

MOVED BY: Board Member Engel

SECONDED BY: Alderman Gebhardt

AYES: Gebhardt, Boyd, Engel, Kramer, Plautz

ABSENT: Gannon, Johnson, McLean

3) Emergency Load Fund Update

Community Development Director Kim Tollefson stated that the Board has asked for an update on these loans. She reminded the Board that this Emergency Load Fund was an expedited process during Covid to help small businesses in the city stay open and operating. She summarized that most of the businesses will be ready to close out their loan in 2025 which means that there will be a bigger cash balance back into the Revolving Loan Fund and flexibility to use the program to help finance projects at the Board's will.

She explained that the Fund is administered by Ozaukee County and is used to fill the gap businesses that cannot get conventional financing. The Revolving Loan Fund is based on job creation, creating new full time jobs in the city.

In summary, the fund is healthy as there are no delinquencies and there is a significant balance for future projects.

4) Southwest Sewer Service Analysis

Director Tollefson stated that at last month's meeting, staff reported that the consultant completion of task #4. Task #5 is for the consultant to identify funding mechanisms for the city, should an alternate option other than developer build and contribute for the expansion of infrastructure be chosen.

She reminded the Board that historically, unless the city is doing a large policy project, if a development proposal comes forward on a particular property the developer is responsible for extending the public water main and sewer main to get to their site. The developer would work with engineering to size the infrastructure in a way that not only serves their development but also serve any development that could happen adjacent to them. The developer pays for the design and construction and then dedicates the public mains over to the city and then the city maintains the infrastructure.

She discussed other ways that the infrastructure has been constructed in the past throughout the city. She showed the map included in the Board packet that outlines the intended area for industrial zoning as well as the residential area to the north. The consultant evaluated this proposed industrial area for sewer expansion by itself as well as the area incorporating the residential growth area.

The results from the sewer service analysis and the cost associated with it were broken down by various scenarios, and the total is approximately \$10.6M which includes the city doing everything including a lift station (approx. \$750,000).

Last month the Board asked staff to look at some preliminary cost benefit analysis. Staff ran three different scenarios, using numbers based on five scattered sites located in the city that are zoned industrial and have access to public sewer and water. Staff evaluated the value of the land and the improvements on each property based on acreage, their assessment and the tax base they deliver. Staff did the same evaluation with five scattered industrial sites in Germantown and the same in Menomonee Falls to determine an average and a range.

Staff then broke it down by acreage and an estimated value of potential projects. They identified the average value, the average tax base and should the entire \$10.6M be spent, what the rate of return on investment would be.

Scenarios analyzed include the following:

1. Full industrial service, but not residential service - 3.5 years return on investment.
2. Industrial service + residential service - 8 years payback period.
3. Partial industrial service - just under 3 years pay back period.

These summaries are based on many assumptions.

Mayor Nerbun commented that it would be helpful to be able to review phrasing of the areas.

Dir. Tollefson discussed a few different approaches that can be taken. The pros and cons of these approaches are included in the Board packet.

She commented that the Board's goal is to reach a position to be able to recommend the best approach in time for the Common Council workshop this spring.

She concluded by offering that the next steps would include staff reaching out to the property owners in the targeted area to gauge their future plans and to contact M7 and Ozaukee County Economic Development to assess the interest of the private market. She also suggested that another option is to only serve the area with public water and not public sewer service. She commented that it is a constant balance between how aggressive to be, how the market will respond and how "in play" the targeted properties will be.

There was discussion among the Board about the pros and cons of the various scenarios.

The Board recommended a phased approach to include water and sewer without including a lift station pending additional conversations with property owners as well as our economic partners to better understand the market demand and interest, but also not to do anything that limits expansion to the residential area.

This recommendation will be brought back at the March meeting and a formal motion should be made at that time.

5) Southwest Industrial Water Agreement

Director Tollefson explained that the city needs to negotiate a new water contract with the City of Milwaukee to get another connection point on County Line and Granville Roads.

City Attorney, Brian Sajdak, stated that there are two main issues:

1. There are currently only two connections, the city will need to re-add a third connection.

2. Provision in the contract regarding limits on non-residential properties.

He does not believe there will be any conflicts renegotiating the contract and stated that the biggest hurdle will be the time it will take to get through the process; probably 2-4 months.

6) Port Washington Road TID Reports

Director Tollefson stated that there are several actionable items that are being addressed related to Port Washington Road and at last month's meeting the Board asked for an update on the status of both of the TIDs there. Staff is working to get the streetscaping project completed this year. The expenses out of both of the TIDs were split and were also used for the market analysis and the streetscaping project.

There are developer incentives in TIF #5, but not in #4. In the packet she explained that she highlighted the prospective financial health and outcomes of the two TIDs.

She discussed the ongoing projects located in these TIDs and what the Board would like the plan to be going forward. There was some discussion among the Board about the options for continuing to move forward and the consensus is to wait until the Council workshop takes place and the Council can provide feedback on their support for further action. Dir. Tollefson stated that staff will prepare documentation for the Council workshop to talk to them about their level of interest in keeping the TIDs open or if they want to offer additional incentives and approaches.

Staff asked if the Board directs the staff to meet with property owners of the identified redevelopment sites; the Board postponed that outreach.

7) Port Washington Road Market Analysis

Assistant Director Jac Zader stated that back in 2023 there were conversations regarding zoning districts and there was some consensus at the time regarding providing common language categories. He gave examples of different language for the same use used in different zoning districts. He included in the packet a list of all the categories of uses as a first step to vet out all the uses and the language that should be used uniformly.

He stated that it was recommended by the market survey to have one zoning district, but staff do not support this recommendation. The Board needs to decide whether they want to have one zoning district for this corridor. He showed the map included in the packet of the proposed modified zoning areas from staff based on land use patterns.

Asst. Dir. Zader talked through some more of the market analysis recommendations, staff recommendations and some of the targeted redevelopment sites located in the corridor (detailed in the packet staff report). He commented that staff need feedback from the Board before moving forward. There was some discussion about these issues and targeted sites among the Board.

Feedback from the Board included these preferences:

- Consistent lot size of 1.5 acres.
- 30,000 sq. ft. permitted building size.
- Separate zoning for the east and west sides of Port Washington Road.
- 3-stories allowed on the east side of Port Washington Road only.
- Open Space - less space can be allowed on the east side.

Overall, there was support for staff recommendations for zoning modifications for this corridor.

There was feedback to be cautious about an overlay on “grandfathered non-conforming” properties.

Staff will continue to work on these modifications.

8) Staff Updates

9) Announcements

The next meeting is Tuesday, March 18, 2025, at 8:00 a.m.

10) Adjourn

Action

Board Member Engle made a motion to adjourn the meeting.

Board member Plautz seconded the motion.

A voice vote was taken; vote passed (5-0)

The meeting adjourned at 9:30 a.m.

Respectfully Submitted,

Kim Tollefson

Director of Community Development



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 Mequon, WI 53092-1930
 Phone: 262-242-3100
 Fax: 262-242-9655

www.ci.mequon.wi.us

Office of Community Development

TO: Economic Development Board
FROM: Kim Tollefson, Director of Community Development
DATE: March 19, 2025
SUBJECT: Southwest Industrial Sewer Service Analysis

Background: The Economic Development Board is considering industrial land uses in the southwest area of the city and discussions have been pending the results of sewer service analysis.

Staff advanced policy discussions per the Board's direction for both the southwest area of the city for industrial and for new residential uses in the central area. The changes would include the following:

- Substantiate the current Rural Industrial zoned land with specificity of use and development standards. *Draft regulations have been created.*
- Master plan the utilities and infrastructure. *City consultant has completed five of five tasks associated with the scope of services.*
- Conversion of industrially zoned land to residential south of the Mequon Business Park. *Pending decision-making related to new industrial area.*

Since the February Board meeting, staff addressed the following to further our policy decisions:

- Property owner input is generally consistent from previous outreach.
- M7 and Ozaukee County suggest pace of industrial is slower than 2023.
- Industrial investment companies have positive response to city inquiry - stating workforce is not an issue, but timing of supply | demand will dictate pace. Pace of development is normalized, not slow.
- M7, Ozaukee County and industrial investment companies indicate public infrastructure is critical.
- Property owner readiness is important as a key indicator to market and investors.
- Sewer infrastructure funding mechanisms identified (see attached).
- Water infrastructure funding mechanisms identified -
- Meeting requested with OWLT.

Sewer Infrastructure Funding Mechanisms:

Task 5 addressed the funding mechanisms for design and construction. Of those identified, the City has utilized 1) Development Build and Contribute, 2) Special Assessments and 3) TIDs. The City could borrow funds options 2 and 3, with the Sewer Utility and development tax revenue paying off borrowed funds.

Water Infrastructure Funding Mechanisms:

Of the funding mechanisms identified above, the City has utilized the same options listed above for water infrastructure expenditures. The Water Utility must borrow the funds.

Staff Recommendations:

- Recommend a Sewer Service Area Amendment for the Industrial area only to an extent west on County Line Road based on property owner input and commitment.
- First phase of sewer infrastructure expansion and cost estimate should not include the following:
 1. Lift station on Granville Road
 2. Properties on Wausaukee Road
 3. Future residential area north of Donges Bay Road.

This recommendation reduces \$3.46M of the \$10.68M cost estimate.

- Staff revised assessment of total cost associated with sewer and water infrastructure as well as road improvements and alignment with appropriate funding mechanism(s).

Next Steps:

- Common Council Committee of the Whole consensus on the above recommendations and acceptable funding mechanism options and revised zoning.
- Initiate SSA and rezoning.
- Build partnerships between property owner readiness, M7, Ozaukee County.
- Market sites and City readiness regarding financial partnership for infrastructure.

Attachments:

Packet Doc (PDF)

Opinion of Probable Cost - Service to Intersection of County Line Road and Granville Road.pdf

03.18.25 (PDF)

EDB sections map (PDF)

TECHNICAL MEMORANDUM

DATE: March 12, 2025
TO: Kristen Lundeen, P.E.
Director of Public Works/City Engineer
City of Mequon
FROM: Jonathan Steinbach, P.E.
Project Manager
Baxter & Woodman
SUBJECT: Southwest Sewer Utility Feasibility Study – Task 5

BACKGROUND

The City of Mequon (the City) contracted with Baxter & Woodman to complete a feasibility study to provide public sanitary sewer services to portions of Section 31, located in the southwest corner of the City. The portions of the section that are being contemplated for rezoning for industrial use comprise the study area for this feasibility study. The study area is now primarily undeveloped agricultural lands with a few residential properties and several commercial facilities that are generally located adjacent to the perimeter roads.

Section 31 is currently outside of the City's Sewer Service Area, but is within Southeastern Wisconsin Regional Planning Commission (SEWRPC) and Milwaukee Metropolitan Sewerage District (MMSD) Planning Areas. The City is assessing the capability to provide regional utilities with mainline trunk sewers that can provide service to adjacent properties, rather than requiring each individual development to provide its own service.

Tasks 1 and 2 of the study (Identification of Public Sanitary Sewer Service Options and Identification of Additional Service Areas) were completed in September 2024. The results of those tasks and related discussion are documented in a Technical Memorandum that is included as Appendix A.

Tasks 3 and 4 of the study (Master Trunk Concept Plan and Cost Estimate) were completed in December 2024. The results of those tasks and related discussion are documented in a Technical Memorandum that is included as Appendix B.

TASK 5 – FUNDING MECHANISMS

The intent of this task is to explore potential funding mechanisms for constructing the facilities shown in the master trunk concept plans, given the cost estimates developed. Several methods of funding were reviewed for their potential application and the results and related discussion follow.

Developer Build and Contribute

For this funding method, a developer typically builds the sewer infrastructure needed to extend service to their individual development and then turns it over to the City for ownership. We understand the City typically utilizes this method for infrastructure buildout to undeveloped areas. This method does increase the cost of construction for properties further from existing sewer infrastructure than for other properties and may discourage potential development in some areas.

If the most likely area for development and desire for sanitary service is along County Line Road and areas closer to the proposed MIS connection at the intersection of Granville Road with County Line Road, funding by this method would likely be more viable. Extending service to the full service area identified in the prior study tasks would likely be deemed impractical given the number and variety of parcels potentially involved.

Upfront costs involved with this funding method are the preparation of studies to verify the appropriate design of the sanitary sewers being constructed (this study as an example) and legal fees related to developer agreements.

With forward planning, we have seen this method used to size infrastructure to accommodate some additional future development. With related ordinance provisions adopted, the City may participate in the service extension by paying the difference between the cost resulting from the oversizing of infrastructure above the size needed for the individual development. If City funds are not available, the developer may design and construct the oversized improvements subject to an agreement for future connections and reimbursement. Where previously installed infrastructure was oversized to serve a proposed development, the future developer could be required to pay a fee for the development's prorated share of the prior oversizing costs.

Special Assessments

Special assessments are typically regarded as a method of providing funding for infrastructure service extensions that is more equitably amongst the benefitting properties. It also is typically easier to implement than a developer build and contribute method when a mix of developed and undeveloped parcels would be served by the extended infrastructure, as is the case in this area.

With this method, an assessment district is established identifying the properties receiving benefits for the extended infrastructure. The total cost of the infrastructure is then apportioned among the properties relative to the amount of benefit each receives. This is typically based on liner footage of sewer main frontage or square footage of developable area benefitted by the new sewer mains. The municipality usually funds the improvements initially through bonding or loans. Special assessments are typically paid back by the individual property owners in installments to the City.

The downside to this funding method is that it adds cost to all benefitting properties in the assessment district, whether they want service, are ready to develop, or are not interested at all in service.

Upfront costs are the preparation of studies to verify the appropriate design of the sanitary sewers being constructed, the preparation of studies to apportion the assessments among the properties involved, legal fees related to resolutions and ordinances, and administrative costs related to obtaining bonds.

Tax Incremental Financing (TIF) Funding

TIF funding is a viable method of financing a sanitary sewer extension project. The City would need to identify the area where development is expected to occur and establish a Tax Incremental District (TID), presumably the service area identified in the prior tasks in this study. Then a detailed TID plan would need to be developed that outlines the proposed improvements that would be covered by TIF funding, including the sanitary sewer extension. The plan needs to include cost estimates, construction financing methods, and the anticipated increase in property values due to the anticipated development. Once the TID is established, the municipality can issue bonds or obtain loans to finance the sanitary sewer extension. The increased property tax revenue generated by the new development within the TID is used to repay the debts. The TID is implemented and monitored to ensure that the anticipated increases in property values and tax revenues are achieved and closed when the project costs are paid off.

Upfront costs are the preparation of studies to verify the appropriate design of the sanitary sewers being constructed, the preparation of studies related to the expected increases in property values and tax revenues, legal fees related to resolutions and ordinances, and administrative costs related to obtaining bonds.

Clean Water Fund Program (CWFP)

This program is administered by the Wisconsin Department of Natural Resources (WDNR) and provides financial assistance for sanitary sewer infrastructure projects. Municipalities can apply for low-interest loans through this program and, in some cases, subsidized principal forgiveness. The Bipartisan Infrastructure Law (BIL) significantly increased the amount of funding available through this program.

Sanitary sewer extension projects are eligible, however, historically most CWFP funded projects are related to replacing or improving existing infrastructure. With the additional funds made available through the BIL, the WDNR has indicated that project types beyond what normally has been funded may be considered. If there can be an environmental benefit demonstrated by providing sanitary sewer service to this area of the City (removing individual septic systems to reduce groundwater impacts, reducing some runoff pollutants by developing agricultural fields into industrial properties with modern storm water management measures, etc.), funding through this method would be more likely.

Upfront costs are similar to those for special assessments with the addition of administrative costs related to applying for the loans. Long term costs would be reduced due the more favorable interest rates on the loans obtained to finance the construction of the sanitary sewer extension.

Other Federal/State Funding Programs

Community Development Block Grants (CDBGs) are administered by the Wisconsin Department of Administration and can be used to fund the construction of public infrastructure projects, including sanitary sewer extensions. Although this project would be eligible for funding, it would not likely be highly rated through the currently established scoring criteria for grant award. The majority of this funding is typically awarded to projects in low income areas.

The USDA also offers grants and loans for sanitary sewer service extension projects through its rural development program. However, the City exceeds the population limit for funding through USDA.

CITY OF MEQUON, WI
SOUTHWEST SEWER UTILITY FEASIBILITY STUDY - TASK 4

Service for Industrial Study Area Only - Extension to County Line Road - Granville Road Intersection Only

ITEM	UNIT	UNIT PRICE	QUANTITY	COST
15" Dia.Gravity Sewer (G.B.F.) (15'-20' Depth)	L.F.	\$350	30	\$10,500
4'-0" Dia. Manholes	EA.	\$12,000	2	\$24,000
Cast-in-Place Connection to MMSD MIS	EA.	\$150,000	1	\$150,000

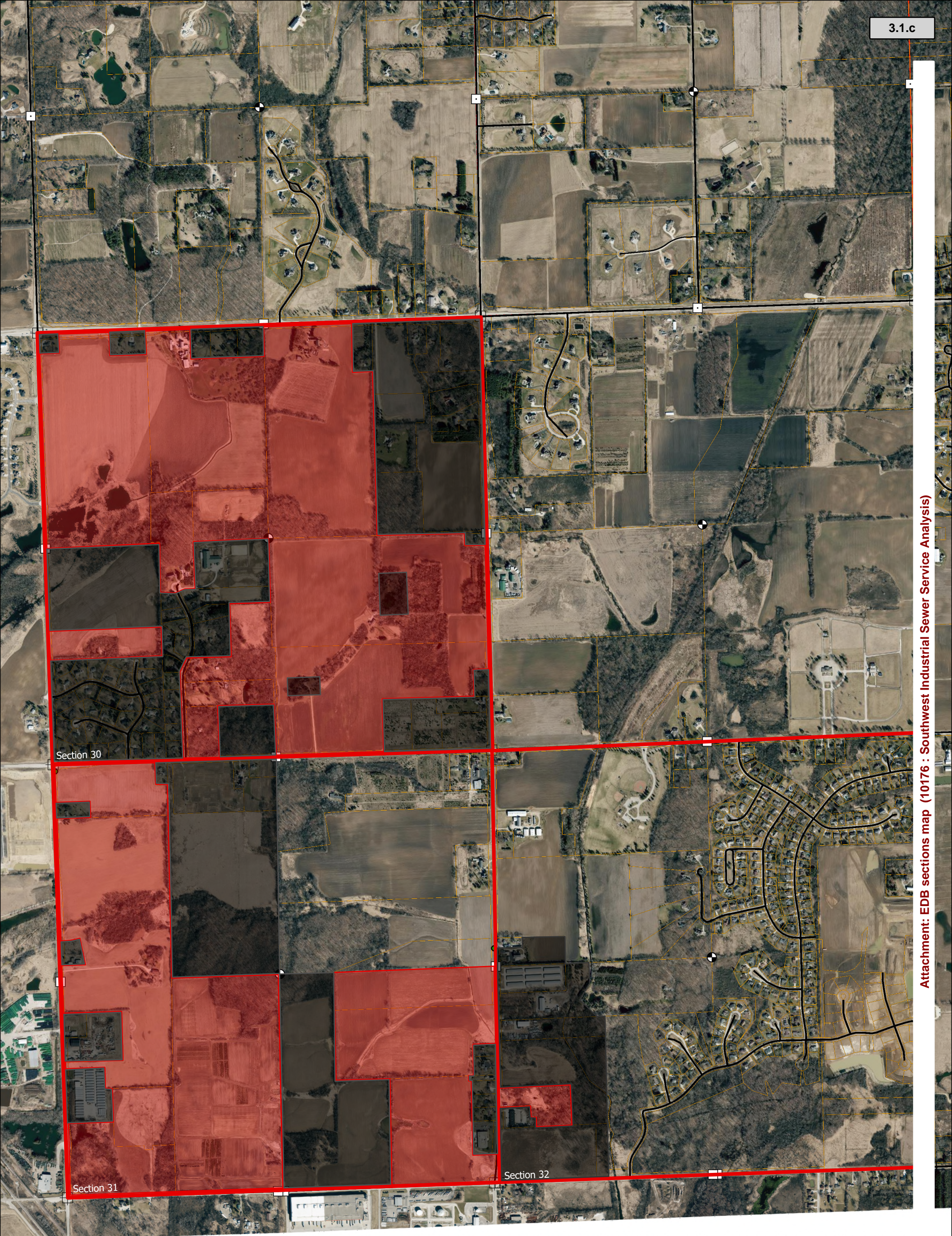
SUMMARY OF ESTIMATED COSTS	
Total Construction Cost	\$184,500
Legal, Easements, Engineering (12%)	\$22,140
Contingency (20%)	\$36,900
Total Estimated Cost	\$243,540

Assumptions and Notes:

1. Anticipated 2025 construction market conditions.
2. Favorable soil conditions present for underground construction.



Attachment: Opinion of Probable Cost - Service to Intersection of County Line Road and Granville



Section 30

Section 31

Section 32

Attachment: EDB sections map (10176 : Southwest Industrial Sewer Service Analysis)



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Office of Community Development

TO: Economic Development Board
FROM: Jac Zader, Assistant Director Community Development
DATE: March 18, 2025
SUBJECT: Port Washington Road Zoning Changes

Background

Based on feedback from the February Economic Development Board meeting staff has modified the proposed zoning map, the use chart and created a new land use plan change map. The changes were based on the following criteria laid out by the committee:

- Allow for a larger square footage and three stories on the east side of Port Washington Road.
- Consolidate zoning districts as much as possible based on current land use plans
- Determine appropriate locations for future residential uses along the corridor.
- Eliminate a majority of office uses in the shopping center and retail/service zoning districts.

Analysis

The proposed zoning map is a result in trying to consolidate the districts on the east side of Port Washington Road to large scale development zoning district. In areas where it didn't make sense to change the zoning due to lot size or the existing use, the zoning district was left unchanged however, the text for the applicable district was modified to allow for the higher square footage and three stories based on their location on the east side of Port Washington Road.

The proposed land use plan map highlights areas that may be suitable for residential use in the future. This rationale to add the sites to the land use plan is based on the desire not to include residential uses in the proposed commercial zoning districts but recognize that there is support for a residential development in the future.

Staff is looking for feedback and direction on the changes with the goal of forwarding the proposed maps and text changes on to the Planning Commission. The memo from the previous meeting is attached below for reference

Memo from February EDB meeting

Background

In 2023, the Economic Development Board and the Common Council Committee of the Whole vetted a proposed zoning map for the Port Washington Road Corridor. It was determined at the time to delay any further analysis of the proposed zoning map until the Market Analysis was completed in order to review potential recommendations coming out of the report. The final

report included recommended changes to the code as well as identified priority redevelopment sites with potential users that could possibly occupy these spaces.

Zoning

Both the Board and the Council recognized that the existing zoning categories and allowable uses that encompass most of the land along Port Washington Road need to be amended. The current zoning districts in the area (B-1, B-2, B-3, B-4), were last modified in the early 1990's and many of the use categories are no longer applicable in today's commercial environment. In addition, modifications to each of the use categories over the years have diluted the differences between the individual zoning districts. Accordingly, staff has spent considerable time reviewing the current zoning and the existing land use patterns along the corridor. Based on this analysis, staff prepared an updated zoning map (see attached) with the following objectives as determined by the Board and Council:

- Provide common language regarding use categories in each district.
- Segregate uses based on current land use patterns.
- Limit certain uses, such as fast food, retail, and auto-related facilities, to specific areas along the corridor.
- Limit the amount of nonconforming uses created by the zoning changes.

Market Analysis Zoning Recommendations

The most impactful recommendation coming out of the Market Analysis is the consolidation of all existing zoning districts into one large zoning district. The rationale for this is based on the similar zoning classifications in each district. While staff concurs that the uses have become similar over time due to isolated text amendments, staff does not support the recommendation to consolidate all districts into one large district. Instead, staff is recommending that the use categories are modified to create distinction among the districts based on existing land use patterns. Staff will need direction on which approach is recommended prior to moving forward.

The report suggested several technical changes to zoning districts that are intended to encourage redevelopment and maximize density, including the following:

- Minimum Lot Size 1.5 acres
- Open Space ratio changed to 30%
- Allow three stories as permitted.
- Allow building size at 30,000 square feet as permitted.

While these changes to the code are relatively straightforward to make, several of these are significant deviations from the existing standards that have been in place for several decades and may not be supported by the general public.

There are other recommendations that will need to be vetted more thoroughly regardless of if there is one overall zoning district or multiple districts including:

- Incorporating residential uses.
- Address office uses as conditional.
- Fitness and Indoor Rec as permitted.

Staff will need direction on these issues prior to moving forward.

Recommended Redevelopment Sites

The Market Analysis identified nine redevelopment sites (see map) and provided a list of potential users for these sites. Staff has evaluated each of the proposed sites against the proposed zoning districts and uses and have made the following determination.

Sites #1 and #2

Sites #1 and #2 are located in the excess parking lots of Marcus Theatres and Metro Market. The report identifies these locations suitable for sit down or fast-food restaurants. The proposed zoning code would permit these uses provided that there is no drive thru. Staff did not provide an allowance for a drive-thru at these locations based on the Council directive to limit the amount of fast-food restaurants with drive-thrus along the Port Washington Road corridor.

Site #3

Site #3 is an office development that has redevelopment potential according to the report. Potential uses for the site include a hotel and entertainment complex. Both uses are allowed under the proposed zoning code.

Site #4

Site #4 is the location of the former Bank Mutual Financial Institution. According to the report, the site would be suitable for a restaurant, retail and medical office. The proposed zoning would allow these uses as well as a drive-thru restaurant since it is part of the overlay.

Site #5

Site #5 is currently occupied by Steins Garden Center. The report states that the site would be suitable for a restaurant or entertainment complex. The proposed code would permit both uses provided that there is no drive-thru.

Site #6

Site #6 is the Chalet Motel and Crave restaurant. The report states that the site would be suitable for a mixed-use building with retail on the first floor with residential on the second and third floor. The site is challenging for several reasons. First, the site is only two acres in size and currently includes a popular restaurant. Any redevelopment would require underground parking, which would drive up development costs. Second, the area to the west is zoned single family and two-family zoning where a three story building may not be well received. Finally, staff has a concern with adding a mixed use or residential use component to a commercial zoning district. In the past, staff has recommended amending the land use plan to certain areas where residential development may be warranted in the future.

Site #7

Site #7 is located at 10500-10520 N Port Washington Road and includes a vacant office building and a multi-tenant building to the rear. The report states that the location would be attractive site

for a hotel or entertainment venue. Entertainment venues would be allowed but a hotel would not.

Site #8

Site #8 is vacant land located at the south end of Port Washington Road. The report calls for high density residential or senior housing. Similar to Site #6, staff has a concern with adding a residential use component to a commercial zoning district. In the past, staff has recommended amending the land use plan to certain areas where residential development may be warranted in the future. If the Board is supportive of senior housing, a rezoning to IPS would be warranted.

Site #9

Site #9 is a combination of five parcels located at 9900-10050 N Port Washington Road. The report states that a mixed-use residential project with fast food restaurants as a potential use for the site. While the proposed zoning would allow for fast food restaurants with a drive-thru, staff has a concern with adding a mixed use or residential use component to a commercial zoning district. In the past, staff has recommended amending the land use plan to certain areas where residential development may be warranted in the future.

Staff Summary

Staff is looking for direction on the following issues in order to further the proposed zoning designations.

1. Is there support for a single zoning district or multiple zoning districts with differentiated uses.
2. Is there support for the proposed changes to the technical district changes.
3. Is there support for residential or mixed use along the corridor? If so how should they be incorporated into the code.
4. Any other concerns with the permitted or conditional uses in the proposed code?

Attachments:

New zoning (DOCX)

Layout9 (PDF)

Landuse (PDF)

Copy of Use Chart _01.17.25 (XLSX)

Sec. 58-295. B-2 community business district.

- (a) *Purpose.* The B-2 district is established to accommodate the retail and service needs of the greater community.
- (b) *General requirements.*
- (1) Buildings shall be designed in individual or small **groupings and shall not exceed 20,000 square feet per structure and exceed two stories in height west of Port Washington Road and shall not exceed 30,000 square feet per structure and three stories east of Port Washington Road.** The commercial development shall be designed and sized in a manner which is architecturally, aesthetically and operationally harmonious with surrounding development.
 - (2) All business, servicing or processing, except for off-street parking or loading, shall be conducted within completely enclosed buildings. Outside storage is not permitted except as specifically approved by the planning commission.
 - (3) Building design may provide for either single or multi-tenant structures with the appearance and operation being harmonious and compatible with the surrounding area.
 - (4) Site development shall be approved by the planning commission in accordance with this chapter.
 - (5) [Reserved.]
 - (6) In approving or disapproving proposed locations for uses under this section the planning commission shall give due consideration to the character and suitability for development of the area in which any such use is proposed to be located and shall also base its decision on such evidence as may be presented to the city planning commission regarding traffic generation, heavy vehicular traffic, ground water impact, sewage disposal impact, soil limitations and the emission of noise, smoke, dust or dirt, odorous or noxious gases attributed to the proposed use. The following uses may be allowed if the planning commission determines that the use would not be detrimental to the character of the surrounding area and/or would not generate a significant adverse impact relative to the above mentioned elements.
 - (7) [Reserved.]
- (c) *Permitted uses.* **See chart**
- (1) ~~Retail trade establishments which supply convenience and specialty goods.~~
 - (2) ~~Retail trade establishments whose primary product line is groceries.~~
 - (3) ~~Personal and professional service establishments which perform services on the premises including, but not limited to, repair shops, (watches, radio and television, etc.) tailor shops, beauty parlors or barber shops, photographic studios, dry cleaners, laundries.~~
 - (4) ~~General offices.~~
 - (5) ~~Finance, insurance and real estate services including, but not limited to, banks, insurance offices, savings and loan associations and security brokers.~~
 - (6) ~~Health care facilities Medical offices including, but not limited to, dental clinics, medical clinics, chiropractic clinics and health clubs.~~
- (d) *Accessory uses.* Accessory buildings and uses customarily incidental to the above uses including, but not limited to garages and dumpster storage facilities.
- (e) *Conditional uses.* **See chart**

-
- (1) ~~Public uses including, but not limited to, post offices, schools and local governmental offices and facilities.~~
- (2) ~~Restaurants and nightclubs.~~
- (3) ~~Cultural activities including, but not limited to, museums, libraries and art galleries.~~
- (4) ~~Public and/or private utilities, telecommunication installations, transmission and distribution lines, poles, and other accessories. Specific regulations related to wireless telecommunication installations shall be subject to this chapter. When a utility proposes a main inter-city transmission facility, the utility shall give notice to the city of such intention and of the date of hearing before the public service commission. Public and/or private utility installations less than three feet in height shall be subject only to City of Mequon staff approval and may be allowed subject to staff imposed conditions regarding, among other things, effective screening from public view with all season vegetation.~~
- (5) ~~Churches, temples and synagogues.~~
- (6) ~~Animal hospitals, veterinary clinics and kennels pursuant to the specific requirements set forth in division 11.~~
- (7) ~~Wholesaling establishments.~~
- (8) ~~Outdoor recreational facilities.~~
- (9) ~~Automobile service facilities including, but not limited to, gasoline sale and automotive repair.~~
- (10) ~~Motels and hotels.~~
- (11) ~~Satellite dishes.~~
- (12) ~~Warehouse and distribution facilities.~~
- (13) ~~Car dealerships.~~
- (14) ~~Research and development facilities.~~
- (15) ~~Child day care facilities.~~
- (16) ~~Light assembly or fabrication incidental to the principal use.~~
- (17) Structures in which shall be located only principal or conditional uses, as enumerated in subsections (c) and (e) above, but which are greater than **the requirements of (b) (1) shall only be approved as part of a PUD.**
- (18) ~~Development that includes a proposed modification to one or more standard district regulation applicable to the base zoning district and located on a vacant parcel which is non-conforming to the required base zoning district standards for minimum lot size or minimum lot width.~~
- (19) ~~Fitness centers.~~
- (20) ~~Indoor recreation and amusement facilities.~~
- (21) ~~Development that includes a proposed modification to one or more standard district regulation applicable to the base zoning district and located on an improved parcel with an existing structure in which parcel, or improvement, or both, are non-conforming to any of the required base zoning district standards.~~
- (22) ~~General merchandise stores subject to the following regulations:~~
- ~~• The GLA of the use must be between 20,000 and 30,000 square feet.~~

- ~~The square footage of all uses classified as general merchandise stores shall not exceed 40 percent of the total GLA of a retail development.~~
- ~~Floor area dedicated to food related merchandise shall not exceed five percent of the total GLA of the general merchandise store.~~
- ~~The development in which the use is located shall be located along a secondary arterial and shall abut an interstate highway.~~
- ~~General merchandise stores located in an existing multi-tenant building shall be subject to building and site plan review.~~

~~(23) Resale clothing and clothing accessories shall be subject to the following conditions:~~

- ~~The resale floor area shall not exceed 1,500 square feet.~~
- ~~All merchandise shall be displayed on permanent racks or shelving which may or may not be affixed to the floor or walls.~~
- ~~No outdoor display of merchandise.~~
- ~~All windows into the tenant space shall remain clear of merchandise or shelving unless approved by planning commission.~~
- ~~All interior walls and ceilings shall be finished with drywall or other city approved materials.~~
- ~~No sale of furniture or other household items.~~

~~(24) Banquet or reception hall.~~

~~(25) Convention or conference center.~~

- (f) *Lot size.* The minimum lot size shall have an area of not less than **1.5** ~~two~~ acres.
- (g) *Building size/floor area ratio.* The building(s) floor area ratio shall not exceed 30 percent.
- (h) *Building height.* The height of any structure shall not exceed 42 feet unless otherwise allowed in accordance with section 58-418.
- (i) *Minimum building setback.* All structures within the B-2 district shall be set back from the ultimate road right-of-way as follows:
- (1) Freeways—50 feet.
 - (2) All other streets and highways (excluding local streets)—65 feet, except when parking is proposed between the road and building the minimum setback shall be 95 feet.
 - (3) Local streets—60 feet.
- (j) *Minimum building offset.* No building or structure, hereafter erected, shall be placed closer than 20 feet to a side or rear lot line. If, however, adjoining property is zoned residential, no commercial building or structure shall be placed closer than 30 feet to the adjoining residentially zoned lot line.
- (k) *Open space.*
- (1) The open space ratio shall not be less than **30** ~~40~~ percent except as follows:
 - a. ~~Future additions to buildings that were approved by the planning commission prior to August 12, 1994, shall be subject to a 30 percent open space ratio.~~

Parcels west of Port Washington Road shall be subject to the 40 percent open space ratio.

- b. Properties which were the subject of planned unit development zoning or development agreement approval prior to August 12, 1994, shall be subject to the contractual open space ratio approved by the city pursuant to such planned unit development zoning or development agreement.
 - ~~c. Construction of additional buildings on sites developed prior to August 12, 1994, shall be subject to a 30 percent open space ratio.~~
 - ~~d. Proposed redevelopment/reconstruction of sites developed prior to August 12, 1994, shall be subject to the 40 percent open space ratio if the redevelopment razes more than 50 percent of the existing building(s). If the redevelopment does not raze more than 50 percent of the existing building(s), a development shall be subject to a 30 percent open space ratio.~~
- (2) No lot or parcel that was previously developed under a less restrictive open space ratio shall be deemed nonconforming due to lack of compliance with this current more restrictive open space ratio.
- (l) *Lot width and lot length.* The minimum average lot width and minimum average lot length shall be 150 feet.
 - (m) *Off-street parking.* In accordance with applicable regulation set forth in section 58-441.
 - (n) *Minimum parking and driveway offset.* No driveway or parking area shall be located closer than 20 feet from a side or rear lot line unless specifically waived by the planning commission.
 - (o) *Minimum parking setback.* No driveway (excluding the portion of driveway required for road access) or parking area shall be located closer than 25 feet to the ultimate road right-of-way.

Sec. 58-296. B-3 office and service business district.

- (a) *Purpose.* The B-3 office and service district is intended to provide for individual or group office and special service uses where the office activity would be compatible with surrounding uses.
- (b) *General requirements.*
 - (1) Buildings shall be designed in individual or small groupings and shall not exceed 20,000 square feet per structure and exceed two stories in height west of Port Washington Road and shall not exceed 30,000 square feet per structure and three stories east of Port Washington Road. The commercial development shall be designed and sized in a manner which is architecturally, aesthetically and operationally harmonious with surrounding development.
 - (2) The office development shall be designed and sized in a manner which is architecturally, aesthetically and operationally harmonious with surrounding development.
 - (3) All business, servicing, processing or storage except for off-street parking or loading, shall be conducted within completely enclosed buildings unless specifically approved by the planning commission.
 - (4) The size and location of projects within the district shall be based upon such factors as justifiable community need, satisfactory traffic impact and its potential contribution to the welfare of the community.
 - (5) In approving or disapproving proposed locations for uses under this section the planning commission shall give due consideration to the character and suitability of development for the area in which any such use is proposed to be located and shall also base its decision on such evidence as may be presented to the city planning commission regarding traffic generation, ground water impact, sewage disposal impact, lighting, soil limitations and the emission of noise, smoke, dust or dirt, odorous or noxious gases attributed to the proposed use. The city planning commission, in applying the provisions of this section, shall in writing recite the particular facts upon which it bases its conclusion. The

applicant shall have an opportunity to present evidence contesting such unsuitability or propose adequate mitigation, if they so desire. Thereafter, the city planning commission may affirm, modify or withdraw its determination of unsuitability.

- (6) Site development shall be approved by the planning commission in accordance with this Code.
- (7) [Reserved.]
- (c) *Permitted uses.* *See chart*
- (1) ~~Professional office and services including, but not necessarily limited to, accounting, architectural, chiropractic, dental, medical, engineering and legal services.~~
- (2) ~~Business offices and services including, but not necessarily limited to, advertising agency, management consulting, manufacturing representatives, public relations, stenographic, travel agency and duplicating services.~~
- (3) ~~Financial, insurance and real estate offices and services including, but not necessarily limited to, financial institutions, security brokers, holding and investment companies, insurance agency, insurance carriers, governmental and public services.~~
- (d) *Permitted accessory uses.*
- (1) Garages for storage of vehicles used in conjunction with the operation of the business or for occupants of the premises.
- (2) Residential quarters for the owner/proprietor, located in the same building as the business, that were established prior to the effective date of this ordinance may be continued. Residential quarters shall not be allowed for office uses developed subsequent to the effective date of the ordinance from which this section is derived.
- (e) *Conditional uses.* Conditional uses shall include, but not necessarily be limited to the following: *See chart*
- (1) ~~Commercial child day care facilities.~~
- (2) ~~Studios for photography, painting, music, sculpture, dance or other recognized fine art.~~
- (3) ~~Residential quarters for the owner, proprietor, commercial tenant, employee or caretaker located in the same building as the business.~~
- (4) ~~Research and development facilities.~~
- (5) ~~Light assembly and/or warehouse if accessory to the principal use.~~
- (6) ~~Satellite dishes with appropriate screening.~~
- (7) ~~Public and/or private utilities, telecommunication installations, transmission and distribution lines, poles, and other accessories. Specific regulations related to wireless telecommunication installations shall be subject to this chapter. When a utility proposes a main inter-city transmission facility, the utility shall give notice to the city of such intention and of the date of hearing before the public service commission public and/or private utility installations less than three feet in height shall be subject only to City of Mequon staff approval and may be allowed subject to staff imposed conditions regarding, among other things, effective screening from public view with all season vegetation.~~
- (8) ~~Beauty aids and personal grooming services, including but not limited to facial, skin, hair and nail care services and ancillary therapeutic massages and the ancillary retail sale of related products.~~
- (9) ~~Sit-down restaurants subject to the following:~~
- a. ~~Restaurants shall be an occupant within a multi-tenant building and no stand-alone restaurants shall be permitted.~~

- b. ~~Restaurants shall not exceed 5,000 square feet in gross floor area or 50 percent of the total building size, whichever is less.~~
- c. ~~Only one restaurant shall be permitted per building.~~
- d. ~~Drive thru windows shall not be permitted.~~
- e. ~~Restaurants shall not be permitted if the property is also zoned as an LTD overlay.~~
- (10) Development that includes a proposed modification to one or more standard district regulation applicable to the base zoning district and located on a vacant parcel which is non-conforming to the required base zoning district standards for minimum lot size or minimum lot width.
- (11) Development that includes a proposed modification to one or more standard district regulation applicable to the base zoning district and located on an improved parcel with an existing structure in which parcel, or improvement, or both, are non-conforming to any of the required base zoning district standards.
- (12) Commercial use of historically significant structures not otherwise permitted.
- (f) *Lot size.* The minimum lot size shall have an area of not less than 1.5 acres.
- (g) *Building size/floor area ratio.* The building(s) floor area ratio shall not exceed 30 percent.
- (h) *Building height.* The height of any structure shall not exceed 42 feet unless otherwise allowed in accordance with section 58-418.
- (i) *Minimum building setback.* All structures within the B-3 district shall be set back from the ultimate road right-of-way as follows:
- (1) Freeways, 50 feet.
 - (2) All other streets and highways (excluding local streets), 65 feet, except when parking is proposed between the road and building the minimum setback shall be 95 feet.
 - (3) Local streets, 60 feet.
- (j) *Minimum building offset.* No building or structure, hereafter erected, shall be placed closer than 20 feet to a side or rear lot line. If, however, adjoining property is zoned residential, no commercial building or structure shall be placed closer than 30 feet to the adjoining residentially zoned lot line.
- (k) *Open space ratio.*
- (1) The open space ratio shall not be less than ~~30~~40 percent except as follows:
 - a. ~~Future additions to buildings that were approved by the planning commission prior to August 12, 1994, shall be subject to a 30 percent open space ratio.~~
Parcels west of Port Washington Road shall be subject to the 40 percent open space ratio.
 - b. Properties which were the subject of planned unit development zoning or development agreement approval prior to August 12, 1994, shall be subject to the contractual open space ratio approved by the city pursuant to such planned unit development zoning or development agreement.
 - c. ~~Construction of additional buildings on sites developed prior to August 12, 1994, shall be subject to a 30 percent open space ratio.~~
 - d. ~~Proposed redevelopment/reconstruction of sites developed prior to August 12, 1994, shall be subject to the 40 percent open space ratio if the redevelopment razes more than 50 percent of~~

~~the existing building(s). If the redevelopment does not raze more than 50 percent of the existing building(s), a development shall be subject to a 30 percent open space ratio.~~

- (2) No lot or parcel that was previously developed under a less restrictive open space ratio shall be deemed nonconforming due to lack of compliance with this current more restrictive open space ratio.
- (l) *Lot width and lot length.* The minimum average lot width and minimum average lot length shall be 150 feet.
- (m) *Off-street parking.* Off-street parking shall be in accordance with applicable regulation set forth in this chapter.
- (n) *Minimum parking and driveway offset.* No driveway or parking area shall be located closer than 20 feet from a side or rear lot line unless specifically waived by the planning commission.
- (o) *Minimum parking setback.* No driveway (excluding the portion of driveway required for road access) or parking area shall be located closer than 25 feet to the ultimate road right-of-way.
- (p) *Loading docks.* Loading docks shall generally not face a dedicated or reserved public street.
- (q) *Roof-mounted equipment.* Roof-mounted equipment shall be located, screened and/or painted to minimize visibility from streets and adjacent sites.
- (r) *Storage.* Garbage and refuse containers shall be screened from view from streets and adjacent sites.

Sec. 58-297. B-4 business park district.

- (a) *Purpose.* The B-4 business park district is intended to provide for the development of an attractive and aesthetically mixed grouping of both office and limited light industrial uses in a planned park-like setting.
- (b) *General requirements.*
 - (1) Buildings shall not exceed 40,000 square feet of gross floor area **except as approved as a PUD.**
 - (2) The development shall be designed and sized in a manner which is architecturally, aesthetically and operationally harmonious with surrounding development.
 - (3) All business, servicing, processing or storage except for off-street parking or loading, shall be conducted within completely enclosed buildings unless specifically approved by the planning commission.
 - (4) The business park shall be improved with underground utilities.
 - (5) Vehicular circulation within the business park shall be oriented to internal circulation drives with limited access provided to city streets.
 - (6) No external nuisance which is offensive by reason of odors, lighting, smoke, fumes, dust, vibrations, noise, pollution or hazardous by reason of excessive danger of fire or explosion shall be permitted.
 - (7) Project elements such as architecture, landscaping, lighting, signage, access, circulation, parking and utilities shall be designed and constructed in a coordinated manner.
 - (8) In approving or disapproving proposed locations for uses under this subsection the planning commission shall give due consideration to the character and suitability for development of the area in which any such use is proposed to be located and shall also base its decision on such evidence as may be presented to the city planning commission regarding traffic generation, heavy vehicular traffic, ground water impact, sewage disposal impact, soil limitations and the emission of noise, smoke, dust or dirt, odorous or noxious gases attributed to the proposed use. The following uses may be allowed if the planning commission determines that the use would not be detrimental to the character of the

surrounding area and/or would not generate a significant adverse impact relative to the above mentioned elements.

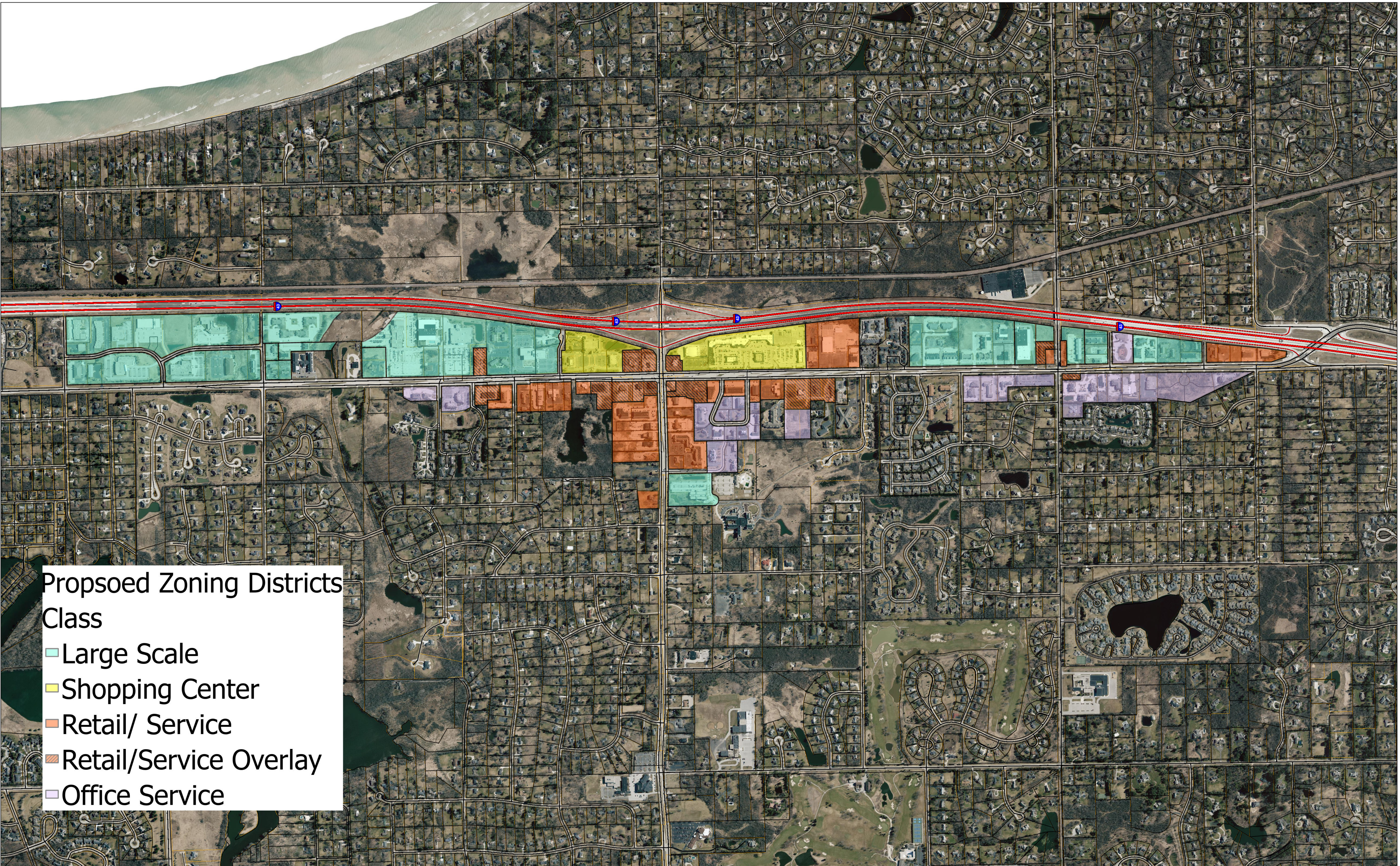
- (9) Site development shall be approved by the planning commission in accordance with this chapter.
- (10) [Reserved.]
- (c) *Permitted uses.* *See chart*
- (1) ~~Professional offices and services including, but not limited to, accounting, architectural, chiropractic, dental, medical, engineering and legal services.~~
 - (2) ~~Business offices and services including, but not necessarily limited to, advertising agency, management consulting, manufacturing representatives, public relations, stenographic, travel agency and duplicating services.~~
 - (3) ~~Financial, insurance and real estate offices and services including, but not necessarily limited to, financial institutions, security brokers, holding and investments, insurance agency, insurance carriers, governmental and public services.~~
- (d) *Permitted accessory uses.* Garages for storage of vehicles used in conjunction with the operation of the business or for occupants of the premises.
- (e) *Conditional uses.* Conditional uses shall include, but not necessary be limited to, the following: *See chart*
- (1) Light manufacturing.
 - (2) ~~Processing.~~
 - (3) ~~Wholesaling.~~
 - (4) ~~Distribution.~~
 - (5) ~~Research and development.~~
 - (6) ~~Printing and publication.~~
 - (7) ~~Warehousing.~~
 - (8) ~~Barbershops and beauty salons.~~
 - (9) ~~Bookstores.~~
 - (10) ~~Commercial child day care facilities.~~
 - (11) ~~Restaurants (not including fast food facilities).~~
 - (12) ~~Florists (not including greenhouses).~~
 - (13) ~~Gift shops.~~
 - (14) ~~Pharmacies.~~
 - (15) ~~Studios for photography, painting, music, sculpture, dance or other recognized fine art.~~
 - (16) ~~Automobile service facilities.~~
 - (17) ~~Satellite dishes.~~
 - (18) ~~Public and/or private utilities, telecommunication installations, transmission and distribution lines, poles, and other accessories. Specific regulations related to wireless telecommunication installations shall be subject to this chapter. When a utility proposes a main inter-city transmission facility, the utility shall give notice to the city of such intention and of the date of hearing before the public service commission. Public and/or private utility installations less than three feet in height shall be subject only~~

~~to City of Mequon staff approval and may be allowed subject to staff imposed conditions regarding, among other things, effective screening from public view with all season vegetation.~~

- ~~(19) Theatres.~~
- ~~(20) Structures greater than 40,000 square feet in size and/or greater than two stories in height.~~
- ~~(21) Development that includes a proposed modification to one or more standard district regulation applicable to the base zoning district and located on a vacant parcel which is non-conforming to the required base zoning district standards for minimum lot size or minimum lot width.~~
- ~~(22) Pet day-cares and kennels pursuant to the specific requirements set forth in division 11.~~
- ~~(23) Fitness centers.~~
- ~~(24) Development that includes a proposed modification to one or more standard district regulation applicable to the base zoning district and located on an improved parcel with an existing structure in which parcel, or improvement, or both, are non-conforming to any of the required base zoning district standards.~~
- ~~(25) Convention or conference center.~~
- (f) *Lot size.* The minimum lot size shall have an area of not less than ~~one~~ 1.5 acre.
- (g) *Building size/floor area ratio.* The building(s) floor area ratio shall not exceed 30 percent.
- (h) *Building height.* The height of any structure shall not exceed 42 feet unless otherwise allowed in accordance with section 58-418.
- (i) *Minimum building setback.* All structures within the B-4 district shall be set back from the ultimate road right-of-way as follows:
- (1) Freeways, 50 feet.
 - (2) All other streets and highways (excluding local streets), 65 feet, except when parking is proposed between the road and building the minimum setback shall be 95 feet.
 - (3) Local streets, 60 feet.
- (j) *Minimum building offset.* No building or structure, hereafter erected, shall be placed closer than 20 feet to a side or rear lot line. If, however, adjoining property is zoned residential, no building or structure shall be placed closer than 30 feet to the adjoining residentially zoned lot line.
- (k) *Open space ratio.*
- (1) The open space ratio shall not be less than ~~30~~ 40 percent except as follows:
 - a. ~~Future additions to buildings that were approved by the planning commission prior to August 12, 1994, shall be subject to a 30 percent open space ratio.~~
 - b. Properties which were the subject of planned unit development zoning or development agreement approval prior to August 12, 1994, shall be subject to the contractual open space ratio approved by the city pursuant to such planned unit development zoning or development agreement.
 - c. ~~Construction of additional buildings on sites developed prior to August 12, 1994, shall be subject to a 30 percent open space ratio.~~
 - d. ~~Proposed redevelopment/reconstruction of sites developed prior to August 12, 1994, shall be subject to the 40 percent open space ratio if the redevelopment razes more than 50 percent of~~

~~the existing building(s). If the redevelopment does not raze more than 50 percent of the existing building(s), a development shall be subject to a 30 percent open space ratio.~~

- (2) No lot or parcel that was previously developed under a less restrictive open space ratio shall be deemed nonconforming due to lack of compliance with this current more restrictive open space ratio.
- (l) *Lot width and lot length.* The minimum average lot width and minimum average lot length shall be 150 feet.
- (m) *Off-street parking.* Off-street parking shall be in accordance with applicable regulation set forth in this chapter.
- (n) *Minimum parking and driveway offset.* No driveway or parking area shall be located closer than 20 feet from a side or rear lot line unless specifically waived by the planning commission.
- (o) *Minimum parking setback.* No driveway (excluding the portion of driveway required for road access) or parking area shall be located closer than 25 feet to the ultimate road right-of-way.
- (p) *Loading docks.* Loading docks shall generally not face a dedicated or reserved public street.
- (q) *Roof-mounted equipment.* Roof-mounted equipment shall be located, screened and/or painted to minimize visibility from streets and adjacent sites.
- (r) *Storage.* Garbage and refuse containers shall be screened from view from streets and adjacent sites.



Proposed Zoning Districts
Class

- Large Scale
- Shopping Center
- Retail/ Service
- Retail/Service Overlay
- Office Service

Land use change to Residential



Code	Description	B-2 (Retail/Service)	B-3 (Office/Service)	B-4 (Large Scale)	Shopping Center	Retail Overlay	
441110	New Car Dealers	NP	NP	C	NP	NP	
4413	Automotive Parts, Accessories, and Tire Stores	NP	NP	NP	NP	NP	
442	Furniture and Home Furnishing Stores	P	NP	NP	P	NA	
443	Electronics and Appliance Stores	P	NP	NP	P	NA	
444	Building Material and Garden Equipment and Supplies Dealers	P	NP	NP	P	NA	
4451	Grocery Stores	P	NP	C	P	NA	
4453	Beer, Wine and Liquor	P	NP	NP	P	NA	
446	Health and Personal Care Stores	P	NP	C**	P	NA	** No drive thru
447	Gasoline Stations	NP	NP	NP	NP	C	
448	Clothing and Clothing Accessories Stores	P	NP	NP	P	NA	
451	Sporting Goods, Hobby, Book, and Music Stores	P	NP	NP	P	NA	
452	General Merchandise Stores	NP	NP	NP	C	NP	
4531	Florists	P	NP	P*	P	NA	* as part of multi-tenant building
4532	Office Supplies, Stationary, and Gift Stores	P	NP	NP	P	NA	
45391	Pet and Pet Supplies Stores	P	NP	NP	P	NA	
512131	Theaters	NP	NP	C	NP	NP	
52	Finance and Insurance	P*	P*	P**	P**	NA	* drive thru in rear **no drive thru allowed
5312	Offices of Real Estate Agents and Brokers	NP	P	P	NP	NA	
53132	Offices of Real Estate Appraisers	NP	P	P	NP	NA	
5411	Legal Services	NP	P	P	NP	NA	
5412	Accounting, Tax Preparation, Bookkeeping, and Payroll Services	NP	P	P	NP	NA	
5413	Architectural, Engineering, and Related Services	NP	P	P	NP	NA	
541410	Interior Design Services	NP	P	P	NP	NA	
541430	Graphic Design Services	NP	P	P	NP	NA	
5415	Computer Systems Design and Related Services	NP	P	P	NP	NA	
5416	Management, Scientific, and Technical Consulting Services	NP	P	P	NP	NA	
5418	Advertising, Public Relations, and Related Services	P	P	P	NP	NA	
541921	Photography Studios	P	P	P	P	NA	
541940	Veterinary Services	C	NP	C	C	NA	
6211	Offices of Physicians	P	P	P	P	NA	
6212	Offices of Dentist	P	P	P	P	NA	
6213	Office of Other Health Practioners	P	P	P	P	NA	
621493	Urgent Care and Emergency Centers	C	NP	C	NP	NA	
624410	Child day care facilities	C	C	C*	NP	NA	* as part of multi-tenant building
713940	Fitness and Recreational Sports Centers	P	C	C	P	NA	
72111	Hotels and motels	NP	NP	C	NP	NP	
7221	Full-Service Restaurants	C	C*	C	P	NA	*specific criteria
7222	Limited Service eating places	C	NP	C	P	NA	
7222	Limited Service eating places with drive thru	NP	NP	NP	NP	C	
722213	Snack and Nonalcoholic Beverage Bars	P	P*	P*	P	NA	* as part of multi-tenant building
722410	Drinking Places (Alcoholic Beverages)	C	NP	NP	C	NA	
811111	General Automotive Repair	NP	NP	NP	NP	C	
811192	Car Washes	NP	NP	NP	NP	C	
81211	Hair, Nail, and Skin Care Services	P	P	P*	P	NA	* as part of multi-tenant building
812210	Funeral Homes and Funeral Services	NP	C	NP	NP	NP	
81232	Dry Cleaning	C	C*	C*	C	NA	* as part of multi-tenant building
812910	Pet Daycare and Kennels	C	NP	C*	C	NA	*specific criteria
	Banquet or Reception Hall	C	NP	NP	NP	NA	
	Convention or Conference Center	NP	NP	C	NP	NP	
	Resale shops	C	NP	NP	C	NA	
	Research and Development	NP	NP	C	NP	NP	
	Light Manufacturing	NP	NP	C	NP	NA	
	Processing	NP	NP	C	NP	NA	
	Wholesaling	NP	NP	C	NP	NA	
	Distribution	NP	NP	C	NP	NA	
	Warehousing	NP	NP	C	NP	NA	

Attachment: Copy of Use Chart_01.17.25 (10177 : Port Washington Road Zoning Changes)