



February 9, 2026

City of Columbus
105 N. Dickason Boulevard
Columbus, WI 53925

**RE: Project Narrative – Markquart RV Staging Area and Outdoor Display
City of Columbus, Wisconsin**

Markquart Columbus, LLC proposes to improve approximately 2 acres of City parcel 1512.18 (total parcel area approximately 4 acres) in the City of Columbus, Wisconsin as a dedicated staging area and outdoor display yard for recreational vehicle (RV) inventory associated with their existing Markquart RV business located across the street. The improved area will function solely as a place to position units awaiting delivery or display; no customer or employee activities will occur on this site, and all customer and employee parking will continue to be accommodated on the primary Markquart RV property. The proposed use is consistent with the intent of the I-1 Light Industrial district as a low-intensity, outdoor commercial storage and display area ancillary to the existing RV dealership.

Because no customer parking, office, or service functions are proposed on parcel 1512.18, the applicant requests that no off-street parking stalls be required for this staging area. This use operates as an extension of the existing business across Commerce Drive rather than as a stand-alone principal use with separate trip generation or on-site staffing. All access to the staging area will be controlled by Markquart RV staff, and the only regular vehicle movements within the site will be by employees repositioning RV units.

The site will be graded and paved primarily with hot-mix asphalt (HMA) to provide a durable, dust-free surface suitable for RV maneuvering and display. A small gravel or reclaimed asphalt (RAP) area is planned near the west edge of the site for occasional overflow parking and low-speed maneuvering, while the primary circulation and display areas—where RVs will be parked in the normal course of business—will be fully paved. This layout limits the extent of unbound surface to the rear of the lot, away from Commerce Drive, while meeting the City's expectations for a hard-surfaced parking and maneuvering area along the frontage.

Striped parking spaces and landscaped islands are not practical or beneficial in this context. RV units vary widely in length, width, and hitch configuration and are routinely rearranged to respond to inventory changes and deliveries. Attempting to stripe stalls to a fixed module would either waste significant area or be routinely ignored in order to fit units efficiently. Instead, RVs will be positioned in an orderly manner by staff on the asphalt staging area, maintaining adequate clearances for fire access and sight distance while avoiding unnecessary pavement markings that would quickly become obsolete as inventory turns over.

Vehicular access to the staging area will use the existing shared curb cut on Commerce Drive that serves both parcel 1512.18 and the neighboring property to the south, avoiding the need for an additional driveway opening on the public street. Perimeter curbing will be provided around the paved area to define the limits of surfacing, protect adjacent green space, and support the site's surface water drainage design.

Stormwater & Grading Plan:

The grading and stormwater management strategy for the staging area is intended to be simple, robust, and consistent with the City's stormwater expectations for low-intensity commercial use. The asphalt surface will be pitched to the perimeter curb and gutter so that runoff is directed away from Commerce Drive and adjoining properties and routed toward the regional stormwater pond to the west.

The project site is located within a regional stormwater management system that includes an existing off-site detention basin designed to control peak discharge rates and achieve required total suspended solids (TSS) removal for the contributing drainage area, with individual lots responsible only for evaluating and providing infiltration where feasible.

For this staging area, site-specific conditions indicate that infiltration BMPs are not practicable. Groundwater at the site is estimated at approximately elevation 841, based on observed normal water surface elevations in the nearby regional pond, and this interpretation is further supported by Web Soil Survey mapping, which classifies the apparent water table in the project area within the 0–20 centimeter depth range, indicating a very shallow seasonal high water table beneath the existing grade.

The proposed staging area grades range from approximately elevation 843 to 845, or only about two to four feet above the estimated groundwater level, so any realistic infiltration basin or swale serving this paved area would have a bottom elevation at or below the estimated groundwater elevation. As a result, the minimum 5-foot separation between the bottom of an infiltration system and seasonal high groundwater required for industrial, commercial, institutional parking lots and roads cannot be met. On this basis, and consistent with NR 151, the applicant intends to request an infiltration exemption for the RV staging area and instead rely on the regional facility for peak-flow and TSS control, while routing site runoff to stable, non-erosive discharge points that do not adversely affect neighboring properties. Under NR 151, runoff from industrial and commercial parking lots and access drives may not be infiltrated where there is less than five feet of separation between the bottom of the infiltration practice and seasonal high groundwater or bedrock. Because the required 5-foot separation cannot be achieved, the RV staging area qualifies for an infiltration prohibition under NR 151, and infiltration BMPs will not be used for this pavement drainage.

The Developer appreciates City of Columbus staff's prompt review and comments on this proposed concept and looks forward to being placed on an upcoming Plan Commission agenda.

SINCERELY,



Svet Roussev, PE
Roussev Engineering Solutions
Enclosures