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October 6, 2026

Project Narrative

Project: River Crossing
Gateway Drive
Watertown, WI 53094

National Management LLC. is requesting conditional use permit and site plan review and approval for a new multi-family development, River Crossing, located on the west side of Gateway Drive (north of Air Park Drive) on the western portion of parcel 291-0815-1624-003, in the City of Watertown. The property is zoned MR-10 and a conditional use permit is required for the proposed development. City Land Use Plan map designation for the property is Planned Neighborhood Use and the proposed use is compatible. The existing property is currently agricultural with an existing house and outbuildings. The existing house and outbuildings will be removed for the proposed development.

The property area is 33.32 acres, and the area of site disturbance is proposed at 22.33 acres. The development will consist of twenty-two (22) multi-family buildings, a clubhouse building and a mailbox building: eight (8)-8-unit buildings, four (4)-12-unit buildings, six (6)-15-unit buildings, four (4)-18-unit buildings, and a 3,200 square clubhouse building. All residential buildings will be 2-stories. Exterior building materials consist of vinyl siding, brick and stone veneer, vinyl double hung windows, asphalt shingle roofs, and aluminum trim.
A clubhouse with patio and pickleball courts is proposed along the eastern side of the site. Two waste enclosures are proposed: one on the south-central end and one on the on the next driveway north centrally located. The waste enclosures will contain a sufficient number of waste bins to conveniently accommodate all trash and waste generated by the proposed use. All improvements located within the development comply with all building setback requirements.

The proposed number of dwelling units is 274. The overall development will include 72 one-bedroom units, 178 two-bedroom units, and 24 three-bedroom units. The leasing office will be located in the clubhouse building, staffed by the property manager, National Management LLC, with regular office hours. The development is designed to meet HUD accessibility requirements. Commercial traffic to the property will include mail/parcel deliveries, refuse pickup, and maintenance/vendor services, all with varying frequency. Hours of operation will be consistent with residential uses throughout the City. The development will be comprised of the ratios below. The floor area ratio is 0.28.

Building Floor Area	4.68 AC	203,860 SF	14.04%
Pavement	6.14 AC	267,458 SF	18.43%
Total Impervious	10.82 AC	471,319 SF	32.48%
Landscape – Open Space	11.68 AC	508,781 SF	35.05%
Project Site	33.32 AC	1,451,419 SF	100%

Access to development will be via (3) driveways, two from Gateway Drive on the west and one from Air Park Drive on the north. Parking is provided in garages, in front of garages and other locations throughout the site: 256 spaces in garages, 338 surface spaces, for a total of 594 spaces including 12 ADA spaces. All required off-street parking and access drives are designed entirely within the boundaries of the group development. Internal walks are provided to each building for pedestrian access.
Two 8” water service connections are proposed, one to the existing water main in Ari Park Drive and one in Gateway Drive. A private 8” water loop is proposed to service each of the buildings and proposed site

hydrants. Sanitary services from each of the buildings are proposed to connect into an 8" private sanitary interceptor line to connect into the existing sanitary manhole in an easement on the Pro-Health property along Airpark Drive.

Post-construction stormwater management is provided with a wet pond along the western side of the site. Infiltrating testing confirmed that infiltration is not required due to low permeable soils and high ground water. The stormwater pond discharges to adjacent wetlands.
The proposed development shall comply with all requirements of Article XI Performance Standards. The development will not create any potential nuisances related to access, visibility, off-street parking, off-street loading, exterior storage, exterior lighting, vibration, noise, air pollution, odors, electromagnetic radiation, glare and heat, fire and explosion, toxic and noxious materials, waste materials, drainage, exterior construction materials, and hazardous materials.
The proposed development will fit well with the general character of this area. The vacant property will be transformed into a development that is aesthetically pleasing and complementary to other area structures. Building exterior will feature high-quality materials along with coordinated landscaping with resilient plantings enhancing property and neighborhood appeal. Site lighting (building mounted lighting only) will be provided in a fashion that provides appropriate foot candles for safety with cut-off fixtures for minimal light trespass and directed inward toward the development. The building and grounds will be well maintained. No hazards or nuisances to nearby neighbors are anticipated as a result of this project.

Information on how the proposed River Crossing multi-family development addresses the City Group Developments conditions can be found below.

(1) All required off-street parking spaces and access drives shall be located entirely within the boundaries of the group development.

- All required off-street parking spaces and access drives are located entirely within the boundaries of the development.

(2) The development shall contain a sufficient number of waste bins to accommodate all trash and waste generated by the land uses in a convenient manner.

- Two waste enclosures are proposed: one on the south central end and one on the on the next driveway north centrally located. The waste enclosures will contain a sufficient number of waste bins to conveniently accommodate all trash and waste generated by the proposed use.

(3) No group development shall take access to a local residential street.

- The development does not take access from a local residential street.

(4) All development located within a group development shall be located so as to comply with the intent of this chapter regarding setbacks of structures and buildings from lot lines. As such, individual principal and accessory structures and buildings located within group developments shall be situated within building envelopes that serve to demonstrate complete compliance with said intent. Said building envelopes shall be depicted on the site plan required for review of group developments.

- The development complies with all required setbacks.

(5) (a) Building exterior materials shall be of high quality on all sides of the structure, including glass, brick, decorative concrete block or stucco. Decorative architectural metal with concealed fasteners may be approved with special permission from the City.

- Exterior building materials consist of vinyl siding and composite trim, brick and stone veneer, vinyl double hung windows, dimensional shingle roofs, and aluminum trim.

(5) (b) Building exterior design shall be unified in design and materials throughout the structure and shall be complementary to other structures in the vicinity. However, the development shall employ varying building setbacks, height, roof, treatments, door and window openings, and other structural and decorative elements to reduce the apparent size and scale of the structure. A minimum of 20% of the combined facades of the structure shall employ actual facade protrusions or recesses. A minimum of 20% of the combined linear roof

eave or parapet lines of the structure shall employ differences in height of eight feet or more. Roofs with particular slopes may be required by the City to complement existing buildings or otherwise establish a particular aesthetic objective.

• The exterior building design incorporates façade projections exceeding 20 percent of the building frontages. These include building jogs, balcony projections and roof gable elements. The two-story, loe-rise buildings are appropriately scaled to complement the nearby development.

(5) (c) Mechanical equipment, refuse containers and any permitted outdoor storage shall be fully concealed from on-site and off-site ground-level views with materials identical to those used on the building exterior.

• Refuse containers shall be located within an enclosure of split face concrete masonry units.

(5) (d) Standard corporate trademark building designs, materials, architectural elements and colors all shall be acceptable, as determined by the City, only as subtly integrated into the more generic design of the building as a whole. Color schemes of all architectural elements shall be muted, neutral, nonreflective and nonuse- or nontenant-specific.

• Exterior building materials consist of high quality vinyl siding and composite trim, brick and stone veneer, vinyl colors with be neutral with a variety of colors to add interest.

(5) (e) Public entryways shall be prominently indicated from the building's exterior design and shall be emphasized by on-site traffic flow patterns. All sides of the building that directly face or abut a public street shall have public entrances.

• None of the buildings have entryways that face or abut a public street.

(5) (f) Loading areas shall be completely screened from surrounding roads and residential, office and commercial properties. Said screening may be through internal loading areas, screening wall that will match the building exterior in materials and design, fully opaque landscaping at time of planting, or combinations of the above. Gates and fencing may be used for security purposes but not for screening and shall be of high aesthetic quality.

• The development does not include any designated loading areas. Commercial traffic to the property will include mail/parcel deliveries, refuse pickup, and maintenance/vendor services, all with varying frequency.

(5) (g) Vehicle access from public streets shall be designed to accommodate peak traffic volumes without disrupting traffic on public streets from inadequate throat length, access drive width or design or inadequate driveway location. The impact of traffic generated by the proposed development shall be demonstrated by a traffic impact analysis performed by the applicant's traffic engineer so as to not adversely impact off-site public roads, intersections and interchanges during the traffic peak associated with a full parking lot. Where the project shall adversely impact off-site traffic, the City may deny the application, may require a size reduction in the proposed development, or may require off-site improvements.

• Vehicle access has been designed to accommodate peak traffic volumes and no traffic disruption to public streets is anticipated.

(5) (h) Parking lot design shall employ interior landscaped islands with a minimum of 400 square feet at all parking islands, and in addition shall provide a minimum of one landscaped island of a minimum of 400 square feet in each parking aisle for every 20 cars in that aisle. Aisle-end islands shall count toward meeting this requirement. Landscaped medians shall be used to break large parking areas into distinct pods, with a maximum of 100 spaces in any one pod.

• Landscape islands are provided on each aisle end of each row of parking.

(5) (i) A minimum of one cart-return area of 200 square feet shall be provided for every parking area pod. There shall be no exterior cart-return or cart-storage areas located within 25 feet of\ the building in areas located between the building and a public street.

- Cart return is not applicable to this development.

(5) (j) The applicant shall demonstrate full compliance with City standards for stormwater, utilities, erosion control and public safety.

- The development has been designed to meet City standards for stormwater, utilities, erosion control and public safety. See included stormwater report, which details how stormwater requirements for infiltration, peak discharge, and water quality have been met. See sheets C7.0,C7.1, and C7.2 for proposed erosion control measures. See sheets C4.0, C4.1, and C5.0-C5.11for proposed utilities.

(5) (k) On-site landscaping shall be provided per the landscaping requirements of this chapter, except that building foundation landscaping and paved area landscaping shall be provided at 1.5 times the required landscape points for development in the zoning district.

- Landscaping has been designed to meet City standards for the MR-10 district. See sheet C1.4 for landscape plan, which includes a landscaping calculations table which breaks down the required plants and provided plants for each of the specific areas such as: paved area, developed lots, street, and building foundation.

(5) (l) A conceptual plan for exterior signage shall be provided at time of detailed site plan or GDP that provides for coordinated and complementary exterior sign location, configurations and colors throughout the planned development. All freestanding signage within the development shall complement the on-building signage. Freestanding sign materials and design shall complement the building exterior and may not exceed the maximum height requirement of this chapter and the Building Code.

- A monument sign is proposed between the two entrances along Gateway Drive and will be designed to meet zoning requirements. Monument sign will be appropriately scaled and materials shall match primary buildings.

(5) (m) The entire development shall provide for full and safe pedestrian and bicycle access within the development and shall provide appropriate connections to the existing and planned pedestrian and bicycle facilities in the community and in surrounding neighborhoods, including sidewalk connections to all building entrances from all public streets. The development shall provide secure bicycle parking and pedestrian furniture in appropriate quantities and location. A central pedestrian gathering area shall be provided.

- The development includes internal sidewalks that are provided to each building for pedestrian access. All walks are designed to be accessible per HUD and ADA standards. Additionally, a clubhouse with patio and pickleball courts is proposed along the eastern side of the site.

(5) (n) Where such developments are proposed to provide a new location for a business already located within the community, a required condition of approval for the new development shall be a prohibition on conditions of sale, lease or use of the previously occupied building or site which provide limits beyond the range of applicable local, state or federal regulations. If such limits are required, the applicant may seek City approval to demolish the previously occupied structure and prepare the site for some future development.

- This development is not a new location for a business already located within the community.

(5) (o) The applicant shall provide adequate evidence that the proposed development and uses cannot be adequately sited within or on existing developed properties or buildings within the community.

- All available sites were investigated with this site being the most beneficial for the new multi-family development.

(5) (p) The Plan Commission may waive any of the above standards by a three-fourths' vote of members in attendance, but only if supplemental design elements or improvements are incorporated into the project that compensate for the waiver of the particular standard.