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SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

January 20, 2026

Ms. Marybeth Cody, Manager
Marlborough Township
6040 Upper Ridge Road
Green Lane, Pennsylvania 18054

Re: MCPC #25-0263-001
Plan Name: NS Development - Warehouse
(1 lots comprising 22.85 acres)
Situate: Upper Ridge Road (west)/north of Main Street
Marlborough Township

Dear Ms. Cody:

We have reviewed the above-referenced land development plan in accordance with Section 502 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on December 24, 2025. We forward this letter as a report of our review.

BACKGROUND

The applicant, NS development Partners LLC, is proposing three warehouses on a parcel of 22.85 acres on Upper Ridge Road in Marlborough Township. The parcel is bordered by Upper Ridge Road to the west, and Route 63 (Main Street) to the south, and is close in proximity to Green Lane Borough to the south and west. There is a small southern portion of the parcel that lies within Green Lane Borough to the south. The existing lot appears to be vacant and unused and is located near existing light industrial buildings. The proposed development consists of three warehouses totaling 204,275 square feet, or about 4.7 acres: Warehouse A (90,000 square feet), Warehouse B (60,125 square feet), and Warehouse C (54,150 square feet).

Two driveways are proposed: one for passenger vehicles on Upper Ridge Road, and a second on Commerce Drive. The second driveway on Commerce Drive connects to Fifth Street in Green Lane Borough, which ultimately leads to PA Route 63 (Main Street), also in Green Lane Borough. Site improvements include: proposed new sidewalks along Upper Ridge Road, accessory use buildings for a fire water tank and pump house, and 171 parking spaces (along with 3 loading docks at each warehouse). Stormwater management includes an underground stormwater basin and discharge locations to the north and east of the proposed development.

According to the zoning hearing board decision for the application dated November 3, 2025, the applicant has received the following variances and one special exception from the township's zoning ordinance:

- From Section §275-125.C to permit a building setback of 25 feet for proposed Building C; whereas 50 feet is otherwise permitted.
- From Section §275-125.C to permit parking 89 feet from the Ultimate Right-of-Way for the proposed parking area adjacent to Building A; whereas 100 feet is otherwise permitted.
- from Section §275-125.I to permit a building height of 50 feet for proposed Building C; whereas 40 feet is otherwise permitted.
- A Special Exception in accordance with §275-61.E, to permit an accessory structure exceeding 750 square feet for the fire water tank and pump house.

COMPREHENSIVE PLAN COMPLIANCE

REGIONAL PLAN

This area of Marlborough Township is shown as Commercial/Industrial Center in the Future Land Use Plan of the *Upper Perkiomen Valley Regional Comprehensive Plan.* This land use designation is marked for areas that cater to regional demand and include such dominant uses as light industrial operations and warehousing. The proposed land use complies with this land use designation.

COUNTY PLAN

Additionally, this area of the township is shown as a Business Area in the Future Land Use plan of the Montgomery County Comprehensive Plan, *Montco 2040: A Shared Vision.* This designation is for employment-oriented land uses, such as industrial parks and warehouse uses, and has certain design guidelines. Any development in business areas should be designed to accommodate significant vehicle trips and to limit the impacts of light, noise, and pollution to nearby residential areas. The proposed land use generally complies with this land use designation and design guidelines.

RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the applicant's proposal; however, in the course of our review we have identified the following issues that the applicant and Marlborough Township may wish to consider prior to final plan approval. Our comments are as follows:

REVIEW COMMENTS

VEHICULAR CIRCULATION

A. Truck Entry and Exit. The plan includes two proposed driveways: one on Upper Ridge Road and another on Commerce Drive. The driveway on Upper Ridge Road is proposed to be limited to passenger vehicles only, meaning all large trucks must use the driveway on Commerce Drive to enter and exit the facility. To access this driveway from the adjacent roadway network, the trucks will have to access the facility from State Route 63 (Main Street) in Green Lane Borough. We believe that the primary truck entrance should

be located on the road of highest classification, which in this case is Upper Ridge Road, rather than Fifth Street. Upper Ridge Road is a PennDOT owned collector road, while Fifth Street is a locally owned road. Intersections containing roads of higher classification should be prioritized for improvement, if any are needed to fulfill this circulation plan.

B. Regional Traffic. The current circulation plan includes trucks entering from Main Street in Green Lane, while the development lies primarily within Marlborough Township. We believe changing the primary truck entrance to Upper Ridge Road and improving the intersection of Upper Ridge Road and Main Street, is the best for regional traffic.

C. Upper Ridge Road Driveway Location. Regarding truck circulation within the development, it is suggested to move the Upper Ridge Road driveway north so that it is better aligned with the proposed internal driveway network (see Attachment C). This would reduce turns for incoming trucks, as the current driveway requires immediate turns left or right to access the loading docks.

TRAFFIC IMPACT

A. Traffic Impacts. According to the traffic impact analysis provided, the points of strongest impact from the proposed development will be Upper Ridge Road and Main Street in Marlborough Township. In the case of Upper Ridge Road going northbound from Main Street in the AM, projected Level of Service (LOS) degrades from E to F. In the southbound direction in the PM, LOS degrades from C to D. We strongly suggest that the applicant work closely with PennDOT (as Main Street is a state-owned road**)**, as well as both Marlborough Township and Green Lane Borough, to ensure regional traffic is not negatively impacted by the proposed development

B. Traffic Impact Study Timing. It has been noted by township staff that utility work performed by PECO was being completed during the time frame of the traffic impact analysis provided by the applicant. This utility work changed the normal traffic patterns of the area, leading to lower traffic than usual. It is suggested that a new traffic impact assessment be completed to best reflect the patterns of the area.

STORMWATER & UTILITIES

A. Stormwater Discharge. The current stormwater plan indicates that stormwater runoff from the development site will be piped under Upper Ridge Road and discharged onto an adjacent property not owned by the applicant. It appears that this configuration may require access and maintenance easements. In addition, we feel that it is important to carefully review the anticipated rate of stormwater flow from these discharge points and include mitigating features to reduce the rate of stormwater flow on this adjacent property. As the property contains a slope, the rate of stormwater flow should be reduced as much as possible (to reduce the impacts of potential erosion, right?), with landscaping components such as rip rap, and planted vegetation.

B. Water Well Locations. Because the region is characterized by diabase geology, it is suggested to include a backup water well location to protect against unforeseen circumstances that could lead to the original well site not functioning properly or running dry.

C. Underground Basins. The township should require an operations and maintenance agreement for the underground stormwater basins, to ensure the long-term proper functioning of the facility.

LANDSCAPING

A. Buffer Requirements. The northern property line of the development abuts an R1 (Residential?) zoning district in the township, requiring a planted buffer yard of 25 feet. A waiver has not been requested for this requirement according to the plan, and there is no buffer yard included on the plan. If the 25-foot buffer yard requirement is to be fulfilled by existing trees, a tree study and tree plan should be provided.

B. Replacement Trees. The plan states that a waiver has been requested for replacement tree planting, and that tree studies and replacement planting plans "will be" provided. Clarification may be needed regarding whether a waiver is being requested to not provide replacement trees, or if the required tree plantings and studies will be completed at a future stage.

C. Basin Naturalization. The current landscaping plan does not appear to include plantings within the stormwater basin between Warehouses B and C. We suggest that the applicant add additional native vegetation within this basin to naturalize it. This will improve infiltration rates, as well as aesthetically match the character of the region.

PARKING REQUIREMENTS

Per the township's zoning code (§275-81 Required Off-Street Parking Capacity), warehouse properties are required one parking space per 1,500 square feet of gross floor area. The three proposed warehouses total 204,275 square feet of gross floor area and therefore require a minimum of 136 parking spaces. Currently, the total amount of standard-sized parking spaces shown on the plans is 170. We encourage the applicant consider reducing the amount of parking to the required amount or consider taking advantage of the reserve parking allowance provided by the township zoning ordinance (§275-82 Reserve Parking), to reduce the amount of impervious surface area proposed.

REGIONAL PLANNING

A. Approval Process. The southernmost portion of the parcel is located within Green Lane Borough, and the proposed entry and exit point for large trucks is located at an intersection in the borough (Main Street and Fifth Street). Before this development review process moves forward, we recommend that the plans also be submitted to Green Lane Borough.

B. Future Trail Connections. It is suggested to continue the proposed sidewalk on Upper Ridge Road throughout the development (see Attachment D or provide a walking trail throughout or around the development, to allow for future trail connections in the region.

CONCLUSION

We wish to reiterate that MCPC generally supports the applicant's proposal but we believe that our suggested revisions will better achieve Marlborough Township's planning objectives for warehouse development.

Please note that the review comments and recommendations contained in this report are advisory to the municipality and final disposition for the approval of any proposal will be made by the municipality.

Should the governing body approve a final plat of this proposal, the applicant must present the plan to our office for seal and signature prior to recording with the Recorder of Deeds office. A paper copy bearing the

municipal seal and signature of approval must be supplied for our files. Please print the assigned MCPC number (#25-0263-001) on any plans submitted for final recording.

Sincerely,



Abby Cover, Community Planner
abby.cover@montgomreycountypa.gov - (610) 292-4530

c: NS Development Partners, LLC, Applicant
Dynamic Engineering Consultants, Applicant's Representative
Mark Cappuccio, Esq., Township Solicitor
Chad Camburn, Township Engineer

Attachment A: Aerial Image of Site
Attachment B: Reduced Copy of Applicant's Proposed Site Plan
Attachment C: MCPC Comments on Applicant's Site Plan, Driveway Placement
Attachment D: MCPC Comments on Applicant's Site Plan, Sidewalk Connections



NS Development - Warehouse
MCPC#250263001

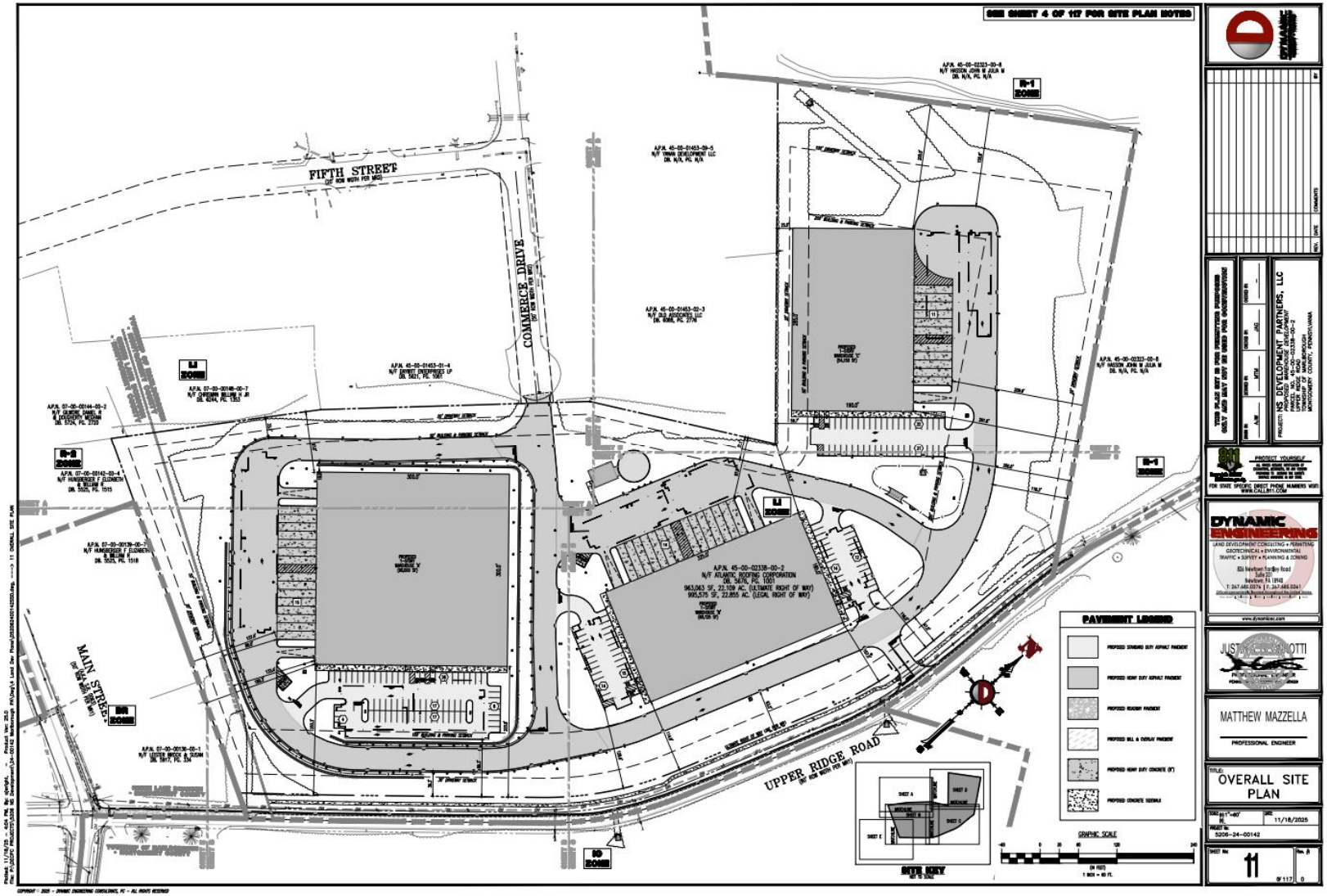
Montgomery County Planning Commission

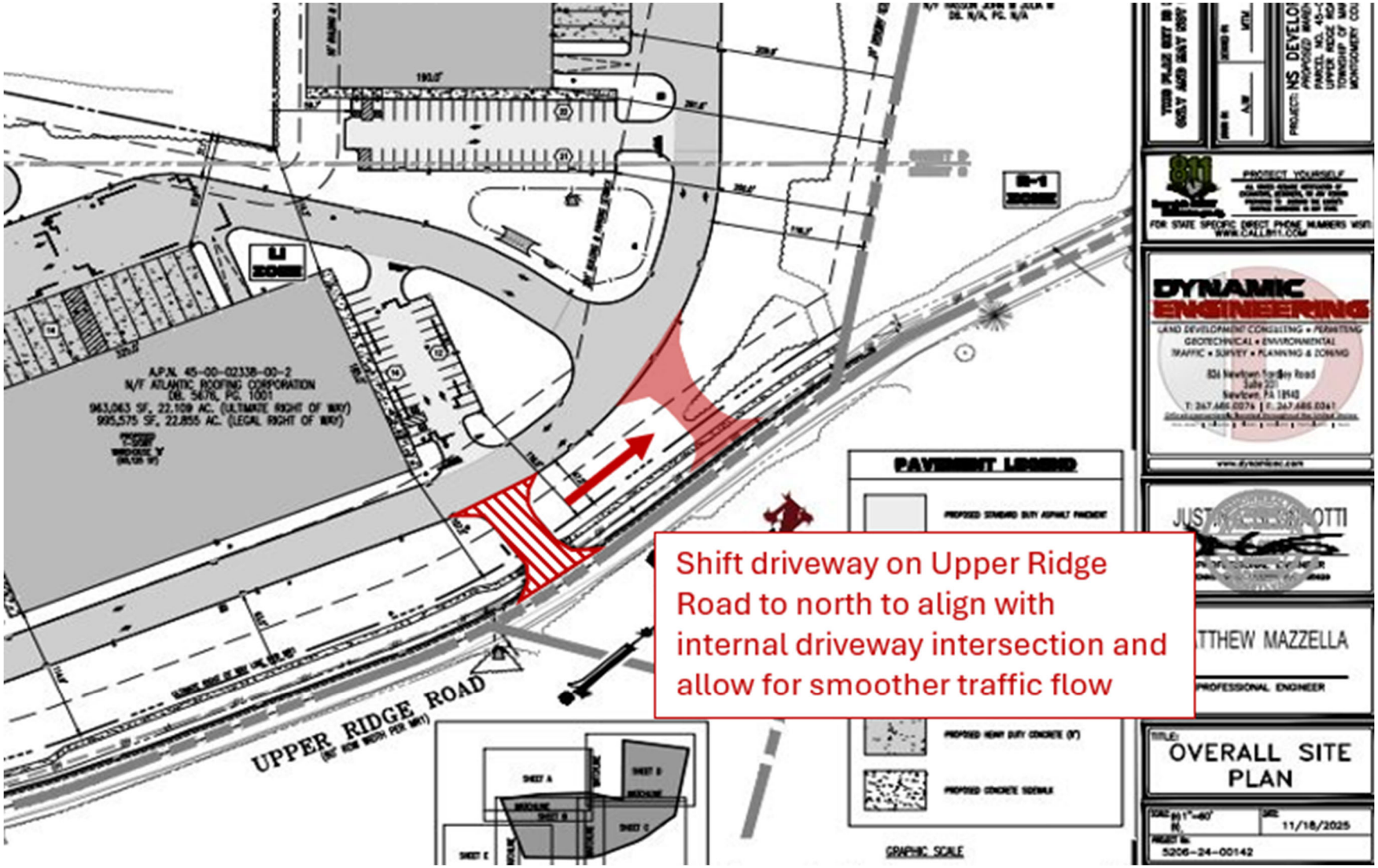
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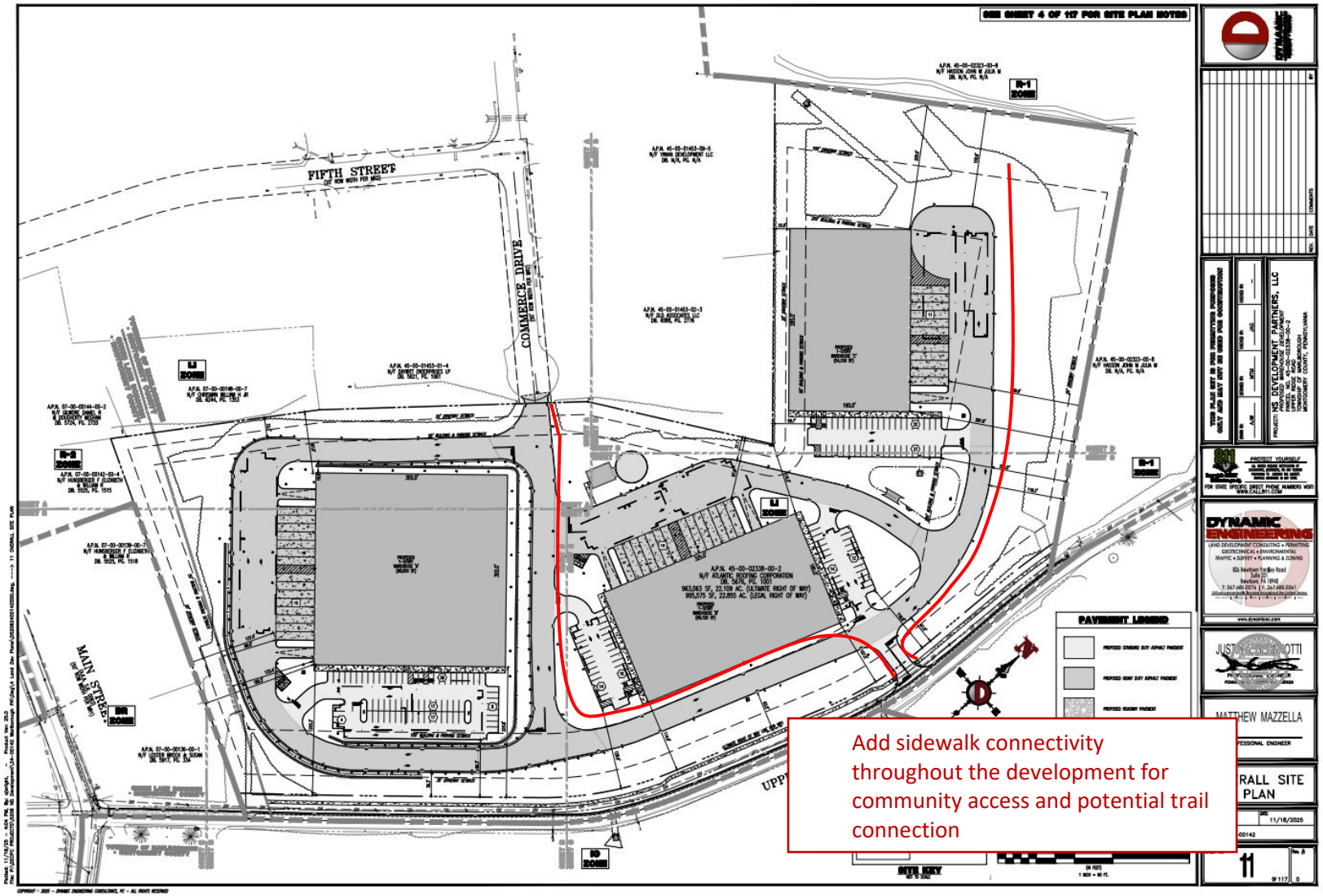
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Aerial photography provided by Nearmap


SEE SHEET 4 OF 117 FOR SITE PLAN NOTES
FIFTH STREET
COMMERCE DRIVE
MAIN STREET
UPPER RIDGE ROAD
PAVEMENT LEGEND
OVERALL SITE PLAN
MATTHEW MAZZELLA
PROFESSIONAL ENGINEER
DYNAMIC ENGINEERING
NS DEVELOPMENT PARTNERS, LLC
5206-24-00142
11/18/2025
11


Shift driveway on Upper Ridge Road to north to align with internal driveway intersection and allow for smoother traffic flow
UPPER RIDGE ROAD
A.P.N. 45-00-02338-00-2
N/F ATLANTIC ROOFING CORPORATION
DEED BOOK 5476, PG. 1001
963,063 SF, 22.109 AC. (ULTIMATE RIGHT OF WAY)
995,575 SF, 22.855 AC. (LEGAL RIGHT OF WAY)
I-1 ZONE
B-1 ZONE
PAVEMENT LEGEND
PROPOSED STANDARD DUTY ASPHALT PAVEMENT
PROPOSED HEAVY DUTY CONCRETE (9")
PROPOSED CONCRETE SIDEWALK
GRAPHIC SCALE
DYNAMIC ENGINEERING
LAND DEVELOPMENT CONSULTING • PERMITTING
GEOTECHNICAL • ENVIRONMENTAL
TRAFFIC • SURVEY • PLANNING & ZONING
MATTHEW MAZZELLA
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OVERALL SITE PLAN
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SEE SHEET 4 OF 117 FOR SITE PLAN NOTES
FIFTH STREET
COMMERCE DRIVE
MAIN STREET
PAVEMENT LEGEND
Add sidewalk connectivity throughout the development for community access and potential trail connection