

**NORTHEAST FREDERICK LAND USE PLAN**  
**NELUP**

- INCLUDING TEXT APPROVED WITH THE FOLLOWING AMENDMENTS;
  - **MCCANN-SLAUGHTER AMENDMENT**  
Approved by the Board of Supervisors on August 13, 2014
  - **BLAIN AMENDMENT**  
Approved by the Board of Supervisors on February 25, 2015

The Northeast Frederick Land Use Plan, NELUP, was approved by the Board of Supervisors on July 14<sup>th</sup>, 2011. At that time, the series of four maps detailing the Plan were approved. Text describing the Plan was not included. Subsequently, the two amendments to this plan noted above have included a text component. The text component of the plan follows.

## APPENDIX I - AREA PLANS

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### **McCANN-SLAUGHTER AMENDMENT**

(BOS APPROVED AUGUST 13, 2014)

The Comprehensive Plans and Programs Committee (CPPC), at their April 14, 2014 meeting, recommended that the following amendment be incorporated into the Northeast Land Use Plan:

The CPPC proposed the following balanced approach as an amendment to the Northeast Land Use Plan for the McCann-Slaughter properties located near the intersection of Martinsburg Pike (Route 11) and Old Charlestown Road (Route 761). This location has historically been identified as a Sensitive Natural Area (NSA) due to the environmental and historical features on and around the site, most notably Stephenson's Depot.

- Protection of the environmental features of the site.
- Preservation of those areas identified with NSA's and development limited to those areas to the south of the NSA's and south of McCann's Road.
- Utilizing McCann's Road and other historical features, such as Milburn Road, as features to be protected and potentially used in a manner that promotes their historical context (an extension of the historical trail system in the area).
- An O.M. (Mixed Use Office/Industrial) land use designation.
- Access to be provided via a new north south road that would generally be adjacent to the border of the Sensitive Natural Area (NSA) providing access from Old Charles Town Road to McCann's Lane and the southern portion of the property. Ultimately, Route 37 would divide the southern portion of the property. No access would be permitted to McCann's Lane for vehicular access to Martinsburg Pike or Milburn Road.

*Subsequently, the proposal was further evaluated to determine if other elements could be incorporated into the proposed amendment that would further ensure the environmental, historical, and development resources were protected, promoted, and sensitively integrated together in this balanced amendment to the Northeast Land Use Plan. To that end, the following items should be addressed with the future development of this area.*

- *A buffer adjacent to McCann's lane that is approximately 50' in width (from the centerline). Contained within this area; native landscape plantings and preservation of the existing hedgerows aimed at*

## APPENDIX I - AREA PLANS

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*preserving this resource and its character, interpreting the historical landscape, and buffering the future development.*

- *A transitional buffer between the existing floodplain and future land uses that promotes environmental best management practices and buffers the historical NSA from the future land uses (landscaping, building height transitions, view sheds). This buffer may include areas of the identified environmental resources.*
- *The ability to include a small area of neighborhood commercial land use in support of the proposed OM land use. This would be located in the northern portion of the OM land use adjacent to the future road.*
- *An interpretive trail head/parking area in the northern portion of this area adjacent to the proposed road could be incorporated into the design of the project, potentially in conjunction with a small area of neighborhood commercial. The interpretation may be reflective of the environmental and historical resources of the site and area.*
- *The CPPC recommended the OM land use designation extends to the center of the stream. (A subsequent evaluation of this indicated it would be more appropriate to have the edge of the ultimate floodplain be the common boundary as a floodplain is, by definition in the 2030 Comprehensive Plan, an identified Sensitive Natural Area).*
- *The location and design of the road should be sensitive to the environmental and historical resources and should have minimal impact.*
- *Historical signage consistent with currently used signage should be provided.*
- *Historically relevant features, such as split rail fences, should be considered as a feature of the future development. But care should be taken to ensure the character of the resource isn't changed.*
- *Appropriate traffic controls should be provided on McCann's Lane to ensure that it is used only for pedestrian and bicycle users.*

*In general, balance was maintained as the overarching theme of the discussion of the CPPC, and subsequently, the discussion of the ad-hoc CPPC/HRAB group.*

## APPENDIX I - AREA PLANS

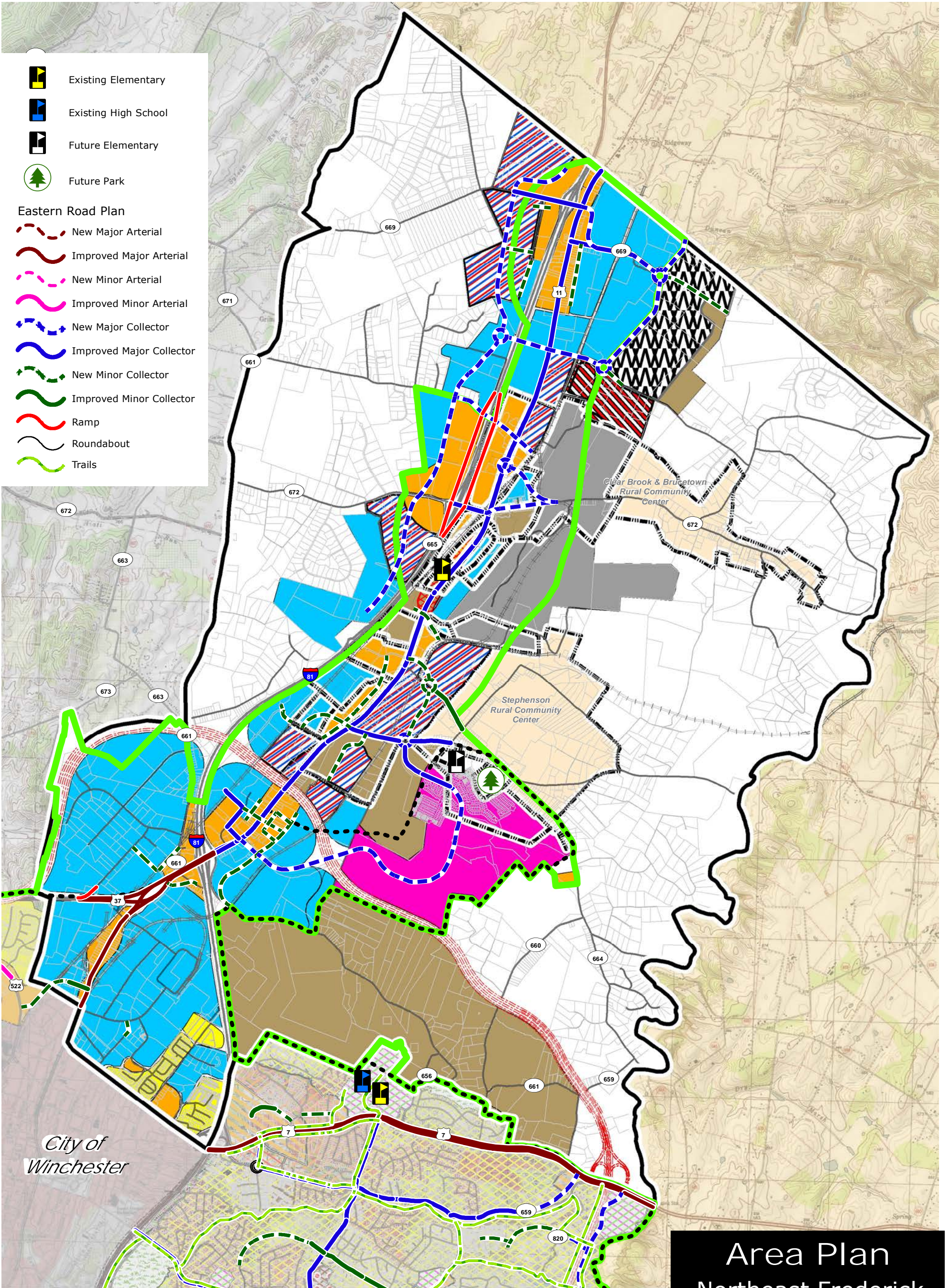
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### **BLAIN PROPERTIES AMENDMENT**

(BOS APPROVED FEBRUARY 25, 2015)

#### **Approved language:**

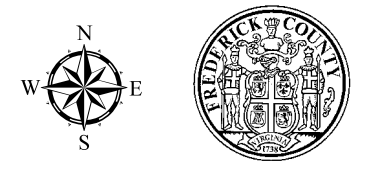
The area of land use northwest of Exit 321, Interstate 81, Hopewell Road, and south of Cedar Hill Road is commercial and industrial in character. In general, the north-south major collector road that has been identified and is necessary to support this area of land use serves as a boundary between the commercial and industrial land uses. Flexibility should be offered in the final balance and location of land uses. Future applications for rezoning in this area shall adequately address any potential impacts to public facilities, in particular transportation, and shall implement any necessary transportation improvements.



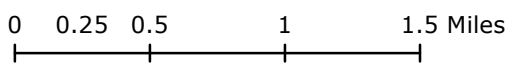
- Existing Elementary
  - Existing High School
  - Future Elementary
  - Future Park
- Eastern Road Plan**
- New Major Arterial
  - Improved Major Arterial
  - New Minor Arterial
  - Improved Minor Arterial
  - New Major Collector
  - Improved Major Collector
  - New Minor Collector
  - Improved Minor Collector
  - Ramp
  - Roundabout
  - Trails

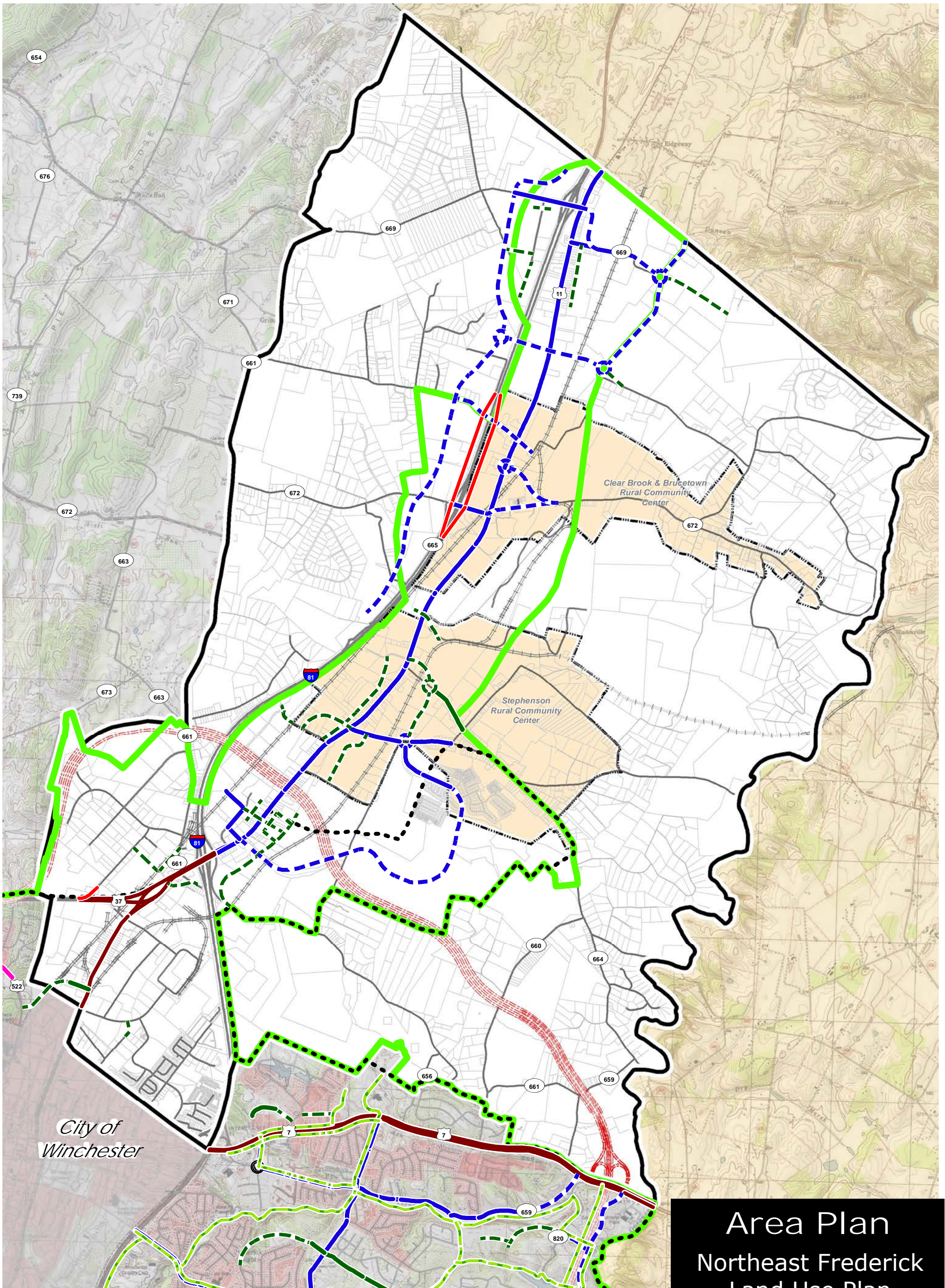
- Urban Development Area
  - Sewer and Water Service Area
  - Future Rt 37 Bypass
- Land Use Legend**
- |                               |                               |                                |                         |
|-------------------------------|-------------------------------|--------------------------------|-------------------------|
| Business                      | Heavy Industrial              | Urban Center                   | Sensitive Natural Areas |
| Mixed-Use                     | Mixed Use Industrial \ Office | Neighborhood Village           | Fire & Rescue           |
| Mixed Use Commercial \ Office | Extractive Mining             | Commercial Recreation          | Institutional           |
| Highway Commercial            | Residential                   | Recreation                     | School                  |
| Industrial                    | Planned Unit Development      | Natural Resources & Recreation | Rural Community Center  |
| Warehouse                     | Park                          |                                |                         |



# Area Plan Northeast Frederick Land Use Plan



2035 Comprehensive Policy Plan Map  
Adopted January 25, 2017



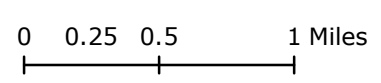


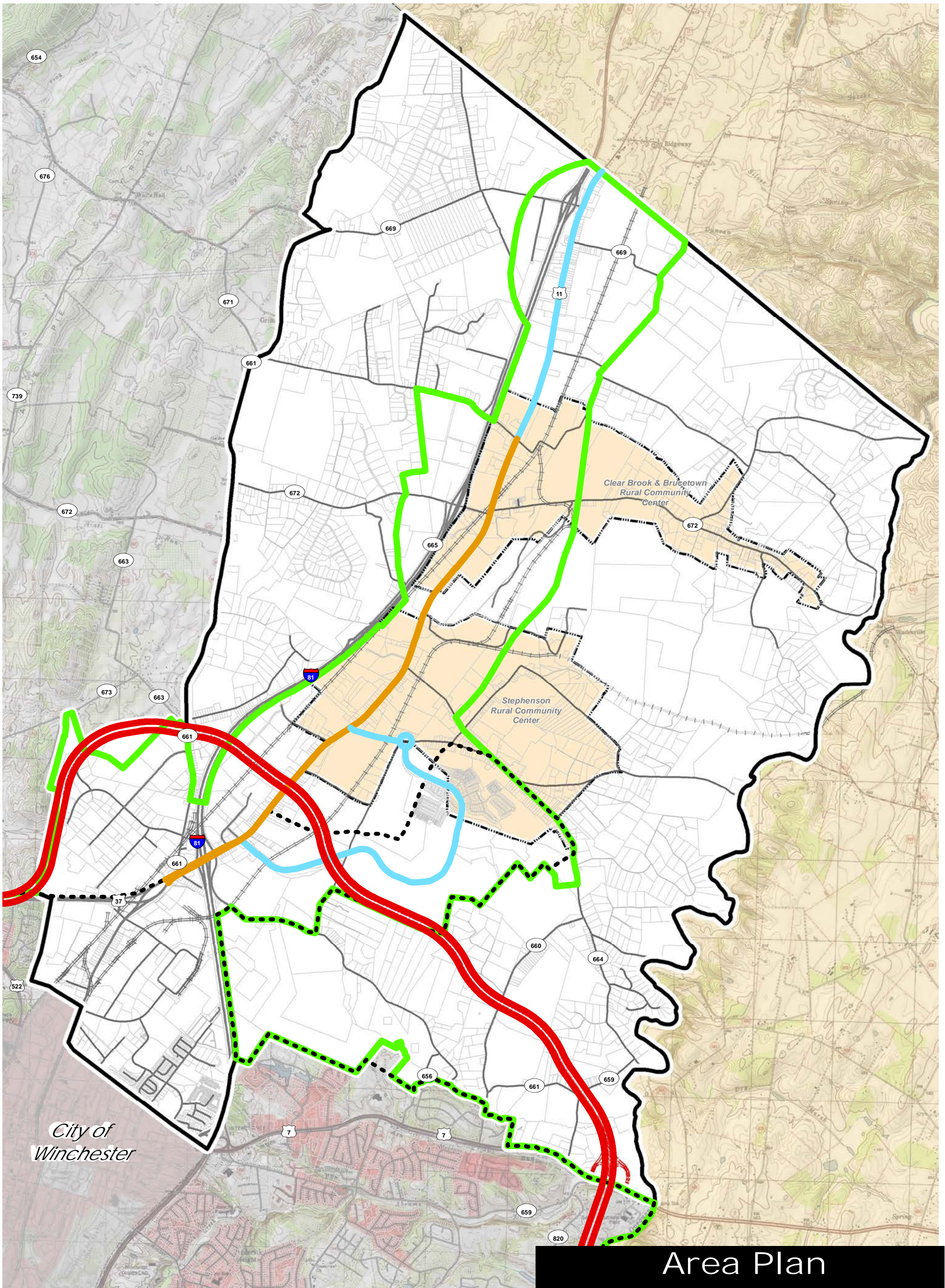
 Urban Development Area    
  Sewer and Water Service Area    
  Future Rt 37 Bypass

- |                                                                                                            |                                                                                                              |                                                                                                  |
|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
|  New Major Arterial      |  New Major Collector      |  Ramp       |
|  Improved Major Arterial |  Improved Major Collector |  Roundabout |
|  New Minor Arterial      |  New Minor Collector      |  Trails     |
|  Improved Minor Arterial |  Improved Minor Collector |                                                                                                  |






2035 Comprehensive Policy Plan Map  
Adopted January 25, 2017



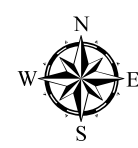


 Urban Development Area    
  Sewer and Water Service Area

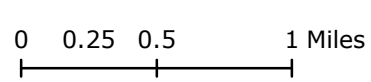
Proposed Lane Divides

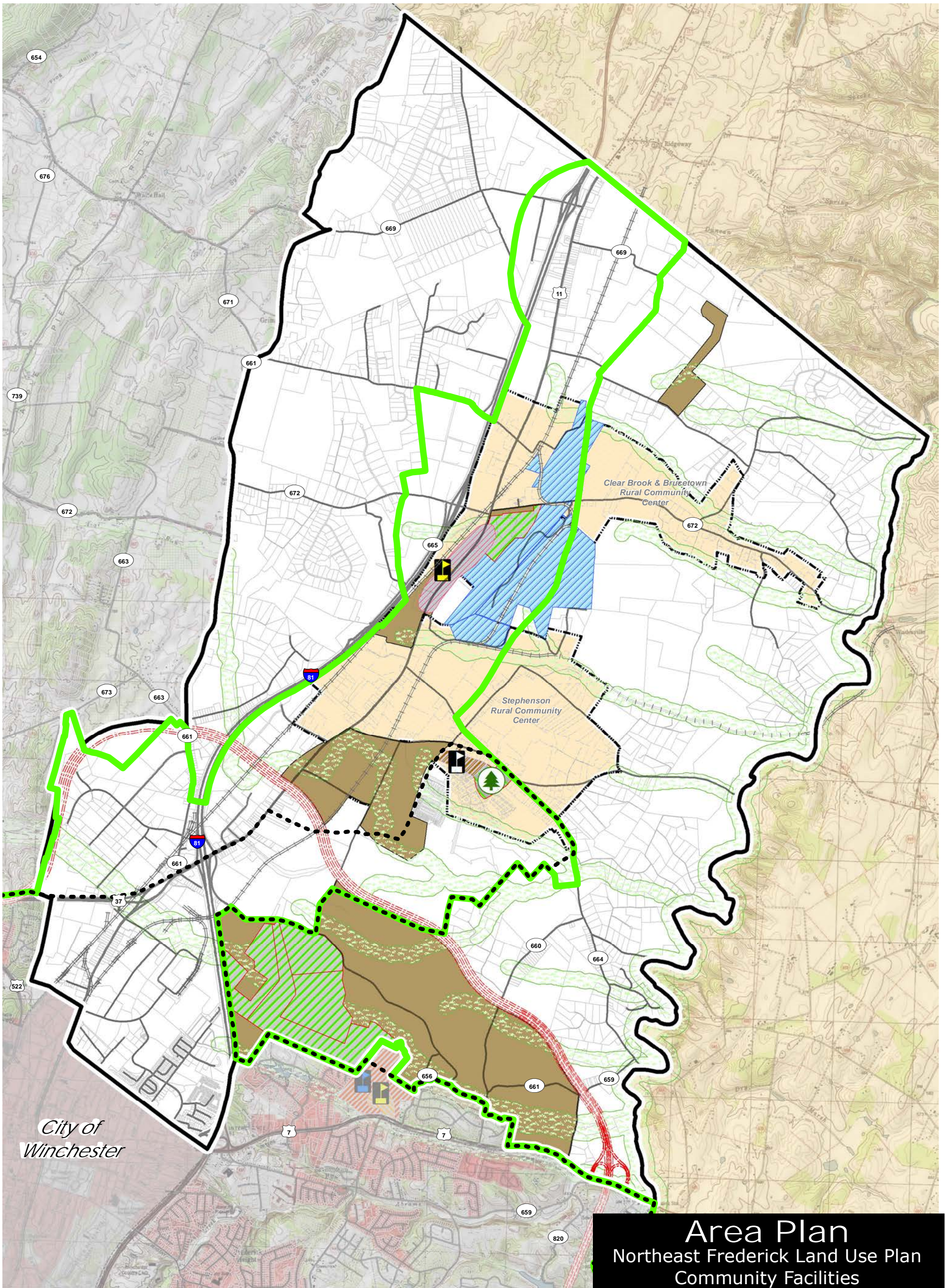
-  4 Lane Limited Access w/ CD Lanes (if required)
-  6 Lane Divided
-  4 Lane Divided

**Area Plan**  
**Northeast Frederick Land Use Plan**  
**Transportation Map - Lane Divides**



2035 Comprehensive Policy Plan Map  
 Adopted January 25, 2017





**Area Plan**  
 Northeast Frederick Land Use Plan  
 Community Facilities  
 Natural and Recreational  
 Resources Plan

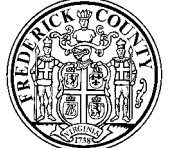
Urban Development Area    
 Sewer and Water Service Area    
 Future Rt 37 Bypass

**Facilities**  
 Existing Elementary  
 Existing High School

Future Elementary  
 Future Park

**Community Facilities**  
 Elementary School  
 Future Elementary School  
 Middle School  
 High School  
 Fire & Rescue Station

Park  
 Future Park  
 Water Resources Area  
 Natural Resource & Recreation Areas  
 Sensitive Natural Areas  
 Rural Community Center



2035 Comprehensive Policy Plan Map  
 Adopted January 25, 2017

