











ArcGIS Web Map



4/14/2026, 11:04:24 AM

	Natural Conservation Area		Ashland Boundary		Addresses
	Rural/Agricultural Major Thoroughfare Plan		Hanover County Boundary		
	Town of Ashland		Parcels - with data		
	Industrial		Major Arterial		Minor Collector

1:4,514
0 0.03 0.06 0.12 mi

0 0.05 0.1 0.19 km

VITA, Esri, HERE, Garmin, INCREMENT P, NGA, USGS

ArcGIS Web AppBuilder
VITA, Esri, HERE, Garmin, INCREMENT P, NGA, USGS |

INDUSTRIAL

Areas designated *Industrial* are intended to accommodate a full range of industrial uses, providing jobs and other economic benefits to Hanover County and its residents. While these businesses are an important part of the local and regional economy, some industrial operations create noise, dust, and/or odors that may negatively impact nearby residential and commercial uses if not properly mitigated.

Residential uses are inappropriate within areas designated *Industrial*. Limited commercial uses that support workers in these areas may be appropriate and could be sited at the edge of larger projects, serving as a transition between industrial and non-industrial uses.

These projects may involve a significant number of vehicle trips and a mix of passenger vehicle and heavy truck traffic, so they should be located along major thoroughfares that provide direct access to

major arterials and/or interstate highways.

Appropriate Uses

- Offices
- Manufacturing
- Research and Development
- Data Centers
- Retail (as Ancillary/Supporting Use)
- Services (as Ancillary/Supporting Use)
- Restaurants (as Ancillary/Supporting Use)

Appropriate Zoning Districts

- M-1 (Limited Industrial)
- M-2 (Light Industrial)
- M-3 (Heavy Industrial)

PROJECT FRAMEWORK

Project Size

- None

Residential Densities

- No Residential Uses Recommended

Mix of Uses

- Industrial Uses: 100% of Project Area

Open Space

- Provide thoroughfare and perimeter buffers (see below).

Utilities and Infrastructure

- Connect to public water and sewer (if available).
- Screen stormwater management facilities from public view, unless designed as an amenity (including landscaping, paths, benches, and/or similar features).

COMMUNITY CHARACTER

Landscaping and Buffers

- To help create attractive community gateways, soften the appearance of new development by providing landscaped buffers along major thoroughfares. A mixture of deciduous and evergreen canopy trees, understory trees, and shrubs should be planted in a naturalistic, informal pattern. Existing mature, healthy vegetation is encouraged to be maintained where possible. In open areas with limited existing vegetation, new landscaping can be supplemented with berms, decorative fencing or walls (such as three-rail or split-rail fencing), or other features appropriate for the area. The width of landscaped buffers along major thoroughfares may vary depending upon the size (including height) and location of buildings within the development, as well as the intensity of uses, but should generally be at least 50 feet wide. Along scenic roads, wider and/or more densely-planted buffers may be necessary to protect viewsheds from these roads. Narrower buffers (maximum reduction in width of 20%) may be appropriate with increased landscaping, enhanced streetscape improvements, and/or where the quality and density of existing vegetation maintained within the buffer creates an effective visual barrier.
- Located outdoor storage areas to the side or rear of buildings and screened from roads and lower-intensity uses with evergreen trees and shrubs, berms, and/or decorative fencing.

- Consider incorporating native plant species into thoroughfare buffers, parking islands, and other landscaped areas.
- Preserve existing vegetation on the development site where possible.

Building Design

- Orient bay doors, garages, and loading/unloading facilities away from public roads and adjacent residential uses (existing or planned). If such features are oriented towards public roads, additional landscaping or other features should be used to provide screening.
- Avoid long, monotonous street-facing facades. Windows, wall offsets, awnings, changes in color or material, changes in roofline, and other architectural features should be used to visually break long facades.
- Consider deed restrictions or other options to ensure the long-term quality of the development and coordination between uses.

Signage

- Along major thoroughfares, match freestanding signage with materials and colors used on the main building (monument signs encouraged).

TRANSITIONS (EXISTING USES, CURRENT ZONING, OR GENERAL LAND USE PLAN DESIGNATION)

Adjacent to Lower-Intensity Uses

- Locate lower-intensity uses and smaller-scale buildings along the perimeter of the project adjacent to residential uses (where possible).
- Provide heavily-landscaped transitional buffers adjacent to residential uses. Preserve existing vegetation where possible. Buffers adjacent to residential areas should generally be at least 100 feet wide.
- Limit the height of buildings abutting existing residential development to 45 feet, unless a larger setback is provided.
- Avoid orienting loading areas towards adjacent residential uses.
- Design sites adjacent to residential uses to minimize the negative impacts of business operations:
 - Design exterior lighting to the minimum height and intensity necessary for safe operations.
 - Include measures to minimize noise impacts on surrounding properties.

TRANSPORTATION

Access and Circulation

- Provide an interconnected street network that minimizes access to major thoroughfares. Use shared driveways along major thoroughfares. Design site entrances and internal roadways to accommodate heavy truck traffic.
- Truck traffic should be directed to full-access entrances at major thoroughfares. Special consideration should be given to reduce conflict points between entrances with high truck traffic and nearby residential entrances.
- Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads.