#### PURPOSE AND INTENT OF THE PROPOSED SP DISTRICT

The purpose of this Specific Plan is to maintain, enhance, and create a SP Plan to allow the continued use, operation, and expansion of Natchez Stone Construction, LLC and its affiliates at the following locations:

- 9320 Highway 100
   Nashville, TN 37221
   Map 168, Parcel 7, R.O.D.C., TN
- Part of 8540 Old Harding Pike Nashville, TN 37221 Map 168, Part of Parcel 8, R.O.D.C., TN

- 9323 Highway 100
   Nashville, TN 37221
   Map 168, Parcel 65,
   R.O.D.C., TN
- 0 Highway 100 Nashville, TN 37221 Map 168, Parcel 66, R.O.D.C., TN
- 9315 Highway 100
   Nashville, TN 37221
   Map 168, Parcel 67,
   R.O.D.C., TN

It also sets the Standards for any future uses and requirements within the SP boundary.

## **DEVELOPMENT SUMMARY**

**SP Name:** Highway 100 and Old Harding Pike Center Specific Plan

**SP Number:** 2025SP-038-001

Council District: 35

**Council Member:** Mr. Jason Spain

**Map and Parcel:** Map 168, Parcels 7, P/O 8, 65, 66, and 67

Register's Office Davidson County, Tennessee

**Revisions:** September 3, 2025 as per Metro Planning

October 9, 2025 as per Metro Planning

## SITE DATA

Site Acreage: 2.895± Acres (Total Site of Regulatory SP)

**Existing Zoning:** Commercial Neighborhood (CN),

Mixed-Use Limited (MUL), and

Agricultural (AR2A)

**Proposed Zoning:** Specific Plan (SP)

**Allowable Land Uses:** As described within the SP

#### LIST OF PROPOSED ALLOWABLE USES:

## Uses within this SP shall be limited to the following:

- Building Contractor's Supply
- Retail
- Restaurant

# **BULK REGULATIONS AND SETBACKS**

- Any redevelopment on the Site shall comply to the Standards and Regulations of Metro Stormwater unless Metro Codes may exempt certain residential, commercial, or industrial activities from Metro Water Services Review if they meet the required exemptions in Volume 1, Chapter 3 of the Metro Stormwater Management Manual.
- Any modification to existing footprint and/or land use (even if land use is allowed within this approved SP, including Accessory Use) will trigger coordination with NDOT regarding driveway location. Any increase in traffic trips will trigger a reevaluation of access points and will have to comply with Code access requirements.
- Any changes to existing driveway locations and/or any new driveway locations must be approved by NDOT prior to construction.
- Vehicular access to and from Highway 100 shall be as per the existing locations. Property owner to coordinate with NDOT regarding installation of concrete ramp aprons at the existing site access locations and any removal of the existing stone/gravel wall for increased sight distance.
- Vehicular access to and from Old Harding Pike shall be as per the existing locations and conditions with additional future access points from 8540 Old Harding Pike as permitted by Metro Codes.
- The Specific Plan (SP) process is a multi-step process. If there is a redevelopment of/or major improvement to the existing use, a Final Site Plan and Building Permit Review shall be submitted to Metro Codes. Metro Codes shall decide the submittal and review process.
- Any future building elevations shall be submitted to the Metro Codes Department. EIFS, vinyl siding, and untreated wood shall be prohibited. Building facades fronting a street shall consist of masonry products.
- If a development standard, not including permitted uses, is absent from the SP Plan and/or Metro Council Approval, the property shall be subject to the standards, regulations, and requirements of the CN zoning district as of the date of the applicable request or application.
- "Accessory Use" means a use of land or of a building or a portion thereof that is customarily incidental and subordinate to the principle use of the land or building that is located within the SP boundary.

# **BULK REGULATIONS AND SETBACKS (CONTINUED)**

**Impervious Surface Ratio (ISR):** 0.60 Maximum for Entire SP

Floor to Area Ration (FAR): 0.25 Maximum for Entire SP

**Maximum Building Height:** 35 Ft. to eave line

# **Building Setbacks:**

\* Setbacks vary and are as shown on the Regulatory SP Plan \*

## Map 168, Parcel 7

Front Setback (Highway 100): Existing building setbacks to

remain. Upon redevelopment street setbacks shall be per

Code.

Side Setback (Adjacent to Parcel 6): 5 Ft. Minimum

## Map 168, Part of Parcel 8

Rear Setback (Adjacent to Parcel 1):

Setback (Adjacent to Parcel 269):

Side Setback (Adjacent to Parcel 1):

Side Setback (Adjacent to Remainder Parcel 8):

Side Setback (Adjacent to Parcel 269):

Side Setback (Adjacent to Parcel 269):

Side Setback (Adjacent to Parcel 5 and 6):

Setback (Adjacent to Parcel 5 and 6):

Setback (Adjacent to Parcel 5 and 6):

#### *Map 168, Parcel 65*

Front Setback (Highway 100): Existing building setbacks to

remain. Upon redevelopment street setbacks shall be per

Code.

Rear Setback (Adjacent to Parcel 152): 10 Ft. Minimum Side Setback (Adjacent to Parcel 64): 0 Ft. Minimum

#### *Map 168, Parcel 66*

Front Setback (Highway 100): Existing building setbacks to

remain. Upon redevelopment street setbacks shall be per

Code.

Rear Setback (Adjacent to Parcel 152): 10 Ft. Minimum

# **BULK REGULATIONS AND SETBACKS (CONTINUED)**

Map 168, Parcel 67

Front Setback (Highway 100): Existing building setbacks to

remain. Upon redevelopment street setbacks shall be per

Code.

Rear Setback (Adjacent to Parcel 152): 10 Ft. Minimum

Side Setback (Old Harding Pike): Existing building setbacks to

remain. Upon redevelopment street setbacks shall be per

Code.

