PROJECT: SAGEFIELD
LOCATION: 1733 LEWISBURG PIKE
SITE PLAN

INITIAL SUBMITTAL DATE: 5/4/2026
FINAL SUBMITTAL DATE: 5/29/2026



PROJECT REQUEST

The Sagefield project consists of constructing 16 buildings, along with associated utility connections, storm water management, landscaping, lighting, and roadway construction, at 1733 Lewisburg Pike. The project also includes Lewisburg Pike roadway improvements and Critz Lane sewer improvements.

PROJECT DESCRIPTION

The applicant requests site plan approval for the development of Sagefield, which is a 496,366 SF commercial development on a 100.42-acre site in the Community Commercial (CC) zoning district located on the eastern side of Lewisburg Pike, between the intersections of Lewisburg Pike/Tom Anderson Road and Lewisburg Pike/Critz Lane. The CC zoning district allows for a range of commercial activities that serve a community or several neighborhoods, as well as larger commercial businesses and should be in close proximity to major thoroughfares.

The project also includes sewer upgrades along Critz Lane, as well as the Lewisburg Pike Widening and Roadway Improvements Project from the I-840 ramps to Critz Lane, with signalization improvements provided south of Critz Lane.

Included in the Site Plan submittal are the site plan, emergency management plan, grading and drainage plans, erosion and sediment control plans, utility plan, landscape plan, lighting plan, open space plan, and architectural plans for the proposed project, as well as the accompanying force main and pump station details, and the Lewisburg Pike Widening Preliminary Plans.

Application Discretion

A Site Plan application is a non-discretionary decision for the TSPC. Site Plans are to be reviewed by Staff and approved by the TSPC, per Section 2.1 of the LDO. The TSPC shall review and make a decision to approve the Site Plan, to approve the Site Plan with contingencies, or deny the Site Plan. Decisions shall be based on consideration of the following: the proposed development is consistent with the requirements of the LDO and other related Codes and Ordinances enforced by the Town; the proposed development is in compliance with the Zoning District; and the proposed development meets all requirements or conditions of any applicable development approvals (e.g. self-imposed conditions, contingencies of approval of the vesting plan, etc.).

Analysis

The Sagefield project is a 496,366 SF commercial development that includes 16 buildings comprised of predominantly retail and restaurant uses, as well as supporting maintenance facilities and an event venue. Additional areas are reserved along the southern region of the site for future development, including a potential boutique health and wellness hotel with a spa, pool, club, tennis/pickleball courts, and restaurants geared toward families.

Access to the site is available from Lewisburg Pike and is proposed to include three signalized accesses and a fourth right-in-right-out (RIRO) access. Access #1 – the northernmost access – aligns with the proposed realignment of Tom Anderson Road, Access #2 aligns with the existing commercial driveway on the western side of Lewisburg Pike, Access #3 – the southernmost access – is located near the property's southern boundary (just north of Critz Lane), and Access #4 is a RIRO access located between Accesses #2 and #3.

The development is proposed to be served by 2,077 parking spaces – 34 of which are ADA parking spaces, 42 of which are served by an Electric Vehicle (EV) charging station, and 63 of which are EV-Capable parking spaces, enabling the efficient expansion of EV charging stations throughout the site in the future, if needed. Additionally, the site is proposed to provide 206 bicycle parking spaces through bike racks located throughout the site.

Internally, the site's proposed buildings, parking lots, and other amenities are served by multi-use paths, sidewalks, and crosswalks to ensure safe pedestrian connectivity throughout the entirety of the site. Near Access #2, the multi-use path also connects to pedestrian infrastructure that will be provided along Lewisburg Pike, establishing pedestrian connectivity external to the site as well. A small stream that is internal to the site will also be preserved as a natural water feature. 4.5 acres of Open Space will be provided, including six common areas that are located throughout the site. Open Space Improvement Details have been provided in the Site Plan submission. The provision of 4.5 acres of Open Space exceeds the required Open Space per the LDO.

The applicant has provided water and electricity availability letters from HB&TS and MTE, respectively.

In addition to the Sagefield site, the developer is providing roadway improvements along Lewisburg Pike, as well as sewer improvements along Critz Lane per its Wastewater Agreement with the Town. These improvements are under further review with the State and will be required to meet all Town, State, and Federal regulations.

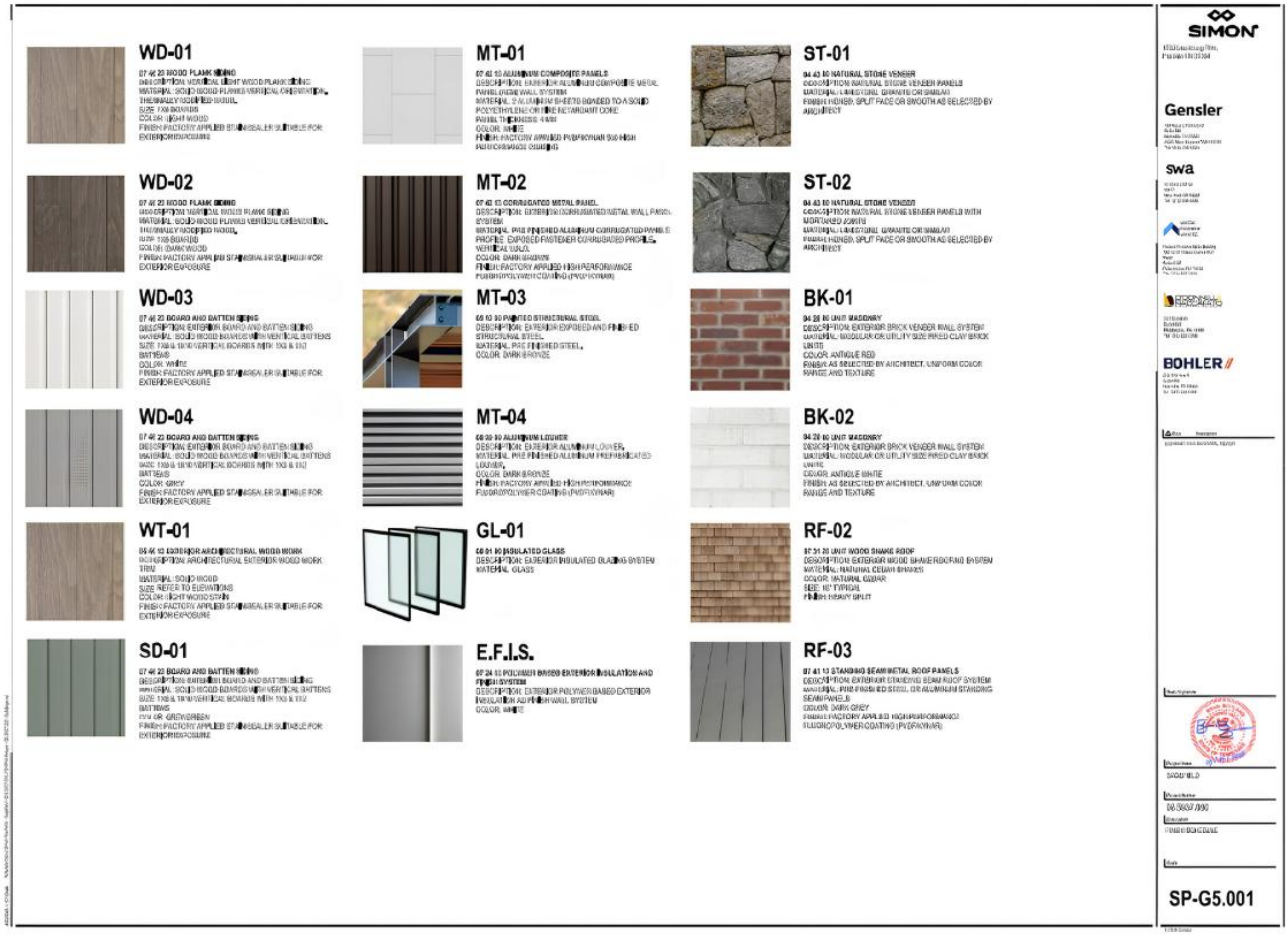
The proposed ~100-acre Sagefield site incorporates a distinguished architectural and unified development style that meets the intent of the All Aboard Plan and LDO. Use of multiple materials and building façades embody a rural preservation style consistent with that along Lewisburg Pike. Boasting a large setback and heavily landscaped entrances, the site utilizes natural and built features to incorporate farm-like feelings in a retail environment. Building elevations include mixed roofing types, wall sections, and artistic murals to further retain the rustic and agrarian form. Enhanced pedestrian flow along the center of the retail site provides an outdoor retail experience as opposed to a typical single-structured mall. The plan, as proposed, meets the requirements of the LDO contingent on the approval of the Modifications of Development Standards request per Section 5.3.4, which permits the

Planning Commission to look at a large-scale development holistically. Staff's review finds that the design of the Sagefield development, as presented in the Site Plan, both meets and exceeds the standards of the Town and approval of the provisions of Section 5.3.4 is appropriate. Architectural renderings and material boards are included, detailing each façade design and specification.



OVERALL SITE PLAN

PLEASE REFER TO SITE PLAN SUBMITTAL SHEETS C-301 – C-323 FOR ALL SITE PLAN SHEETS



PROPOSED BUILDING MATERIALS

PLEASE REFER TO SITE PLAN SUBMITTAL SHEETS SP-A1.100 – SP-A3.102 FOR ARCHITECTURAL PLANS AND BUILDING ELEVATIONS

LEWISBURG PIKE'S ROADWAY IMPROVEMENTS

Development-funded improvements along Lewisburg Pike will span from just north of the I-840 EB and WB ramps, on the northern end, to the intersection of Lewisburg Pike/Thompson's Station Road E on the southern end. These improvements were evaluated and recommended by the project's Transportation Impact Study (TIS), which is subject to the Transportation Study Guidelines adopted in Fall 2025.

Improvements along Lewisburg Pike from approximately 500 feet north of I-840 to the Critz Lane intersection include widening Lewisburg Pike to provide an additional northbound and southbound lane in each direction. Additionally, periodic grass medians, a 10 ft. multi-use path on the eastern side of Lewisburg Pike, and a 6 ft. sidewalk along the western side of Lewisburg Pike, will be added beginning just south of the I-840 ramps. South of Critz Lane, improvements along Lewisburg Pike include the installation of a traffic signal, including necessary signal infrastructure for corridor coordination and

optimization, at the intersections of Bethesda Road and Thompson's Station Road E, as well as signal coordination and optimization at the Harpeth-Peytonsville Road intersection.

The TIS describes recommended improvements per intersection.

TRANSPORTATION IMPACT STUDY

The applicant has submitted a TIS (Item 1e) for the Sagefield development, per the Transportation Study Guidelines requirement that submittals for any development in a CC zoning district include a TIS. The TIS also includes Appendix L – Existing Conditions vs. Proposed Infrastructure Improvements Comparison and Appendix M – TIS Required Content Checklist, in addition to the required TIS components.

The site is proposed to have three signalized full accesses, with a fourth unsignalized RIRO access located between the second and third full accesses. Sagefield is expected to generate approximately 14,681 new daily trips, and the projected average daily vehicle miles travelled per person to Sagefield is between approximately 35-38 miles, indicating that this project is intended to serve as a regional destination that is dependent on effective functionality of the surrounding roadway network.

The TIS studied 14 intersections – including the four proposed access points – and evaluated the presence of pre-existing substandard conditions and substantial impacts, as defined by the Transportation Study Guidelines. As indicated below, six of the fourteen studied intersections were found to present pre-existing substandard conditions in addition to substantial impacts:

Intersection	Pre-Existing Substandard Condition	Substantial Impact
Lewisburg Pk & I-840 Westbound Ramps	Yes	Yes
Lewisburg Pk & I-840 Eastbound Ramps	Yes	Yes
Lewisburg Pk & Tom Anderson Rd/Site Access #1	Yes	Yes
Lewisburg Pk & Site Access #2	N/A	N/A
Lewisburg Pk & Hotel Right-in/Right-out (Site Access #4)	N/A	N/A
Lewisburg Pk & Site Access #3	N/A	N/A
Lewisburg Pk & Critz Ln	Yes	Yes
Lewisburg Pk & Harpeth School Rd	No	Yes
Lewisburg Pk & Serina's Way	No	Yes
Lewisburg Pk & Harpeth-Peytonsville Rd/Nita Dr	No	Yes
Lewisburg Pk & Savannah Springs Dr	No	Yes
Lewisburg Pk & Bethesda Rd	Yes	Yes
Lewisburg Pk & Thompson's Station Rd E	Yes	Yes
Lewisburg Pk & Blackberry Estates Dr	No	Yes

These findings have resulted in the need for significant development-funded offsite transportation improvements to be made in order to address the pre-existing substandard conditions along Lewisburg Pike and mitigate the substantial impacts resulting from the development's traffic.

All recommended improvements can be found in the Conclusions and Recommendations Section of the TIS and are also illustrated in Appendix L. The recommended offsite improvements, by intersection, include (but are not limited to):

I-840 WESTBOUND (WB) RAMPS AND LEWISBURG PIKE:

1. Widen the ramp approach to provide one (1) left turn lane and two (2) right turn lanes.
2. Install a traffic signal at this intersection.

I-840 EASTBOUND (EB) RAMPS AND LEWISBURG PIKE:

1. Between the I-840 EB Ramps and Tom Anderson Road: Widen Lewisburg Pike to provide a left turn lane onto the I-840 EB ramp, and ROW to allow for the potential conversion to dual left turn lanes onto the I-840 EB ramp should the on-ramp be widened in the future by TDOT or other projects.
2. Widen the ramp approach to provide one (1) left turn lane and one (1) right turn lane.
3. Install a traffic signal at this intersection.

TOM ANDERSON ROAD (SITE ACCESS #1) AND LEWISBURG PIKE:

1. Realign Tom Anderson Road to the south, in alignment with Site Access #1.
2. Construct northbound (NB) left turn lane on Lewisburg Pike.
3. Construct EB left turn lane on Tom Anderson Road.
4. Install a traffic signal at this intersection.

SITE ACCESS #2 AND LEWISBURG PIKE:

1. Construct southbound (SB) left turn lane on Lewisburg Pike.
2. Construct NB left turn lane on Lewisburg Pike.
3. Install a traffic signal at this intersection.

SITE ACCESS #4 (RIRO) AND LEWISBURG PIKE:

1. Construct raised median within Lewisburg Pike to restrict left-turn movements.

SITE ACCESS #3 AND LEWISBURG PIKE:

1. Construct SB left turn lane on Lewisburg Pike.
2. Install a traffic signal at this intersection.

CRITZ LANE AND LEWISBURG PIKE:

1. Construct additional outside through lane on the NB approach of Lewisburg Pike.
2. Restripe the EB approach of Critz Lane to include one exclusive left turn lane and one shared left/right turn lane.
3. Optimize signal timings for the new lanes and coordinate with other proposed traffic signals along Lewisburg Pike.
4. Provide necessary infrastructure upgrades for the corridor coordination and optimization.

HARPETH-PEYTONSVILLE ROAD AND LEWISBURG PIKE:

1. Provide signal coordination and optimization along Lewisburg Pike.

BETHESDA ROAD AND LEWISBURG PIKE:

1. Install a traffic signal (span-wire design due to future widening potential) at this intersection, including necessary signal infrastructure for corridor coordination and optimization.

THOMPSON'S STATION ROAD E AND LEWISBURG PIKE:

1. Install a traffic signal (span-wire design due to future widening potential) at this intersection, including necessary signal infrastructure for corridor coordination and optimization.

When evaluating 2028 Build Conditions (Sagefield) plus the implementation of the recommended improvements, all overall study intersections are found to operate at Level of Service (LOS) D or better in the Weekday AM Peak Hour (7:00-8:00am) – LOS D is the minimum standard established by the Town's Transportation Study Guidelines. In the Weekday AM Peak Hour, the WB Left Turn movement of Serina's Way and Lewisburg Pike sees an LOS degradation from C to D; however, the delay is a very minor increase from 24.2 seconds/vehicle to 26.1 seconds/vehicle. Upon evaluation, the only available mitigation would be a traffic signal, which is not warranted for this intersection per the Institute of Transportation Engineers' (ITE) Manual on Uniform Traffic Control Devices (MUTCD). Individual movements at the Harpeth School Road, Savannah Springs Drive, and Blackberry Estates Drive intersections are all similar instances.

When evaluating 2028 Build Conditions (Sagefield) plus the implementation of the recommended improvements, all overall study intersections are found to operate at LOS D or better in the Weekday PM Peak Hour (4:00-5:00pm), with the majority operating at LOS A, B, or C. Similarly to as in the AM Peak Hour, individual movements at the Harpeth School Road, Serina's Way, Savannah Springs Road, and Blackberry Estates Drive intersections degrade by a single LOS level. However, upon evaluation, the only available mitigation for these intersections would be a traffic signal, which is not warranted for any of the intersections per the ITE's MUTCD.

When evaluating 2028 Build Conditions (Sagefield) plus the implementation of the recommended improvements, all overall study intersections are found to operate at LOS C or better in the Saturday PM Peak Hour (4:15-5:15pm), exceeding the Town's minimum standards of LOS D. Similarly to the Weekday AM and PM Peak Hours, the WB Left Turn movement at the intersection of Harpeth School Road and Lewisburg Pike shows a degradation from LOS C to D. However, upon evaluation, the only available mitigation for this intersection would be a traffic signal, which is not warranted for this location per the ITE's MUTCD.

In summary, all overall study intersections are found to operate at or above LOS D during the Weekday AM, Weekday PM, and Saturday PM Peak Hours when implementing the offsite transportation improvements as recommended in the TIS. Individual movements at a few intersections do show degradation by a single LOS level, but the only mitigatory action available would be the installation of traffic signals, which would not be warranted at any of these intersections per the ITE's MUTCD.

Recommended improvements have been, and will continue to be, closely evaluated by the Town and TDOT. As final design is completed for the offsite transportation improvements, based on ongoing assessment and coordination between the applicant, the Town, and TDOT, the applicant shall be required to ensure that all relevant documentation – including the Site Plan, the Lewisburg Pike Widening Plans, and the TIS – are updated to reflect approved design and submitted to the Town prior to the issuance of any Building Permit for the development per Contingency #5.

With the approval of the Site Plan by the Planning Commission, with the current set of contingencies, all improvements shall be implemented prior to or concurrent with Sagefield's initial development phase. The applicant shall provide a detailed Implementation Plan and Schedule for improvements, as well as a refined cost estimate memo that will append the TIS with the Development Agreement. Recommended improvements shall be installed prior to building permits being issued for tenant occupancy.

SHARED PARKING STUDY

Per Section 4.9.3 of the LDO, the applicant has prepared and submitted a Shared Parking Study (Item 1d). The study identified that 2,625 parking spaces would be required under strict application of the LDO's minimum parking requirements, based on the site's land uses. However, the study notes that the LDO's minimum parking requirements do not adequately take into account driving adjustments (mode choice), captive ratio between the land uses within the building, or varying time of day, day of the week, and month for the peak parking demand for the different land uses. Therefore, a shared parking analysis was prepared to evaluate and determine the peak parking demand for the entire commercial development. The methodology for this analysis was based on *Shared Parking, Third Edition*, a publication and model developed by the Urban Land Institute (ULI), the International Council on Shopping Centers (ICSC), and the National Parking Association (NPA).

In the study, the entertainment venue is addressed separately from the remainder of the site's shared parking calculations, and it is assumed that the entertainment venue should provide approximately 350 parking spaces based on end user assumptions and comparable venues in other locations.

For the remainder of the site, December was identified as the peak month of parking demand, particularly on the weekends – the estimated parking demand for December weekends is 2,064 parking spaces. Furthermore, estimated parking demand in the remaining 11 months is significantly lower than December (between approximately 1,400 – 1,900 parking spaces). By providing 2,077 parking spaces, as indicated on the Site Plan, Sagefield is estimated to be able to accommodate the peak parking demand in the busiest time of year, with a small buffer. By sufficiently accommodating December's peak demand, the study determines that the provision of greater than 2,064 parking spaces would sufficiently accommodate the development during all other months of the year, including late December.

CONCLUSION

In staff's review, the site design meets the minimum requirements of the LDO, and the onsite and offsite transportation improvements meet the minimum requirements of the Transportation Study Guidelines.

RECOMMENDATION

Staff recommends approval of the Site Plan by TSPC, with the following contingencies:

1. The applicant shall address Staff comments (attached as Item 1g) from GeoCivix and shall meet the minimum standards of the LDO and other related regulations.
2. The applicant shall submit an updated plan set, incorporating Staff comments referenced in Contingency #1, prior to the issuance of the Land Development Permit.
3. The Planning Commission approves the Sagefield Site Plan Modification of Development Standards per LDO Section 5.3.4.
4. Prior to the issuance of a Land Development Permit, the developer shall enter into a Development Agreement for the project.
5. Prior to any Building Permit being issued, the applicant shall ensure all plan sets, supporting documents, and agreements are in alignment and meet the requirements of the Town, State, and Federal regulations related to off-site improvements.
6. Prior to any tenant built out Building Permit being issued, the applicant shall ensure all off-site infrastructure is completed, in compliance with Local, State, and Federal requirements, and in alignment with the Implementation Plan and Schedule based on the TIS recommendations.
7. Wastewater fees shall be paid, per the agreement, for Site Plan approval. Wastewater fees include:
    a. Drip Field In Lieu Fee of $2,360,025.00
    b. Wastewater Impact Fee of $7,338,482.00
8. Right-of-way and easement dedications shall be completed with Town Staff, when necessary.
9. All utility providers shall approve the plan set prior to pre-construction meeting(s).
10. The applicant shall provide documentation of all applicable State and Federal permits prior to pre-construction meeting(s).
11. The landscape material shall be installed, per the approved Landscape Plan, prior to Certificate of Occupancy and the Town shall be provided with a copy of the 1-year warranty provided by the landscape installer.
12. After TSPC approval, the applicant shall contact Staff to set the pre-construction meeting for the issuance of the grading and infrastructure permits for this project.
13. This Site Plan shall become the approved construction documents for this project and shall be stamped for permitting by Town Staff after the pre-construction meeting.