

EAST BANK

2026 Q1

QUARTERLY REPORT

**East Bank
Development Authority**

JANUARY 1, 2026 - MARCH 31, 2026

April 28, 2026



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1. INTRODUCTION

Dear friends,

The first three months of 2026 will be remembered as one of the most challenging periods in Nashville's history. In late January 2026, a devastating snow and ice storm ripped through the region, causing widespread damage to sensitive infrastructure and leaving thousands of Nashville households without power for days.

While the rest of Nashville was quite literally frozen for several weeks, work never slowed on the East Bank. The Fallon Company and their chosen affordable housing developer, Elmington Capital received crucial tax incentives that will allow them to move forward with Eastpoint Flats – several hundred units of affordable housing on Metro-owned land. New owners of the scrapyards made strides toward securing the zoning approvals that will enable exciting new developments there. The Tennessee Performing Arts Center, Oracle, and Nissan Stadium made meaningful progress on their fundraising, site preparation, and construction, respectively.

Meanwhile, major projects announced by TDOT at the very end of 2025 will fundamentally change some of the East Bank's major thoroughfares to ease traffic and unlock new street connections and new parcels for development. Crucial design work restarts on East Bank Boulevard, and planning continues on the network of new and improved parks, greenways, and open spaces that will better connect people to the East Bank and to each other.

As the ice storm made clear, putting as much infrastructure as possible below ground is one of the smartest and most cost-effective investments we can make. Burying utilities, telecommunications lines, and other sensitive infrastructure is an invaluable function to aid in reliability and resiliency during extreme weather events.

Efficiency, innovation, and collaboration are values that continue to define our work. When I addressed the East Bank Development Authority Board at our March meeting, I informed them that our budgetary request to Metro Nashville for the next fiscal year would be precisely the same as last year's. That's because while the work increases and more attention is focused on the East Bank, we are finding even more ways to make the most out of public dollars and bring more partners to the table.

The progress we made together in the first quarter of 2026 will unlock even more opportunities for growth for the rest of this year and beyond – rain or shine.

In partnership,



Ben York, PE
Chief Executive Officer
East Bank Development Authority

1.1 PURPOSE OF THE QUARTERLY REPORT

This report provides a summary of progress made during the specified calendar quarter, capturing key milestones, decisions, and developments that are shaping the trajectory of the East Bank Program. The report highlights advancements in program management, design, construction, regulatory compliance, and community engagement, as well as challenges, risks, and mitigation strategies. By documenting these updates, the report supports informed decision-making, facilitates coordination among project teams, and maintains alignment with the community's vision and objectives for the East Bank.

2. EAST BANK DEVELOPMENT AUTHORITY

2.1 NOTABLE BOARD ACTIONS

The EBDA Board of Directors met twice in the first quarter of 2026.

At their February 24 meeting, the Board approved a construction contract for Sylvan Street temporary overhead power relocation work. This temporary overhead solution is needed to allow for the groundbreaking of Elmington’s affordable housing building to occur in early summer of 2026. Relatedly, the board also approved a resolution on the payment-in-lieu-of-taxes (PILOT) agreement that Elmington sought for their 343-unit affordable housing development.

Three informational presentations were given on the draft EBDA procurement policy, an overview of the Seigenthaler Pedestrian Bridge Connector project, and the restarting of AECOMs work on the East Bank Boulevard (EBB).

At the conclusion of the Board meeting, East Bank Board Chair Emily Lamb announced that she will be stepping away from the board. Board member Mona Hodge was named as her successor and will serve as the new Chair of the EBDA. Mayor Freddie O’Connell appointed Trisha Herzfeld to fill the resulting board vacancy.

At their March 24 meeting, the Board adopted a new procurement policy that directly addresses how the EBDA intends to solicit engineering, design, construction and project management services, under what conditions the EBDA will do so, and what is expected from vendors when doing business with the EBDA. It combines best practices from a range of other local agencies and defines a process that is clear and fair.

A presentation on EBDA’s request to Metro Nashville for the Fiscal year 2027 operating budget was provided. The EBDA is asking for the same dollar amount that was received last year, just shy of \$3 million. This money is used to fund EBDA general operations as well as critical engineering, planning, and development functions to make sure projects keep moving forward.

The Board also received a presentation about the new parks framework and greenway network draft plan. This plan builds on the work of *Imagine East Bank* and provides a greater level of detail to address a number of long-standing “park gaps” throughout the East Bank while extending a system of greenways that connect these places to each other and the rest of Nashville.

2.2 THIRD PARTY AGREEMENTS

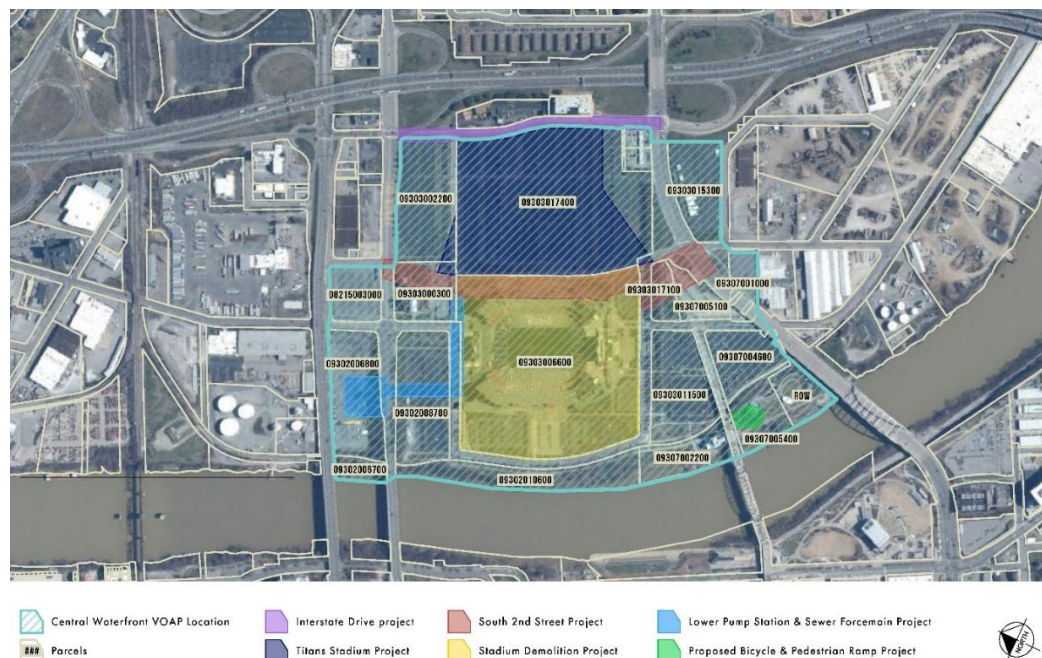
2.2.1 BROWNFIELD VOLUNTARY OVERSIGHT AND ASSISTANCE PROGRAM (VOAP)

Metro submitted an application to the Tennessee Department of Environment and Conservation (TDEC) Division of Remediation (DoR) for inclusion into the VOAP. The DoR accepted the East Bank site into the program via a letter dated January 4, 2024. The site includes 130 acres of Metro-owned property in the Central Waterfront area, as shown in **Figure 1**. The final boundaries delineated in the pending Brownfield Voluntary Agreement (BVA) may be refined from what is shown in Figure 1.

Through the VOAP, owners can obtain a No Further Action letter from TDEC, confirming the

Barge Design Solutions (on behalf of Elmington), submitted the Parcel G-1 Soil Management Plan to TDEC. Parcel G-1 is part of Fallon's Initial Development Area (IDA) and is the home of the future affordable housing site being developed by Elmington. TDEC issued a Soil Management Plan Approval Letter dated March 16, 2026, putting Elmington one step closer to breaking ground on this project.

FIGURE 1: FIGURE FROM VOAP APPLICATION



2.2.2 BROWNFIELD VOLUNTARY AGREEMENT (BVA)

BVA PRIMARY OBJECTIVE

To ensure that the identified environmental impacts and conditions do not pose any threat to human health or the environment.

EBDA and TDEC continue to move toward one VOAP and one BVA for the entire Central Waterfront area. This will allow EBDA to administer and prepare annual reports for one TDEC agreement. EBDA and TDEC are also working toward a solution to release the liability of individual parcels or projects after all obligations of the agreement are fulfilled.

2.3 PROCUREMENT

The Board adopted the EBDA Procurement Policy on March 24, 2026. The Policy is intended to provide for the fair, equitable, and efficient procurement of goods, supplies, and services. It also ensures that EBDA remains in compliance with all applicable Federal, State, and local laws, inclusive of Metro's Procurement Regulations.

The EBDA is planning to advertise a Request for Qualifications for On-Call/IDIQ's for Professional Survey and Engineering Services in Summer 2026. Multiple Master Services Agreements (MSAs) are likely to be awarded, providing the EBDA with a pool of consultant resources to utilize on an as-needed basis. Having the MSA's in place will allow the EBDA to expedite planning and engineering efforts via the negotiation of Task Orders with "pre-qualified" firms, rather than managing "open procurements" for each assignment.

3. ACTIVE DEVELOPMENTS

3.1 FALLON COMPANY INITIAL DEVELOPMENT AREA (IDA)

In February 2024, Mayor Freddie O’Connell’s administration filed two pieces of legislation related to the initial development of Metro-owned land on the East Bank. The legislation was in the format of an ordinance authorizing Metro and The Fallon Company to develop the 30 acres of the Metro-owned East Bank land identified as the IDA.

A draft layout of the Fallon Company IDA is shown in **Figure 2**.

FIGURE 2: DRAFT OF THE FALLON COMPANY IDA



Fallon’s near-term priority investments are focused on properties proximate to the new stadium. More specifically, Phase 1 includes Parcel G-1 (affordable housing), C-1 (Hotel), and C-2 (market-rate residential). Fallon’s intention is to break ground in early Summer 2026 on Parcel G1.

EBDA continues to advance public infrastructure projects needed to support the forthcoming developments on Parcels C and G. These projects include the Nashville Electric Service/Information Technology Services Duct Banks on Interstate Drive, Construction of new South 2nd Street, Shelby Avenue Utilities design, and Temporary NES infrastructure on Sylvan Street.

3.1.1 EASTPOINT FLATS

The Eastpoint Flats project contains more than 300 units of affordable housing and dedicated childcare space. The project is currently in the final stages of design and is going through the Metro approval process, including receiving a temporary special discharge permit in March from Metro Water Services (MWS). EBDA has facilitated various utility coordination projects in preparation for the groundbreaking. A final plat was recorded for this IDA parcel in January, and a subdivision plat to establish Parcels G-1 and G-2 is in review with Metro Planning, with recording anticipated in April. A rendering of the Eastpoint Flats can be seen in **Figure 3**.

FIGURE 3: RENDERING OF EASTPOINT FLATS



3.2 ORACLE

3.2.1 ORACLE CAMPUS

The software company Oracle continues to make progress on their plans to move their world headquarters to the East Bank. Early concepts have been shared publicly, and they have incrementally invested \$379 million for more than 76 acres of land. Oracle's campus will eventually house 8,500 jobs, making it one of the single-largest economic development projects in Nashville's history. Recurring meetings are ongoing to coordinate the public infrastructure needed to support this development. A rendering of Oracle's campus is shown in **Figure 4**.

FIGURE 4: RENDERING OF THE ORACLE CAMPUS



Oracle's design team is actively coordinating with EBDA staff and other Metro departments regarding a number of existing utilities that will need to either be abandoned or relocated for construction to move forward. Oracle is also working with NES to facilitate the relocation of existing overhead power lines and advance the design of underground duct banks along Cowan Street and Marine Drive. The Oracle design team has also publicized a preliminary design of the planned pedestrian bridge over the Cumberland River that will connect Germantown and River North. A draft conceptual image of the pedestrian bridge can be seen in **Figure 5**.

FIGURE 5: DRAFT CONCEPTUAL IMAGE OF THE ORACLE PEDESTRIAN BRIDGE (COURTESY OF THE TENNESSEAN)



3.2.2 RIVER NORTH EARLY WORKS

An Early Works package (a set of specific preliminary activities carried out to prepare a project site before construction starts) was approved by Metro Water Services (MWS) and Nashville Department of Transportation and Multimodal Infrastructure (NDOT) in March, beginning the initial construction phase for this area. The scope of work includes demolition of existing buildings, relocation of existing NES overhead power lines and preparation for underground utilities to serve the surrounding areas and the Oracle campus. This initial project phase is anticipated to be completed in spring of 2027.

3.2.3 COWAN STREET (NORTH OF MARINE DRIVE)

The design of Cowan Street north of Marine Drive has been removed from AECOMs scope for East Bank Boulevard and will not be included in TDOT's extension of Marine Drive, with the exception of needed improvements at the intersection of Marine Drive and Cowan Street. An aerial image of this portion of Cowan Street can be seen in **Figure 6**.

Oracle is advancing design concepts for improvements to Cowan Street (north of Marine Drive), and there are ongoing discussions between the EBDA, Oracle, MWS, and NDOT regarding typical sections, access, and utilities.

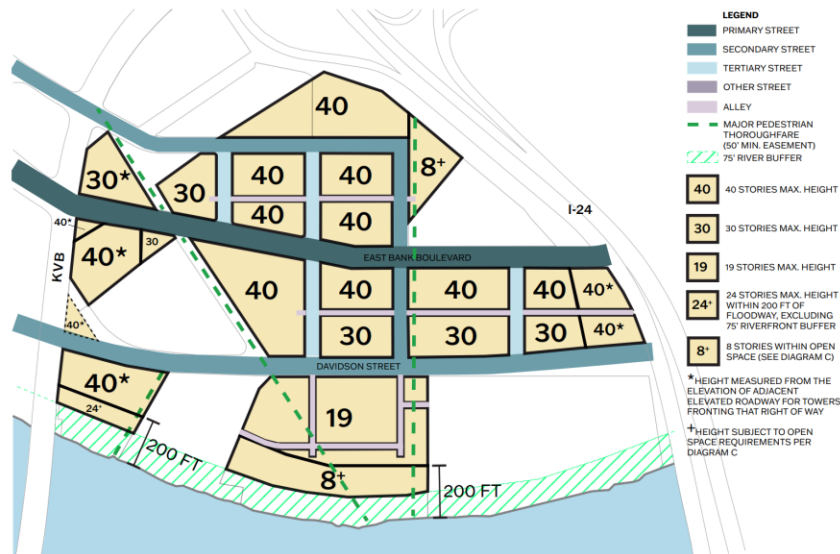
FIGURE 6: AERIAL IMAGE OF COWAN STREET NORTH OF MARINE DRIVE



3.3 EAST BEND SUBDISTRICT

TEB, LLC purchased eight parcels of the scrapyard located south of Shelby Avenue between the Cumberland River and I-24, now known as East Bend (previously referred to as South of Shelby). Metro Planning filed for an amendment to the Downtown Code (DTC) to add the East Bend Subdistrict on November 25, 2025. The amendment details many aspects of the subdistrict, including standards on building height, structured parking, build-to zones, and future roadway networks and infrastructure (see **Figure 7** for the Proposed East Bend Parcel Entitlements and Future Streets Diagram). The rezoning passed the first two readings at Metro Council. A third and final reading by the Metro Council was deferred until April 21.

FIGURE 7: PROPOSED EAST BEND PARCEL ENTITLEMENTS AND FUTURE STREETS DIAGRAM



4. ACTIVE PROJECTS

4.1 EBDA PROJECTS

4.1.1 CIVIL ENGINEERING SERVICES FOR THE EAST BANK VISION PLAN

In early 2024, Kimley-Horn began to prepare horizontal and vertical alignments for roadways, define roadway rights-of-way (ROW) and developable parcel boundaries, develop a district-wide stormwater management plan, and prepare a master utility plan for the Central Waterfront area. This work was substantially completed in March 2025.

In January 2026, Kimley-Horn completed and submitted the revised final plat for Parcels C, G, and the Stadium Plaza, which was subsequently approved by Metro Planning and recorded. Additional preliminary plats for the remaining IDA Parcels A, B, D, E1, and F are being prepared.

4.1.2 EAST BANK PARKS FRAMEWORK AND GREENWAY NETWORK PLAN

The East Bank Parks Framework and Greenway Network Plan provides an inventory of park assets, identifies gaps and park program needs, and provides a recommended distribution of open spaces and greenways across the East Bank. This work was conducted through the Metro Parks Project Management and Design Services contract with Collier Engineering Co. Inc., with the work done by their subconsultant HDLA. HDLA submitted a revised report in late January, and a summary presentation was provided to the Board on March 24, 2026. The report is under review from EBDA and Metro Planning for final edits prior to release. A graphic from the draft report can be seen in **Figure 8: Graphic from the Draft East Bank Parks Framework and Greenway Network Plan.**

FIGURE 8: GRAPHIC FROM THE DRAFT EAST BANK PARKS FRAMEWORK AND GREENWAY NETWORK PLAN

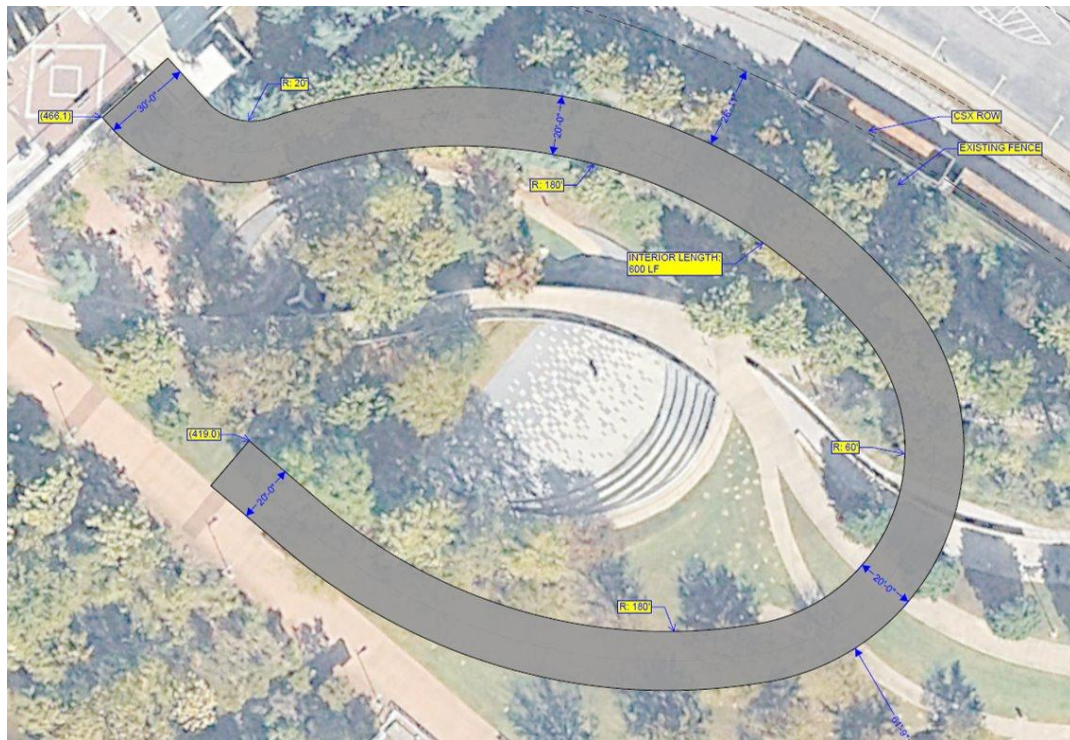


4.1.3 SEIGENTHALER BRIDGE CONNECTOR (SBC)

The Fallon Company led an early design effort for the Seigenthaler Bridge Connector (formerly known as the Greenway Connector) via their consultants, Field Operations and Barge Design Solutions, Inc. The structure will connect to the John Seigenthaler Pedestrian Bridge just west of the existing elevator and land within Wasioto Park. A draft graphic of an option being considered for the Seigenthaler Bridge Connector (SBC) can be seen in **Figure 9**.

Efficient design and construction of the SBC is of importance to ensure bike and pedestrian access to the East Bank remains available while other construction projects take place in the vicinity. To help expedite the design and construction of the Connector, the Tennessee Titans are negotiating a contract with a design team to prepare planning, design, and construction documents for the SBC. The intent is to procure a Construction Manager at Risk (CMAR) to expedite the construction of the bridge. This contracting strategy will allow for an overlap between the design and construction efforts with a tentative goal to open the facility in late 2027 or early 2028.

FIGURE 9: DRAFT GRAPHIC OF AN OPTION BEING CONSIDERED FOR THE SEIGENTHALER BRIDGE CONNECTOR



4.1.4 MUSIC CITY MILE PEDESTRIAN STRUCTURE

The Fallon Company also led an initial schematic design effort for the Music City Mile Pedestrian Structure (MCM) via Field Operations and Barge Design Solutions, Inc. The pedestrian bridge approach is planned to ultimately extend from the Seigenthaler Bridge, just east of the existing elevator, to land on the west side of South 2nd Street. The pedestrian structure will likely be constructed in phases pending the timing of adjacent developments.

Procurement of a progressive design build team in Summer 2026 to design and construct Phase 1 of the MCM extending from the Seigenthaler Bridge to the east side of existing 1st St is in the early

stages. Demolition of the existing eastern approach would not begin until the Seigenthaler Bridge Connector is completed to mitigate the mobility impacts during construction.

4.1.5 CENTRAL WATERFRONT DISTRICT (CWD) STORMWATER DESIGN

In April 2025, HDR received a purchase order for the design of an interim stormwater and water quality solution for the Initial Development Area (IDA) within the CWD. The stormwater solution may also function as a riverain park, contributing placemaking, recreational opportunities, and native habitat in accordance with the *Imagine East Bank Vision Plan*.

Following the development of several preliminary concepts with input from a range of Metro department stakeholders, the project team has initiated a series of coordination meetings to further evaluate how required stormwater infrastructure can be integrated into the future park and open space system to serve the entire Central Waterfront District.

4.1.6 INTERSTATE DRIVE NES DUCT BANK FROM WOODLAND STREET TO SHELBY AVENUE

This project involves the installation of NES power and Metro ITS communications underground via a shared duct bank along Interstate Drive, from Woodland Street to Shelby Avenue. This infrastructure will serve various IDA parcels as well as future developments along and south of Shelby Avenue within the East Bank. The EBDA is utilizing an existing NES on-call construction contract with Garney to install this infrastructure. Costs for construction of the duct bank project are being shared between Metro and Nashville Electric Service. A site photo can be found in **Figure 10**.

Construction remains ongoing, with work continuing southbound along Interstate Drive. Since mobilization in mid-November, Garney has advanced duct bank installation from the Woodland Street intersection toward Shelby Avenue. Current activities are focused on continued utility installation and coordination within the active roadway corridor.

The project is progressing as planned, with substantial completion of this phase of work anticipated by September 2026.

FIGURE 10: INTERSTATE DRIVE SITE PHOTO SHOWING EXCAVATION FOR THE NES/ITS DUCT BANK



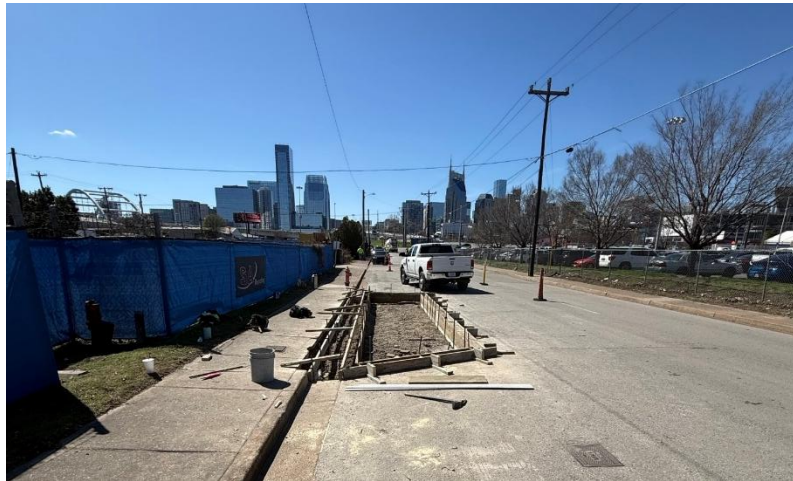
4.1.7 SYLVAN STREET TEMPORARY OVERHEAD POWER

This project includes the design and installation of temporary overhead utilities along Sylvan Street. It is also being coordinated with the removal and relocation of existing underground utilities (AT&T fiber and Metro ITS fiber) in Parcel C to unencumber the land for Fallon’s development. This temporary overhead solution is needed to move existing power lines from one side of Sylvan Street to the other so they are out of the way of Fallon’s Parcel G for construction to begin in Summer 2026.

The project has moved out of design and into construction. Pole locations have been identified, and excavation is complete. Concrete curb has been poured at the new pole locations in preparation for installation. Temporary traffic control is currently in place, and striping and signage are being installed to support the lane closure along Sylvan Street.

Work is progressing as planned, with ongoing coordination to minimize impacts to adjacent facilities and maintain continuity of operations during construction. Completion is anticipated in May 2026. A site photo can be seen in **Figure 11**.

FIGURE 11: SYLVAN ST SITE PHOTO OF BULB-OUT



4.1.8 SHELBY AVENUE UTILITIES

This project will include the design and installation of new utilities in Shelby Avenue from the future East Bank Boulevard to Interstate Drive. Included with this project are new NES duct banks, upgraded water main, new sanitary sewer line and other utilities to serve Fallon’s proposed developments on Parcels C and G. The installation of utilities will be completed in phases based on the availability of funding, timing of other developments, and in consideration of construction project schedules.

In March, Kimley-Horn completed the 90% design plans for Phase 1 of the Shelby Avenue Utilities project, extending from Interstate Drive to South 2nd Street. Final plans should be completed in the second quarter of 2026.

4.1.9 SPIRE (PIEDMONT) NATURAL GAS RELOCATION

As plans for the new Tennessee Performing Arts Center (TPAC) move forward, EBDA has been coordinating the necessary utility connections needed to serve the facility as well as utility relocations that are required to unencumber the site to allow for construction to commence in late 2026 or early 2027. In February, Metro Council approved an agreement with Spire (Piedmont Natural Gas - PNG) to relocate an existing 12” high pressure gas line bisecting the planned TPAC Parcel E and Fallon Parcel D. Spire has engaged an engineering team to begin relocation design with construction anticipated in summer of 2026.

4.2 SPORTS AUTHORITY PROJECTS

4.2.1 NEW NISSAN STADIUM

The new Nissan Stadium will host Tennessee Titans games, Tennessee State University football games, concerts, and community activities. The project remains on schedule to open in February 2027. A site photo of the new Nissan Stadium construction can be seen in **Figure 12**.

FIGURE 12: NISSAN STADIUM SITE PHOTO



Metro is required, per agreement, to provide 2,000 parking spaces for the Titans' use. EBDA continues to assess the parking needs based on the development and construction schedules provided by surrounding developments. Pending ongoing discussions with TPAC, Metro may need to construct and/or lease parking spaces to fulfill their agreement with the Titans.

Construction progress this quarter continued at a steady pace. The exterior enclosure advanced with stud framing, sheathing, and installation of more than 90 percent of the glass panel system, while roofing activities progressed in preparation for lifting the ETFE cable net system. Interior concrete masonry units (CMU) work is nearing completion, accompanied by ongoing electrical and mechanical installations, and Daktronics crews have begun installing subframing for the large LED boards.

4.2.2 LOWER PUMP STATION

Metro Water Services (MWS) is installing a sanitary pump station between James Robertson Parkway and Woodland Street just east of the existing Nashville Electric Service (NES) substation near the river. Metro has entered into a financial participation agreement with the Titans based on usage. The Titans are providing engineering and construction resources for the delivery of this project. The pump station is needed to serve much of East Bank's Central Waterfront District. A site photo can be seen in **Figure 13**.

Structural and underground work continues to progress, including recent concrete pours, storm drain installation, and force main work, with significant portions of piping and structures already completed. Current efforts are focused on roof beams, conduit installation, masonry, and site backfill. Upcoming activities will include continued yard piping, equipment installation, and building

systems as the project transitions further into vertical construction and mechanical/electrical buildout. Construction remains on schedule with anticipated completion before the end of 2026.

FIGURE 13: LOWER PUMP STATION SITE PHOTO



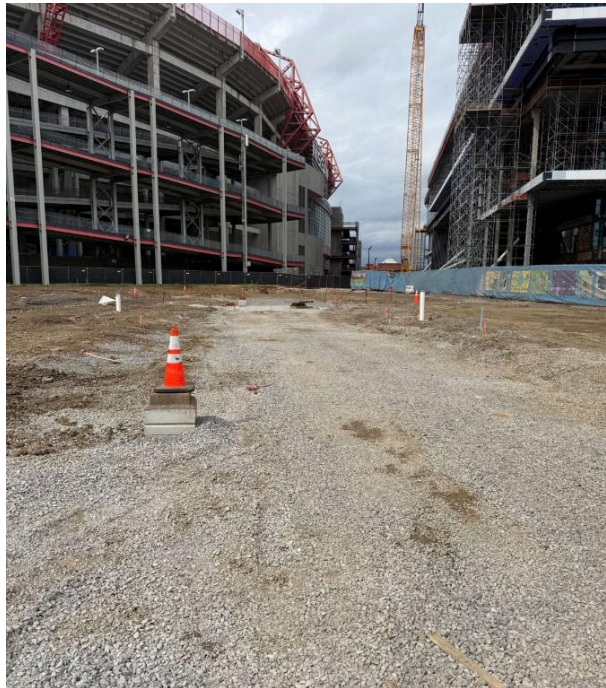
4.2.3 SOUTH 2ND STREET REALIGNMENT

The new and realigned South 2nd Street is critical to the integration of the Stadium into the Central Waterfront District and is a joint project between the Titans and Metro. The project extends from Shelby Avenue to Woodland Street (approximately 0.38 miles). The typical section includes two travel lanes, protected bicycle lanes, sidewalks, landscaping amenities and stormwater infrastructure. The Titans and Metro Sports Authority prepared the final design plans and advertised for construction bidding on April 7, 2025. The project was awarded to Bell Construction on June 13, 2025. Construction will occur in phases and began in the Summer of 2025 with final completion anticipated in early 2028. A photo of the site can be seen in **Figure 14**.

Temporary South 2nd Street has been in operation for a few months, and Bell has transitioned construction activities to Phase 1 and Phase 2 of the new South 2nd Street alignment. Utility trunk lines for water, storm sewer, and sanitary sewer associated with Phases 1 and 2 are now complete. Current activities include installation of underdrains and electrical infrastructure for site lighting. These efforts will be followed by flatwork, including curb, sidewalks, paver installation, and concrete and asphalt paving, which are anticipated to take place this summer. The site has been brought to rough subgrade for these phases, and work is progressing into the next stage of construction. Phase 1 and 2 are scheduled for completion in the 4th quarter of 2026.

Phase 3 and 4 of South 2nd Street are scheduled for completion in the second quarter of 2028, pending the demolition of the existing Juvenile Justice Center for the completion of Phase 4.

FIGURE 14: SOUTH 2ND STREET REALIGNMENT SITE PHOTO



4.2.4 NISSAN STADIUM DEMOLITION

Once construction of the new, fully enclosed Nissan Stadium is completed in February 2027, Renascent, under contract with the Titans, will begin demolition of the existing stadium. The demolition of the stadium is planned in six phases with final restoration of the 29-acre site brought to existing grade by February of 2028.

EBDA continues to collaborate with the Titans and Renascent to refine the logistics, staging plans, and schedule. The demolition of the stadium will impact the approach to multiple subsequent projects that will overlap the footprint of the existing stadium.

4.2.5 INTERSTATE DRIVE ONE WAY CONVERSION

As part of the surrounding roadway improvements associated with the new Nissan Stadium, the Titans are progressing the conceptual design to convert Interstate Drive from Woodland Street to Shelby Avenue to one-way travel (southbound). The Titans design team is coordinating with NDOT and TDOT and have developed a Safety Operations Report (SOAR) as required by TDOT/FHWA. This is required as the I-24 interstate ramps are part of the Shelby Avenue intersection. Portions of the cost of this conversion will be shared between Titans and Metro.

The Titans' SOAR is under review with NDOT. The FHWA will also need to review and approve the document. Final design will commence after both parties approve the document.

4.2.6 WOODLAND STREET NES CIRCUIT

To allow for dedicated power to serve the new Nissan Stadium, an existing NES feed that previously served the area of East Bank south of Shelby Avenue was rerouted near the intersection of

Woodland Street and Interstate Drive directly to the stadium via duct banks. To replace this NES feed, the Titans design team is designing an underground duct bank that will connect the existing NES East Bank substation to Interstate Drive via Woodland Street. Design is anticipated to be completed in the second quarter of 2026 with construction beginning in the summer. Conversations are ongoing with NES, Titans, Metro and EBDA regarding project cost sharing for the construction phase.

4.3 NDOT PROJECTS

4.3.1 GALLATIN PIKE AND MAIN STREET

This project, sponsored by NDOT, extends along Main Street and Gallatin Pike from Interstate Drive to Briley Parkway. Preliminary plans were developed which followed a complete streets approach and considered dedicated transit and bike lanes together with other pedestrian-friendly amenities. This effort is intended to support the development of a longer All Access Corridor through the Choose How You Move program. This corridor will ultimately need to be integrated with the proposed lowering/reconstruction of the James Robertson Parkway east approach.

4.3.2 TRAVEL DEMAND MANAGEMENT PLAN

The East Bank Program Management Team is developing a special events strategy with a focus on comprehensive transportation demand management practices. A geographic information systems (GIS) dashboard has been created to display events within the Nashville Downtown core ([Downtown Special Events \(Recurring\) Dashboard](#)). A separate GIS dashboard has been created for Metro agencies to visualize transportation control plans (TCPs) for special events. The project includes the development of detailed TCPs for various downtown venues, including Nissan Stadium and Bridgestone Arena. The project team also develops transportation reports summarizing the coordination efforts, transportation operations, and key findings from large events at Nissan Stadium.

The Nissan Stadium TCP was finalized with NDOT in early January. Traffic modeling efforts for three build scenarios (existing conditions, opening of the new Nissan Stadium, and full buildout of the Central Waterfront District) kicked off in January. Additionally, Nissan Stadium coordination meetings kicked off in March to help coordinate and mitigate traffic impacts due to ongoing construction activities within the Central Waterfront District.

4.4 METRO WATER SERVICES (MWS) PROJECTS

4.4.1 CENTRAL WATERFRONT DISTRICT REGIONAL SANITARY SEWER TRUNK LINE

MWS is leading the design of a sanitary sewer trunk line extending from the intersection of Shelby Avenue and South 2nd Street north to a manhole in existing Russell Street. This regional sewer trunk line will ultimately feed into the new Lower Pump Station. Kimley-Horn is preparing the final design and construction plans for this project through an on-call contract with MWS. Garney recently completed the installation of the first phase of the regional sewer trunk line that lies within the

South 2nd Street realignment project. The remaining section is to be installed concurrent to the demolition of the existing stadium and the restoration of the site in 2027 and 2028. A site photo can be seen in **Figure 15**.

FIGURE 15: CENTRAL WATERFRONT DISTRICT REGIONAL SANITARY SEWER TRUNK LINE SITE PHOTO



4.4.2 UPPER SANITARY SEWER PUMP STATION

MWS has been working on the design, funding, and installation of a new sanitary sewer pump station in River North. This pump station is required to support the anticipated Oracle campus and other developments in River North and portions of land south of Jefferson Street. Design of the pump station is progressing, and the Oracle design team and MWS continue to have ongoing coordination meetings. The team has shared preliminary site plan drawings of the planned facility and are working in close coordination with Metro and EBDA staff.

4.5 METRO PARKS PROJECTS

4.5.1 RIVER NORTH GREENWAY

Construction of the first River North Greenway segment near River North Landings is now substantially complete. Oracle is currently drafting required agreements and assembling construction documentation for final submission, review, and approval by Metro Parks. A site photo can be seen in **Figure 16**.

All major construction activities have been finalized, with only closeout and administrative items remaining. These include completion of documentation packages and coordination with Metro Parks for final inspection and acceptance of the work.

Opening of this section of the Greenway to the public is anticipated in the near term, pending final approvals and acceptance.

FIGURE 16: RIVER NORTH GREENWAY SITE PHOTO



4.6 TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT) PROJECTS

4.6.1 EARLY RIGHT-OF-WAY (ROW) ACQUISITION

Early right-of-way acquisition for the future East Bank Boulevard is being administered through TDOT's Local Programs Development Office. The work is being conducted by Pape Dawson (formerly Ragan Smith), and the scope includes field survey, environmental technical studies and documentation, preliminary engineering, and right-of-way acquisition services. Up to six parcels are included located near the intersection of Jefferson Street and Cowan Street to near the intersection of Woodland Street and South 2nd Street. Individual properties are in various phases of the acquisition process. Acquisition efforts are following the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act) for Federal and federally assisted programs.

4.6.2 MARINE DRIVE EXTENSION

To provide east-west connectivity between the East Bank and Dickerson Pike, TDOT has begun to advance the Marine Drive Extension project in lieu of the Cleveland Street Extension. TDOT and Metro have partnered on this project with TDOT serving as the lead agency. Conceptual design has been developed, and TDOT plans to deliver this as a Design-Build project in 2029. EBDA, WeGo, CHYM, and Metro are coordinating with TDOT on the proposed infrastructure improvements to ensure alignment with the goal of providing multimodal solutions and dedicated BRT in this corridor. TDOT posted a notice to contractors on December 17, 2025. During this quarter, regular

coordination meetings were held with TDOT, Metro Water Services (MWS), and the EBDA to review the integration of critical stormwater and sanitary sewer infrastructure into the project scope of work. MWS engaged a design consultant to prepare 30 percent design plans for the infrastructure required to serve the project area.

4.6.3 JAMES ROBERTSON PARKWAY (JRP) MODIFICATION

Modifications to JRP is a foundational transportation project called for in the *Imagine East Bank* Vision Plan. One of many planned Davidson County Economic Development Enhancements, TDOT has committed to lowering the east bridge approach to match the existing street network's grade. As James Robertson Parkway is a TDOT asset, EBDA is collaborating closely with TDOT's Region 3 team on this project. TDOT has advertised the project as a Progressive Design Build (PDB) alternate delivery project, and Neel-Schaffer (designer) and Wright Brothers Civil Construction (contractor) were awarded the project in April.

EBDA staff and the Program Management Team have been collaborating with TDOT, the Choose How You Move (CHYM) program, WeGo, NDOT, Metro Water Services (MWS), and Metro Planning on this project, as well as working with affect property owners in the area. EBDA staff and the Program Management Team have also been participating in biweekly coordination meetings with TDOT and MWS to review the integration of critical stormwater and sanitary sewer infrastructure needs into the project scope of work. MWS has engaged a design consultant to prepare 30 percent design plans for the infrastructure required to serve the project area.

5. EMERGING DEVELOPMENTS

5.1 STATION EAST

In 2020, the RMR Group announced a transformative redevelopment project in East Bank, known as Station East. This development is planned to connect Downtown Nashville, East Bank, and East Nashville and deliver over 3 million square feet of mixed commercial, office, residential, and retail space. Further, it is envisioned to be oriented around nearly three acres of publicly accessible green space with year-round programming that includes art, music, food, and special events. It is important to note that the successful implementation of this development is in part dependent upon the lowering of the James Robertson Parkway east approach. A rendering of the Station East redevelopment project can be seen in **Figure 17**.

FIGURE 17: RENDERING OF THE STATION EAST DEVELOPMENT



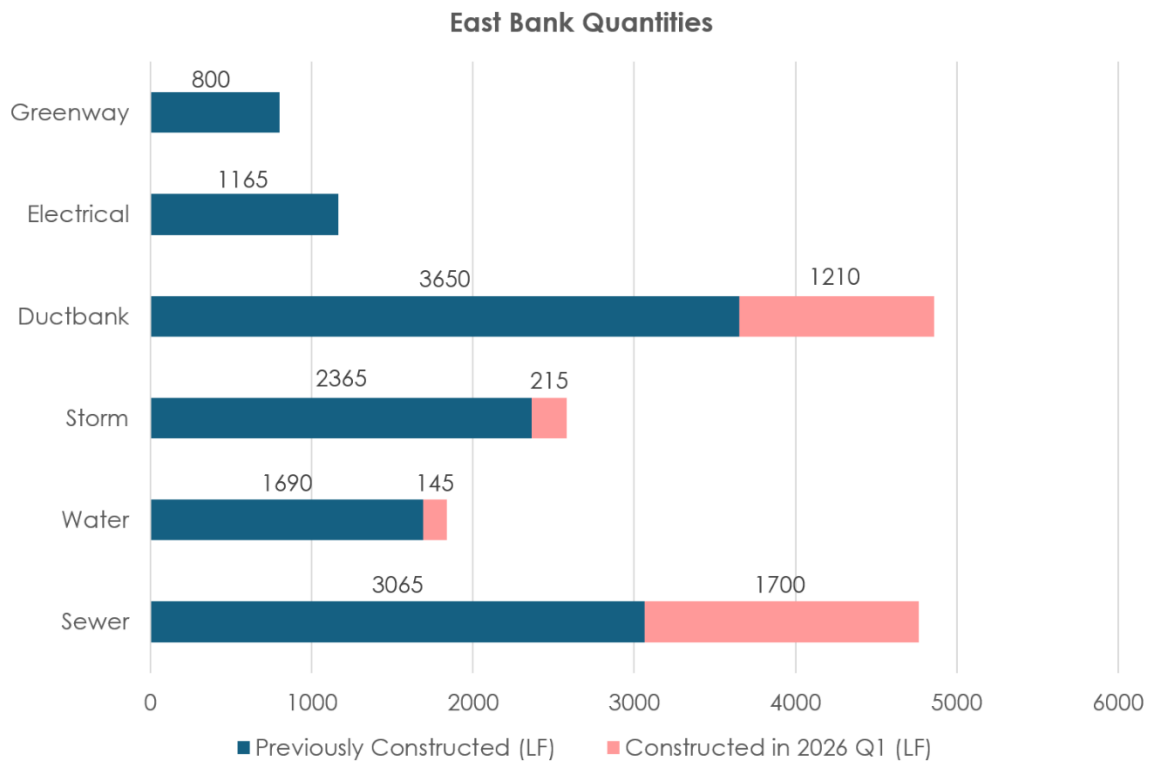
5.2 TENNESSEE PERFORMING ARTS CENTER (TPAC)

In November 2025, TPAC and Metro reached an agreement to allow for the construction of a new, \$600 million complex on the East Bank, pending approval by Metro Council at TPAC's own contribution of \$100 million in private funds. The third and final round of Metro Council readings and approval occurred on January 20, 2026. As part of the TPAC campus work, TPAC will be leading design efforts for Victory Avenue and Davidson Street for the portions of the roadways adjacent to the north and west edges of the proposed campus. Victory and Davidson are currently in the schematic design phase.

6. EBDA BY THE NUMBERS

Construction activity across the East Bank continued to advance this quarter, with the majority of work concentrated in the Central Waterfront District and early activity beginning to emerge in the River North neighborhood. Efforts were primarily focused on utility installation, including ongoing work along S 2nd Street, Interstate Drive, and at the Lower East Bank Pump Station site. A summary of the amount of linear feet of infrastructure installed to date is shown in in **Figure 18: East Bank Quantities**.

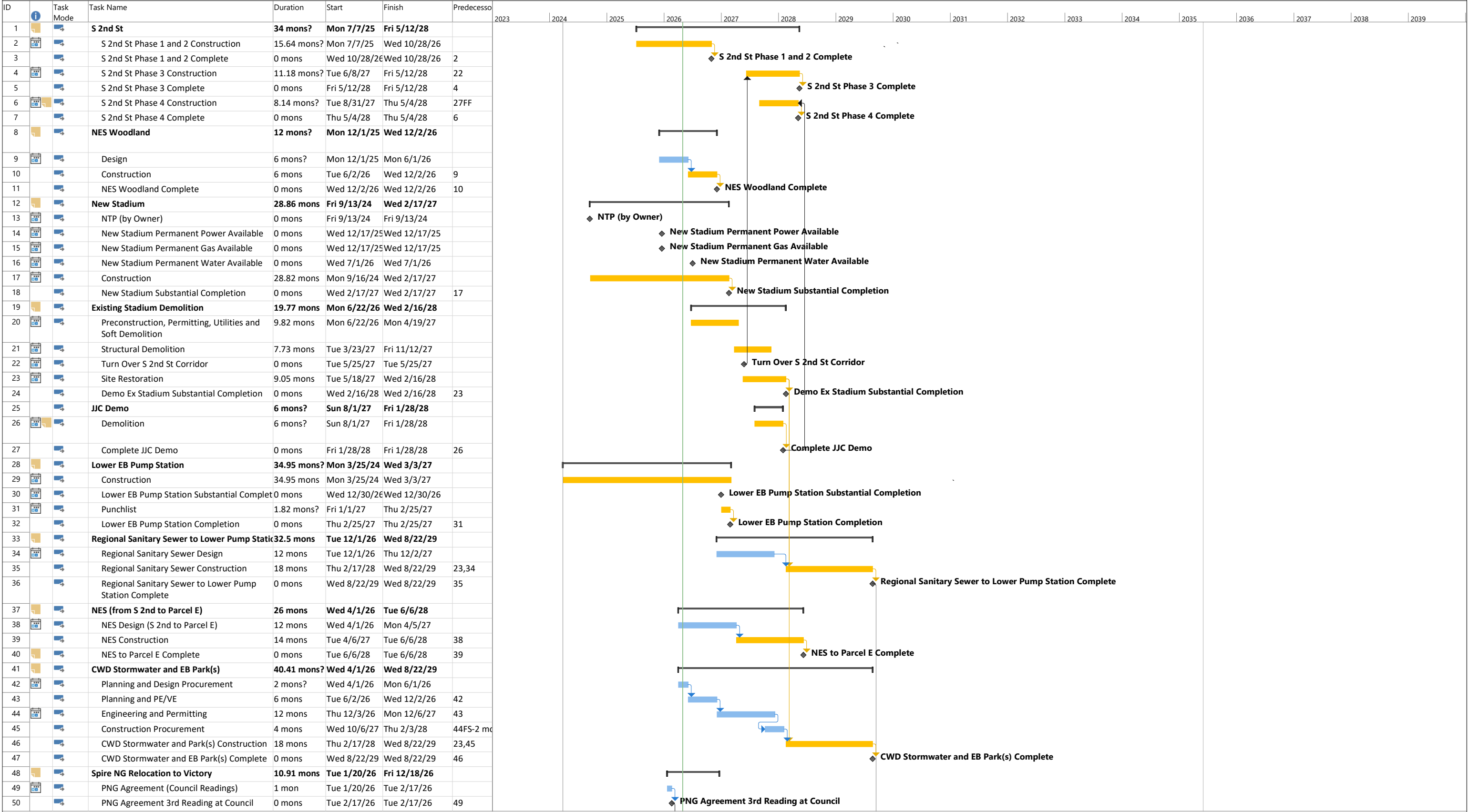
FIGURE 18: EAST BANK QUANTITIES



7. EBDA SCHEDULE

The EBDA program schedule reflects the most current understanding of project sequencing, anticipated milestones, and coordination needs across the East Bank. While the schedule incorporates the best available information to date, it remains subject to change as design progresses, partner agencies refine their timelines, and development activity continues to evolve.

DRAFT FOR CONCEPTUAL PLANNING PURPOSES ONLY. SUBJECT TO CHANGE.



East Bank
Progam Schedule_DRAFT
Date: Thu 4/30/26

Task

Split

Milestone

Summary

Project Summary

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

External Tasks

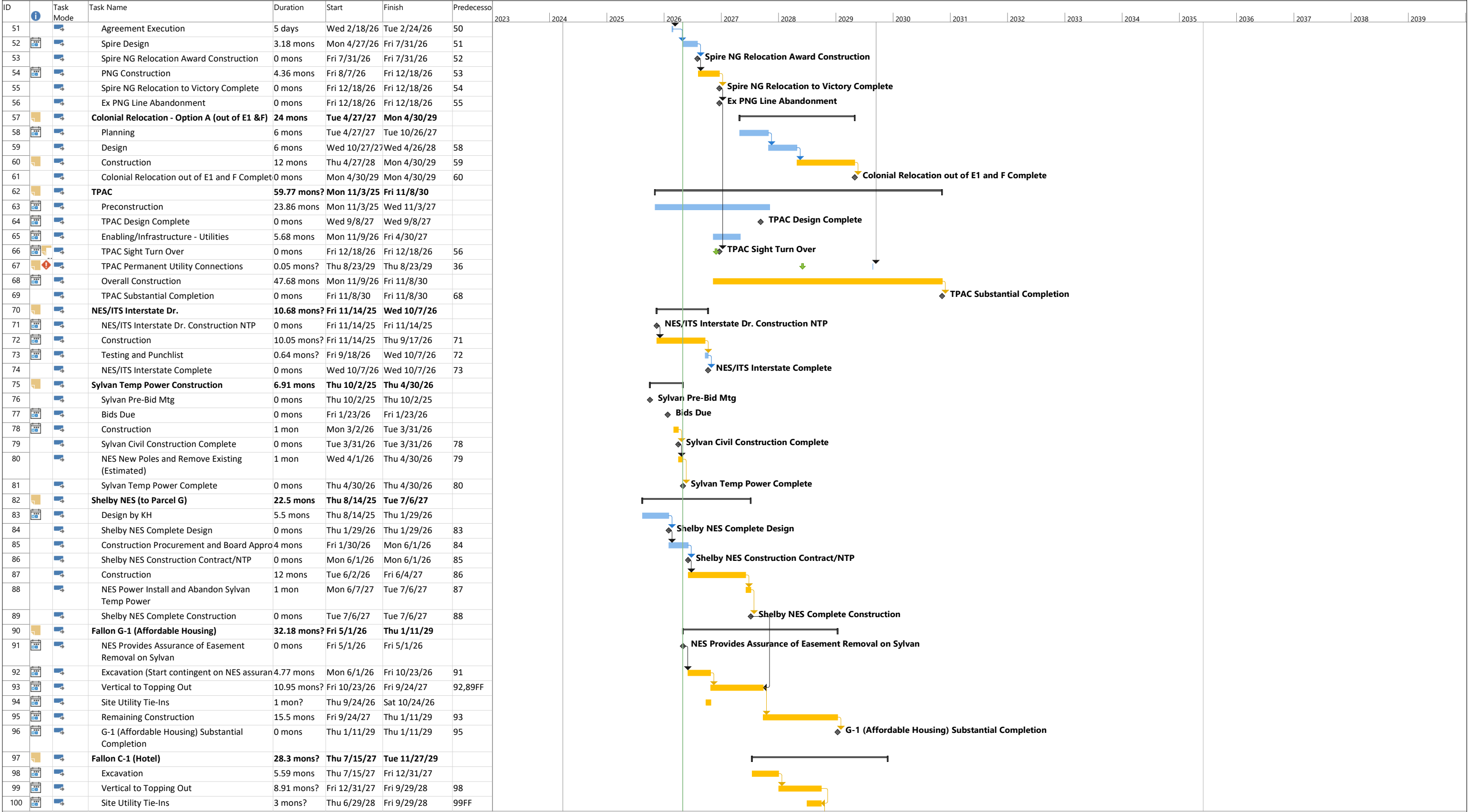
External Milestone

Deadline

Progress

Manual Progress

DRAFT FOR CONCEPTUAL PLANNING PURPOSES ONLY. SUBJECT TO CHANGE.



East Bank
Progam Schedule_DRAFT
Date: Thu 4/30/26

Task

Split

Milestone

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Summary

Project Summary

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

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Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

External Tasks

External Milestone

Deadline

Progress

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Manual Progress

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East Bank
Progam Schedule_DRAFT
Date: Thu 4/30/26

Task

Split

Milestone

Summary

Project Summary

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

External Tasks

External Milestone

Deadline

Progress

Manual Progress