

EAST BANK

2026

SUSTAINABILITY REPORT

**East Bank
Development Authority**

July 28, 2026



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1. OVERVIEW

The purpose of this report is to document key sustainability and resiliency elements currently being integrated into the redevelopment of the East Bank. Many of the strategies outlined in this report are shaped by the recommendations of the Imagine East Bank Vision Plan, Metro Code requirements, and Metro-wide goals and targets. These strategies also align with the Institute for Sustainable Infrastructure's [Envision v3 Sustainability and Resilience Framework](#), reflecting nationally recognized best practices for sustainable and resilient infrastructure across Quality of Life, Leadership, Resource Allocation, Natural World, and Climate & Resilience categories. The topics and examples below illustrate each Envision principle and are not intended to represent an exhaustive list of all elements within each category.

- **Quality of Life (QL): Community Wellbeing, Mobility, and Equity**
 - Examples include multimodal mobility systems, pedestrian- and bicycle-priority design, public realm activation, affordable housing, and equitable access to services.
- **Leadership (LD): Planning, Coordination, and Economic Prosperity**
 - Examples include coordinated infrastructure planning, stakeholder engagement, district-scale systems, and long-term operations and maintenance strategies.
- **Resource Allocation (RA): Energy, Water, and Materials Efficiency**
 - Examples include district-scale stormwater systems, low-impact development, energy-efficient infrastructure, and waste reduction practices.
- **Natural World (NW): Land, Water, and Ecological Systems**
 - Examples include riverbank restoration, floodplain expansion, habitat enhancement, brownfield remediation, and green infrastructure.
- **Climate & Resilience (CR): Risk Reduction and Adaptation**
 - Examples include floodproofing, elevated development, resilient utility systems, and climate-responsive infrastructure planning.

Table 1 below shows how the following projects and developments support various Envision sustainability strategies to help create a diverse, sustainable East Bank.

TABLE 1: SUSTAINABILITY ELEMENTS BY PROJECT AND DEVELOPMENT

Project / Initiative	Project Status	Quality of Life (QL)	Leadership (LD)	Resource Allocation (RA)	Natural World (NW)	Climate & Resilience (CR)
Imagine East Bank Vision Plan	Complete	✓	✓	✓	✓	✓

Active Developments

Project / Initiative	Project Status	Quality of Life (QL)	Leadership (LD)	Resource Allocation (RA)	Natural World (NW)	Climate & Resilience (CR)
Parcel C	Planning	✓			✓	
Parcel G (East Bank Flats)	Construction	✓	✓			
Oracle Campus	Design	✓			✓	
River North Early Works	Construction			✓		✓
Cowan Street Improvements	Design	✓				
Wasioto Bend Subdistrict	Planning	✓	✓	✓	✓	✓
TPAC	Design	✓			✓	

Active Projects

Project / Initiative	Project Status	Quality of Life (QL)	Leadership (LD)	Resource Allocation (RA)	Natural World (NW)	Climate & Resilience (CR)
Central Waterfront District (CWD) Utility Master Plan	Complete		✓	✓		✓
East Bank Boulevard NEPA/PE	Design	✓	✓	✓		✓
Parks & Greenway Network Plan	Planning	✓	✓		✓	
VOAP, BRAG and BVA	Design				✓	✓
Seigenthaler Bridge Connector (SBC)	Planning	✓				✓
Music City Mile	Planning	✓				✓
Central Waterfront District (CWD) Stormwater Design	Planning		✓	✓	✓	✓
Interstate Dr. NES ITS Duct Bank	Construction		✓	✓		✓
Shelby Ave NES Duct Bank	Construction		✓	✓		✓
New Nissan Stadium	Construction	✓	✓	✓	✓	✓
Lower Pump Station	Construction		✓	✓	✓	✓
South 2nd Street Realignment	Construction	✓	✓		✓	
Nissan Stadium Demolition	Design			✓	✓	
Woodland St. NES Circuit	Construction		✓	✓		✓
Travel Demand Management Plan	Planning	✓	✓			
CWD Regional Sanitary Sewer Trunk Line	Design		✓	✓	✓	✓
Upper Sanitary Sewer Pump Station	Design		✓	✓	✓	✓

A sustainability report table mapping East Bank projects across five sustainability categories: Quality of Life (QL), Leadership (LD), Resource Allocation (RA), Natural World (NW), and Climate & Resilience (CR).

2. IMAGINE EAST BANK VISION PLAN

The *Imagine East Bank* Vision Plan incorporates a comprehensive set of sustainability strategies that guide the redevelopment of the East Bank toward long-term environmental resilience, multimodal mobility, and equitable community outcomes. Collectively, these strategies support key Envision categories, including **Quality of Life** through improved mobility and public space, **Natural World** through ecological restoration, **Resource Allocation** through integrated infrastructure systems, **Leadership** through coordinated planning, and **Climate & Resilience** through flood mitigation and adaptive design.

A foundational component of the plan is its approach to floodplain management and resilient redevelopment, which includes raising the elevation of the East Bank's new roads above the 100-year base floodplain. This measure reduces exposure to riverine flooding and supports safer, climate-adaptive development. The plan further calls for laying back portions of the Cumberland River's edge to expand floodplain capacity, slow water velocity, encourage groundwater infiltration, and reduce erosion. These interventions strengthen stormwater management and improve the ecological performance of the riverfront.

Mobility and street design are also central to the plan's sustainability framework. The East Bank's transportation network is shaped by Vision Zero principles, Complete Streets policies, and the NACTO Urban Street Design Guide, helping ensure that safety and multimodal access are prioritized throughout the East Bank. To reinforce the commitment to multimodality there is approximately 3.4 mi of greenways, 9.4 mi of bike facilities and 20 mi of new or widened sidewalks proposed within the East Bank.

The plan introduces a new street grid that places pedestrians, cyclists, and transit users ahead of private vehicles, supported by a recommended districtwide 25-mph maximum speed limit and walkable block lengths of approximately 300 to 400 feet. Major mobility investments include coordinating with the Connect Downtown study and Choose How You Move (CHYM) program to help align future transit enhancements with the district's broader mobility goals. These transit enhancements will be centered around the East Bank Transit Center, a pivotal bus hub, located at the intersection of two proposed transit-priority corridors. Additional improvements, such as a pedestrian bridge connecting the Oracle campus to Germantown and the expansion of the greenway network along the Cumberland River, will strengthen multimodal connectivity throughout the East Bank.

Land use and housing strategies in the Vision Plan reinforce sustainability by promoting mixed-use development and a diverse range of housing options. The plan establishes housing benchmarks for the Metro-owned land of at least 20 percent of units serve households earning 61–80 percent of area median income (AMI) and at least 40 percent serve households earning 60 percent of AMI or below, including deeply affordable units. While individual neighborhoods may vary in character, each is envisioned to include a mix of uses, with active uses at the street level and residential, office, or hotel uses above, supporting a vibrant and accessible urban environment.

The Vision Plan also emphasizes the importance of civic and public spaces as part of a connected open-space network. Developers, institutions, and private property owners are encouraged to integrate their outdoor areas into the broader system of publicly accessible spaces through thoughtful design and improved connections, enhancing community access and reinforcing East Bank’s public realm.

Finally, the plan outlines a district-scale approach to stormwater management that replaces the traditional parcel-by-parcel model with a shared, interconnected system. This strategy incorporates green infrastructure and Low Impact Development (LID) practices to manage runoff, improve water quality, and reduce infrastructure burdens on individual development sites. Benefits of this approach include increased system capacity, cost efficiencies, and improved physical and ecological connectivity between the East Bank, the waterfront, and surrounding neighborhoods.

3. ACTIVE DEVELOPMENTS

3.1 FALLON COMPANY INITIAL DEVELOPMENT AREA (IDA)

The Fallon Company is Metro’s partner on developing 30 acres of Metro-owned land on the East Bank, known officially as the initial development area (IDA.) A draft layout of the Fallon Company IDA is shown in Figure 1. Fallon’s near-term priority investments are focused on properties proximate to the new Nissan Stadium. More specifically, Phase 1 includes Parcel G-1 (affordable housing), C-1 (Hotel), and C-2 (market-rate residential).

FIGURE 1: DRAFT OF THE FALLON COMPANY IDA



3.1.1 PARCEL C

FIGURE 2: RENDERING OF EASTPOINT DEVELOPMENT ON PARCEL C



Parcel C, located just to the south of the new Nissan Stadium and bounded by South 2nd Street, Shelby Avenue, and Interstate Drive, is planned to accommodate hotel, retail, and residential development. The parcel is located along a designated pedestrian and bicyclist priority corridor within the East Bank street network. Its proximity to the stadium and the adjacent civic plaza places it within one of the East Bank's highest intensity activity zones, where both event and daily activity converge. Development on Parcel C is expected to include active ground-floor uses, supporting continuous street-level engagement and reinforcing non-motorized travel patterns.

Fallon's Parcel C development primarily contributes to **Quality of Life** by concentrating residential and hospitality uses within a walkable, mixed-use environment served by alternative transportation priority corridors. Its active frontage and adjacency to the civic plaza can strengthen public-realm vitality, improve access to daily services, and reduce the need for short vehicle trips. The parcel also supports **Natural World** outcomes by reinforcing compact infill development within an already urbanized area, limiting development pressure on greenfield sites and helping concentrate growth near existing and planned infrastructure.

3.1.2 PARCEL G

FIGURE 3: RENDERING OF EASTPOINT FLATS



Parcel G advances the East Bank’s sustainability and land use objectives by implementing a mixed-use development program supported through a Payment-in-Lieu-of-Taxes (PILOT) agreement approved by the East Bank Development Authority in February 2026. This action designates Parcel G as a pilot site for delivering a fully affordable, mixed-income residential development – Eastpoint Flats -- within a compact urban block, enabling a range of unit types and income levels to be provided in proximity to transit, services, and emerging public-realm investments. As defined in Imagine East Bank, one of two buildings within Parcel G is required in the Master Developer Agreement (MDA) to be entirely income restricted.

Eastpoint Flats broke ground in late May 2026 and will house 8,700 square-feet of daycare and 12,700 square-feet of ground floor retail. It will also deliver 323 affordable housing units in the following price ranges:

- 30% Area Median Income (AMI): 80 units
- 60% AMI: 136 units
- 80% AMI: 107 units

Parcel G furthers **Quality of Life** by delivering affordable and mixed-income housing in a compact, transit-supportive location, while the daycare and ground-floor retail uses support daily needs within walking distance. The project also promotes **Leadership** through use of a binding Master Developer Agreement with requirements that translate affordability goals into an enforceable and implementable development program. By concentrating housing near

emerging transit, greenway, and public-realm investments, Parcel G supports more efficient land use, reduces dependence on vehicle trips, and contributes to a more inclusive East Bank community.

3.2 ORACLE

3.2.1 ORACLE CAMPUS

FIGURE 4: RIVER NORTH GREENWAY SITE PHOTO



The Oracle campus contributes to the East Bank’s sustainability objectives by constructing the portions of the riverfront greenway adjacent to their site and adding a multiuse pathway around the campus to establish new pedestrian and bicycle connections to and through the site. This began with the construction of the first River North Greenway segment near River North Landings. Oracle and Metro Parks continue coordinating the required easement and maintenance agreements necessary for project acceptance and turnover. This partnership will continue with the construction of a publicly accessible pedestrian bridge over the Cumberland River that will connect Germantown and River North. These facilities close critical gaps in the East Bank’s multimodal network and improve non-motorized access between the riverfront, adjacent parcels, and the broader East Nashville system. The campus design also incorporates an urban forest and expanded tree canopy areas, which support heat-island mitigation and enhance overall ecological performance.

The Oracle campus advances **Quality of Life** by expanding safe, connected pedestrian and bicycle routes through and around a major employment district, improving access between River North, the riverfront, and surrounding neighborhoods. The campus also reinforces **Natural World** outcomes through urban forest and tree canopy strategies that can reduce heat-island effects and contribute to habitat and stormwater benefits. By integrating greenway connections into private development, the project demonstrates district coordination consistent with

Leadership principles and helps extend the East Bank's public-realm network beyond individual parcel boundaries.

3.2.2 RIVER NORTH EARLY WORKS

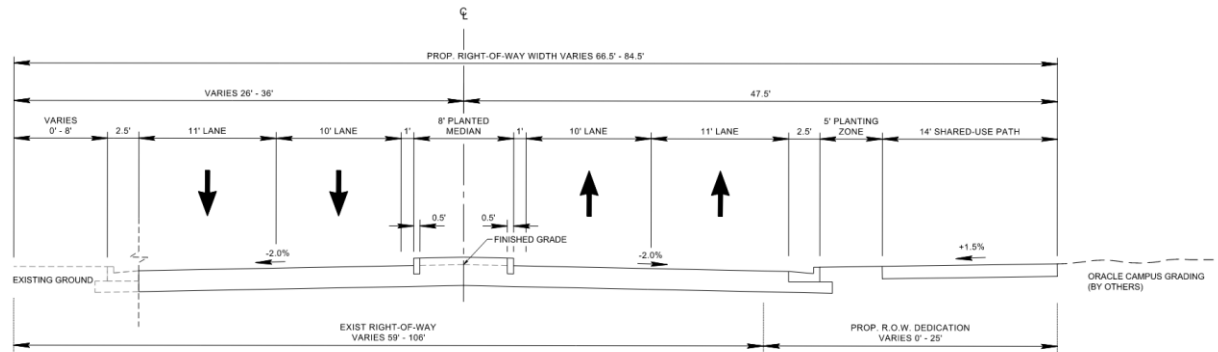
FIGURE 5: RIVER NORTH EARLY WORKS SITE PHOTO



The River North Early Works project advances districtwide resilience by relocating, resizing, and placing key utility infrastructure underground to reduce vulnerability during extreme weather events, particularly flooding. The effort includes coordinated upgrades to electrical, water, and communications systems to prevent service disruptions similar to those experienced during Winter Storm Fern. By consolidating utilities into protected corridors and elevating or flood-proofing critical components, the project improves system reliability, supports future development loads, and enhances the East Bank's capacity to withstand extreme weather events.

River North Early Works directly contributes to **Climate & Resilience** by reducing the exposure of critical utilities to flooding, extreme weather, and service disruptions. The project also supports **Resource Allocation** by consolidating and right-sizing infrastructure in a coordinated corridor that can serve future development more efficiently than uncoordinated utility extensions. These early investments create a more durable foundation for growth while reducing the likelihood of emergency repairs, outages, and redundant infrastructure in the future.

3.2.3 COWAN STREET (NORTH OF MARINE DR)



The Cowan Street project north of Marine Drive incorporates a continuous multiuse path constructed as part of the Oracle campus frontage improvements, establishing a critical segment of the East Bank's active transportation network.

The Cowan Street improvements bolster **Quality of Life** by providing a separated, low-stress corridor for bicyclists and pedestrians and improving north-south access between River North, the future greenway system, and adjacent development parcels. By encouraging walking and biking for short trips, the corridor can help reduce vehicle dependence and associated emissions while strengthening access to parks, jobs, and future transit connections.

3.3 WASIOTO BEND SUBDISTRICT

The Wasioto Bend subdistrict incorporates sustainability provisions outlined in the Downtown Code Revision, which was recently passed by Metro Council on April 21, 2026. The code permits high-intensity, mixed-use development with reduced parking ratios, enabling a land-use pattern that supports lower vehicle trip generation and more efficient use of urban infrastructure. Updated frontage, transparency, and streetscape standards require active ground-floor uses and integrate green-infrastructure elements such as expanded planting zones and stormwater supportive landscape treatments, improving site drainage and helping with floodproofing.

A central component of the subdistrict is the planned pedestrian paseo that will replace the existing South 2nd Street alignment. This facility establishes a dedicated north-south non-motorized corridor, improving internal block permeability and strengthening connections to adjacent multimodal routes and public realm assets.

Wasioto Bend supports **Quality of Life** through a compact, mixed-use development pattern that prioritizes walkability, active frontages, reduced parking, and a new pedestrian paseo that improves internal block permeability. The subdistrict also exhibits **Leadership** by translating district policy into enforceable Downtown Code standards that guide development toward coordinated public-realm and mobility outcomes. **Resource Allocation** benefits are achieved through more efficient land use, reduced parking demand, and shared infrastructure that can serve higher-intensity growth. **Natural World and Climate & Resilience** outcomes are supported through green-infrastructure requirements, stormwater-supportive landscapes, and

floodproofing measures that improve site performance while helping the subdistrict adapt to riverfront conditions.

3.4 TENNESSEE PERFORMING ARTS CENTER (TPAC)

The Tennessee Performing Arts Center (TPAC) is advancing plans for a new home within the East Bank, located at the intersection of Victory Avenue and Davidson Street. Both of these streets are envisioned as critical pieces of the East Bank's multimodal, people-first street network that prioritizes walking, biking, and transit. Additionally, TPAC will be anchored along the newly enhanced waterfront and the East Bank Park, which creates a direct connection between cultural and recreational landscapes.

The project is expected to deliver state-of-the-art performance venues, expanded public amenities, and improved universal accessibility. Its placement within a walkable, transit-supportive district strengthens connections between the arts, the riverfront, and surrounding mixed-use development, ensuring that cultural activity is interwoven with daily urban life.

The TPAC relocation advances **Quality of Life** by expanding access to arts, culture, public amenities, and universally accessible performance spaces within a walkable, transit-supportive district. Its location near Victory Avenue, Davidson Street, the waterfront, and East Bank Park strengthens the connection between civic life, recreation, and daily mobility. The project supports **Natural World** outcomes by helping activate and invest in the riverfront and by reinforcing compact urban redevelopment rather than isolated destination development.

4. ACTIVE PROJECTS

4.1 METRO PLANNING/EBDA PROJECTS

4.1.1 CENTRAL WATERFRONT DISTRICT UTILITY MASTERPLAN

The development of a district-scale utility master plan for the Central Waterfront District (CWD) establishes a long-term framework for utility placement, capacity, and coordination at full build-out. The effort focused on relocating, resizing, and placing major utility systems underground to align with the proposed roadway grid, reducing exposure to flood hazards, providing connectivity and service to new developments within the CWD, and improving performance during extreme weather events.

The utility master planning work deepens **Leadership** initiatives by establishing the technical basis for coordinated districtwide infrastructure decisions before individual projects proceed independently. The plan supports **Resource Allocation** by right-sizing infrastructure, consolidating utility corridors, and identifying long-term capacity needs that reduce excess construction and improve operational efficiency. It also advances **Climate & Resilience** by reducing exposure of critical systems to flooding and extreme weather through underground

relocation and coordinated placement. By creating a shared framework for utility delivery, the project helps the East Bank grow in a more reliable, cost-effective, and adaptable manner.

4.1.2 EAST BANK BOULEVARD NEPA/PE

East Bank Boulevard (EBB) is planned as the East Bank's primary transit corridor, incorporating dedicated transit lanes and wide, continuous sidewalks to reduce single-occupancy vehicle demand and support low-emission mobility. The corridor's geometric design directly responds to safety deficiencies identified in Nashville's High Injury Network (HIN) through a series of engineered interventions, including a 25-mph operating speed, a four-lane vehicular cross-section (subject to refinement through future analysis), marked crosswalks at all intersections, and pedestrian refuge islands at key crossing points. Access management strategies are planned and will further reduce conflict points and improve operational efficiency along the corridor.

The Boulevard also integrates resilient infrastructure by placing utility lines underground within the right-of-way, reducing exposure to flooding and storm-related damage and improving long-term system reliability. Additionally, the Boulevard incorporates green infrastructure, and Low Impact Development strategies for the treatment of stormwater.

East Bank Boulevard strengthens four of the framework categories. It supports **Quality of Life** by prioritizing multimodal mobility and safer crossings throughout the corridor. It demonstrates **Leadership** through coordination among transportation, land-use, and utility planning in concert with public engagement as required during NEPA and preliminary engineering. **Resource Allocation** benefits are obtained by utilizing consolidated utility placement, efficient right-of-way use, and multimodal infrastructure investments that can reduce single-occupancy vehicle demand. **Climate & Resilience** is supported through resilient underground utilities, flood-aware design, and a corridor structure that supports more reliable low-carbon mobility over time.

4.1.3 EAST BANK PARKS FRAMEWORK AND GREENWAY NETWORK PLAN

FIGURE 6: PARKS FRAMEWORK AND GREENWAY NETWORK PLAN COVER PHOTO

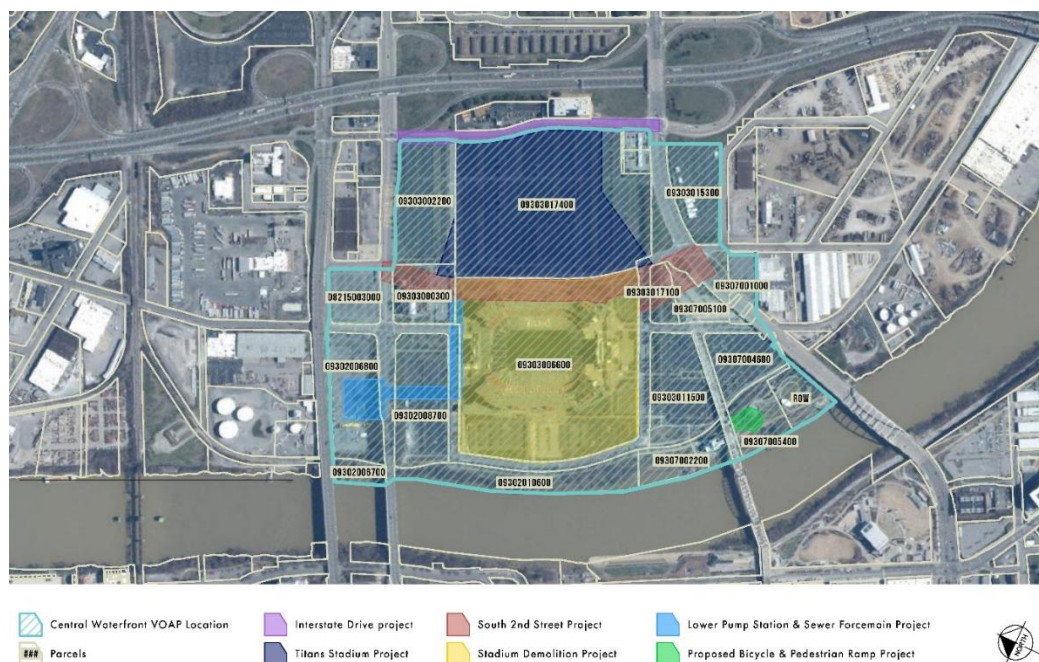


The Parks Framework and Greenway Network Plan establishes a systemwide structure for open-space across the district, defining park and greenway typologies and their expected distribution. The framework functions as a baseline planning tool that situates decisions about individual parks within the larger East Bank open-space network, ensuring consistency, equitable access, and alignment with district-scale goals. It also provides guidance for coordinating with private development, enabling publicly accessible open spaces to meet established program and connectivity standards. The Framework advances bicycle and pedestrian mobility by establishing continuous, low-stress greenway corridors and enhances districtwide access to open space by defining a coordinated plan for a diverse network of parks and civic spaces.

The Parks Framework and Greenway Network Plan promotes **Quality of Life** by expanding equitable access to parks, civic spaces, and low-stress active transportation corridors. It demonstrates **Leadership** principles by providing a coordinated districtwide open-space structure that can guide public and private investments toward shared performance goals rather than isolated site-by-site improvements. The plan also supports **Natural World** outcomes by improving ecological connectivity, reinforcing the riverfront open-space network, and creating opportunities for habitat, tree canopy, and stormwater benefits within parks and greenways.

4.1.4 VOLUNTARY OVERSIGHT AND ASSISTANCE PROGRAM (VOAP), BROWNFIELD REDEVELOPMENT AREA GRANT (BRAG), AND BROWNFIELD VOLUNTARY AGREEMENT (BVA)

FIGURE 7: FIGURE FROM VOAP APPLICATION



The Tennessee Department of Environment and Conservation (TDEC) Division of Remediation (DoR) accepted the East Bank site into the Voluntary Oversight and Assistance Program (VOAP) on January 4, 2024. This program was created to encourage prospective purchasers to redevelop Brownfield properties by limiting the liability for new owners and providing oversight in the investigation and clean-up process. The East Bank site accepted into the program includes 130 acres of Metro-owned property in the Central Waterfront District, as shown above.

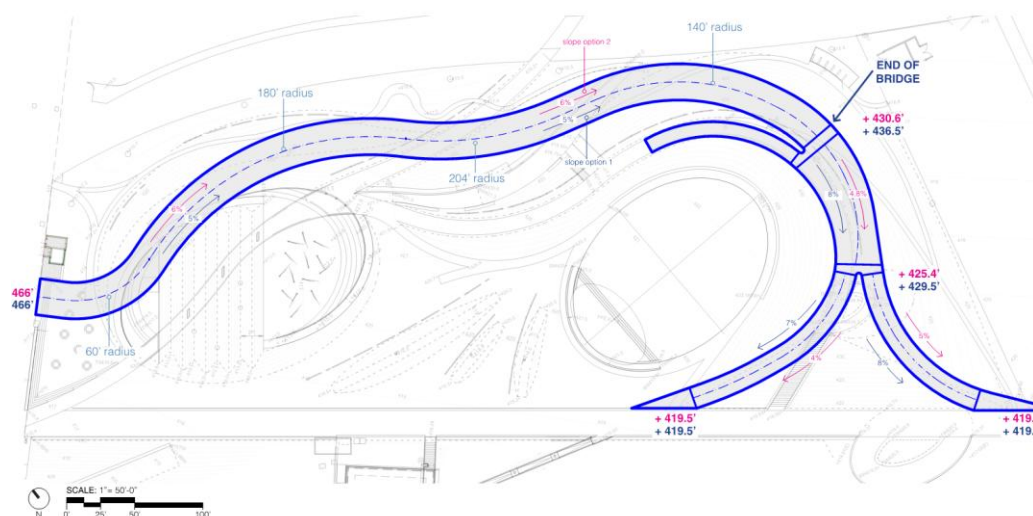
Metro received a Brownfield Redevelopment Area Grant (BRAG) from TDEC, executed December 4, 2024, which enabled targeted environmental investigation to support the safe redevelopment of key East Bank public-realm sites. The grant funded a Phase II Environmental Site Assessment (ESA) across areas within the VOAP area including Wasioto Park, the Bridge Building, the future East Bank Greenway, and the future East Bank Park. The Governmental Grant Contract provided the regulatory and financial framework for subsurface sampling, contaminant characterization, and risk evaluation.

Metro and East Bank representatives continue to collaborate with TDEC to finalize a Brownfield Voluntary Agreement (BVA) based on the tenets of the VOAP. The BVA will be a legally binding agreement between the state and property owners (Metro and EBDA). This agreement will outline the owner's obligations to fully remediate environmental conditions encountered at the site. The primary objective of the BVA is to ensure that the identified environmental impacts and conditions do not pose any threat to human health or the environment.

The VOAP, ESA, and future BVA advance **Natural World** objectives by addressing environmental conditions early in the planning process, reducing redevelopment risk, and ensuring that future parks, greenways, and civic spaces are constructed on remediated, compliant, and environmentally safe land. The work also supports **Climate & Resilience** by evaluating risk early on in development to determine what resilience efforts are required. By reducing uncertainty and supporting safe reuse of previously developed land, the project helps avoid greenfield development pressure and strengthens the environmental foundation for the East Bank's open-space network.

4.1.5 SEIGENTHALER BRIDGE CONNECTOR

FIGURE 8: DRAFT GRAPHIC OF THE SEIGENTHALER BRIDGE CONNECTOR



The Seigenthaler Bridge Connector (SBC) is planned to serve as a critical multimodal link between the East Bank Greenway and the John Seigenthaler Pedestrian Bridge, providing a direct, low-stress route for bicyclists and pedestrians. The structure will tie into the existing pedestrian bridge just west of the existing elevator and land within Wasioto Park. By eliminating circuitous routing and grade-change barriers, the Seigenthaler Bridge Connector strengthens the continuity of the active-transportation network, improves access between downtown and the East Bank, and enhances overall system reliability for nonmotorized users.

The SBC project enhances **Quality of Life** by improving safe, direct, and comfortable access between the East Bank Greenway, Wasioto Park, and downtown Nashville for people walking and biking. The project also improves **Climate & Resilience** outcomes by encouraging bike/pedestrian trips and strengthening the usefulness of the riverfront greenway system as a mobility corridor. Through addressing grade-change and routing barriers, the connector increases the effectiveness of prior investments in active transportation infrastructure.

4.1.6 MUSIC CITY MILE PEDESTRIAN STRUCTURE

FIGURE 9: GRAPHIC OF THE MUSIC CITY MILE



The Music City Mile will be an elevated, pedestrian thoroughfare designed to provide a continuous, vehicle-free route from Nashville’s downtown core into and through the East Bank’s Central Waterfront District. Planned to be lined with active retail and public-realm amenities, the corridor will enable visitors to move throughout the neighborhood without encountering vehicular traffic, creating a safe, engaging, and high-comfort pedestrian environment. By elevating the facility and separating it from roadway operations, the Music City Mile enhances network reliability for nonmotorized users and strengthens connections between the East Bank Greenway, adjacent development parcels, and major civic destinations.

The Music City Mile increases **Quality of Life** by creating a continuous, vehicle-free pedestrian route that improves comfort, safety, and access between downtown and the East Bank. The project also supports **Climate & Resilience** by making walking a more attractive option for short trips, reducing vehicle dependence.

4.1.7 CENTRAL WATERFRONT DISTRICT (CWD) STORMWATER DESIGN

The Central Waterfront District Stormwater Project implements a coordinated, district-scale approach to stormwater management within the East Bank Stormwater District established by Metro Ordinance BL2024-381. All development within the district is required to comply with Metro Water Services’ Low Impact Development (LID) Manual, which prioritizes on-site infiltration, evapotranspiration, or reuse of the first inch of rainfall to reduce runoff volume and improve water quality. Required LID practices include bioretention systems, permeable pavement, and bioswales.

Complementing these site-level measures, the Open Space Pluvial Design Framework provides a centralized strategy for stormwater conveyance, storage, and treatment within the Central Waterfront, including a district treatment facility integrated into the future East Bank Park.

Together, these components establish a resilient stormwater system that reduces flood risk, improves riparian function, and supports sustainable redevelopment across the East Bank.

The Central Waterfront District Stormwater Design upholds **Leadership** principles by establishing a coordinated district-scale alternative to isolated parcel-by-parcel stormwater compliance. It furthers **Resource Allocation** by creating shared conveyance, treatment, and storage strategies that can reduce unnecessary infrastructure and improve long-term system efficiency. **Natural World** outcomes are enhanced through LID practices, water-quality treatment, riparian function, and integration of stormwater facilities into future open space. **Climate & Resilience** benefits include reduced pluvial flood risk, greater capacity to manage intense rainfall, and improved adaptability for maximizing resilience.

4.1.8 INTERSTATE DRIVE NASHVILLE ELECTRIC SERVICE (NES) INFORMATION TECHNOLOGY SERVICES (ITS) DUCT BANK FROM WOODLAND STREET TO SHELBY AVENUE

The Interstate Drive NES Duct Bank project installs a shared underground conduit system for NES electrical distribution and Metro ITS communications along Interstate Drive between Woodland Street and Shelby Avenue. The below-grade configuration consolidates critical utilities into a controlled corridor, reducing vulnerability to weather impacts and other failure modes associated with overhead infrastructure. The duct bank provides capacity for current and future service demands across multiple IDA parcels and anticipated developments south of Shelby Avenue, improving long-term system reliability and simplifying future utility extensions.

The Interstate Drive NES ITS Duct Bank advances **Resource Allocation** by consolidating electrical and communications infrastructure into a shared underground corridor with capacity for current and future development needs which reduces overall construction materials consumption and the need to replace the infrastructure in the future. It also supports **Climate & Resilience** by reducing outage risk from wind, flooding, and other weather-related impacts that can affect exposed infrastructure. The work also reflects the **Leadership** principles through coordinated districtwide planning and simplifying utility locations for long-term maintenance and growth and by strengthening the collaborative relationship between the Titans and Metro to further improve the East Bank.

4.1.9 SHELBY AVENUE NES DUCT BANK

The Shelby Avenue NES Duct Bank project provides new underground utility infrastructure between the future East Bank Boulevard and Interstate Drive, including NES electrical duct banks, an upgraded water main, a new sanitary sewer line, and associated utility systems required to serve Fallon's proposed developments, TPAC, and future developments south of Shelby Avenue. By relocating these utilities below grade within a consolidated corridor, the project will reduce exposure to extreme weather impacts that commonly affect overhead and surface-level infrastructure. The underground configuration improves system reliability, supports long-term operational performance, and provides capacity for anticipated mixed-use development.

The Shelby Avenue NES Duct Bank advances **Resource Allocation** by combining utility infrastructure within a coordinated underground corridor that supports multiple development parcels. It strengthens **Climate & Resilience** by reducing exposure to extreme weather, improving service reliability, and creating capacity for future mixed-use development. The project also reflects **Leadership** by serving the area through a coordinated infrastructure backbone rather than separate utility areas, planning for the life cycle of the development.

4.2 SPORTS AUTHORITY PROJECTS

4.2.1 NISSAN STADIUM

FIGURE 10: RENDERING OF NEW NISSAN STADIUM



The new Nissan Stadium will incorporate a comprehensive set of sustainability and resilience strategies, including a commitment to achieving LEED Gold BD+C certification. Site preparation includes brownfield remediation to address contaminated soils. The stadium's finished floor elevations and primary access points are designed above the 100-year flood elevation, with critical sewer pump station controls and power systems located above the 500-year elevation to maintain functionality during extreme flood events. Stormwater management integrates bioretention areas, underground detention, and native plantings to treat runoff and reduce heat-island impacts. The building is designed to accommodate future off-site renewable energy generation and aligns with Metro Nashville's carbon-reduction goals. Construction practices include a robust waste-management plan focused on recycling and material reuse, performance requirements for low embodied carbon (LEC) materials, and the use of locally sourced products where feasible. The stadium is also committed to achieving zero-waste performance. The Tennessee Titans organization has also committed to local workforce participation, minority- and women-owned business engagement, and year-round community programming.

New Nissan Stadium exemplifies **Resource Allocation** through pursuit of LEED Gold BD+C, sustainable waste-management practices, material reuse and recycling, low-embodied-carbon material considerations, and future renewable-energy readiness. It enhances **Climate & Resilience** through elevated finished-floor and critical-system design and flood-aware access. **Natural World** outcomes are advanced through brownfield remediation, native plantings, bioretention, underground detention, and stormwater treatment that reduce runoff impacts and improve site performance. The project also contributes to **Quality of Life** and **Leadership** through local workforce participation, minority- and women-owned business engagement, year-round community programming, and coordination with broader East Bank development goals.

4.2.2 LOWER PUMP STATION

FIGURE 11: LOWER PUMP STATION SITE PHOTO



Metro Water Services is constructing a new sanitary sewer pump station between James Robertson Parkway and Woodland Street to provide the wastewater capacity required for redevelopment across the Central Waterfront District and South of Shelby. By consolidating flows and modernizing conveyance infrastructure, the facility supports more efficient system operations and accommodates higher-density, mixed-use development without overloading existing sewers.

The Lower Pump Station demonstrates **Resource Allocation** by modernizing wastewater conveyance and creating capacity for compact, higher-density redevelopment within the Central Waterfront District. It elevates **Climate & Resilience** by improving system reliability and reducing the risk of service limitations as demand increases. **Natural World** benefits are associated with more controlled wastewater collection and conveyance, helping reduce the likelihood of system overflows or inefficient legacy infrastructure performance. The project also reflects **Leadership**

by coordinating utility capacity with land-use planning and future development phasing, ensuring that core infrastructure is in place to support sustainable growth.

4.2.3 SOUTH 2ND STREET REALIGNMENT

The realignment of South 2nd Street, extending approximately 0.38 miles from Shelby Avenue to Woodland Street, is a joint Titans and Metro project that establishes a key multimodal connection between the new stadium and the Central Waterfront District. The corridor's typical section includes two travel lanes, protected bicycle lanes, sidewalks, landscaping, and integrated stormwater infrastructure, supporting safe circulation for all users. By incorporating multimodal design and green-street elements, the project improves access to the stadium district, enhances pedestrian and bicycle connectivity, and supports a more efficient and sustainable transportation network within the East Bank.

South 2nd Street Realignment supports **Quality of Life** by providing safer multimodal access through sidewalks, protected bicycle lanes, landscaping, and a street section designed to serve stadium activity and daily district travel. The project bolsters **Natural World** outcomes through integrated stormwater infrastructure and green-street elements that can improve runoff management, reduce heat-island effects, and enhance the streetscape environment. It also contributes to **Leadership** by fostering collaboration and teamwork between the Titans and Metro to construct transportation improvements.

4.2.4 NISSAN STADIUM DEMOLITION

Following completion of the new, enclosed Nissan Stadium targeted in February 2027, Renascent, under contract with the Titans, will initiate demolition of the existing stadium and associated site infrastructure. The work is organized into six sequential phases to manage material removal, maintain site safety, and coordinate with adjacent East Bank construction activities. Final restoration of the 29-acre footprint is planned for February 2028, with the site returned to existing grade to support future redevelopment and the new East Bank Park within the Central Waterfront District. The phased approach enables controlled deconstruction, material recovery where feasible, and efficient preparation of the site for subsequent infrastructure and land-use planning efforts.

The demolition project facilitates **Natural World** outcomes by preparing a previously developed 29-acre site for future reuse as a park within the Central Waterfront District rather than directing growth to undeveloped land. Additionally, the commitment to material recovery aligns with **Resource Allocation** by reducing the amount of construction waste generated during demolition.

4.2.5 WOODLAND STREET NES CIRCUIT

To provide dedicated electrical service for the new Nissan Stadium and long-term East Bank redevelopment, the Tennessee Titans EBDA, and NES have partnered on improvements to the electrical distribution network serving the district. As part of the effort, existing NES circuit that previously supplied the East Bank south of Shelby Avenue has been rerouted to accommodate

stadium service needs, while new underground duct bank infrastructure along Woodland Street and Interstate Drive is planned to expand system capacity, improve redundancy, and support future growth throughout the Central Waterfront District. This configuration modernizes the local distribution network, improves system reliability through below-grade infrastructure, and supports long-term electrical capacity needs for adjacent redevelopment areas.

The Woodland Street NES Circuit advances **Resource Allocation** by modernizing electrical distribution capacity and placing critical infrastructure within underground duct banks. It supports **Climate & Resilience** by improving system reliability, reducing exposure to storm damage, and providing dedicated capacity for the stadium and surrounding redevelopment areas. It also contributes to **Leadership** by fostering collaboration between the Titans and NES to construct long-range utility improvements.

4.3 NDOT PROJECTS

4.3.1 TRAVEL DEMAND MANAGEMENT PLAN

The East Bank Program Management Team is developing a comprehensive special events strategy centered on transportation demand management to improve mobility during high-attendance events at Nissan Stadium and across the downtown core. The effort includes the creation of GIS-based dashboards that visualize recurring downtown events, as well as the development of in-depth transportation control plans (TCPs). The TCPs contain detailed information on key stakeholders, special event planning processes, and ingress/egress, transit, pedestrian, and rideshare routes to standardize operations and improve coordination among agencies. The project team also prepares transportation reports summarizing interagency coordination, on-the-ground operations, and key findings from major events, supporting continuous improvement in event-related mobility management.

The Travel Demand Management Plan promotes **Leadership** by creating a repeatable, data-informed framework for coordinating agencies, stakeholders, and event operators during high-attendance periods. It strengthens **Quality of Life** by improving event-day mobility, reducing congestion, clarifying pedestrian, transit, rideshare, and ingress/egress routes, and helping make large events safer and more predictable for residents, visitors, and workers. The GIS dashboards and transportation reports also assist in continuous improvement by turning event operations into a documented feedback loop.

4.4 METRO WATER SERVICES (MWS) PROJECTS

4.4.1 CENTRAL WATERFRONT DISTRICT REGIONAL SANITARY SEWER TRUNK LINE

Metro Water Services is designing a new regional sanitary sewer trunk line extending from Shelby Avenue at South 2nd Street to an existing manhole south of Woodland Street, establishing a primary conveyance route for wastewater generated within the Central Waterfront District. The trunk line will ultimately connect to the new Lower Pump Station, creating a modernized, right-sized backbone for future development across the East Bank.

The Central Waterfront District Regional Sanitary Sewer Trunk Line reinforces **Leadership** by aligning wastewater infrastructure planning with the district's long-term redevelopment program. It is consistent with **Resource Allocation** by replacing or supplementing aging conveyance with a right-sized trunk system that consolidates flows and reduces the need for inefficient interim improvements. **Natural World** enhancements are upheld through improved wastewater management and reduced risk of system performance issues that could affect water quality. **Climate & Resilience** benefits include greater service reliability, capacity for future development, and a more adaptable infrastructure backbone connected to the Lower Pump Station.

4.4.2 UPPER SANITARY SEWER PUMP STATION

Metro Water Services is advancing planning for a new sanitary sewer pump station in River North to support anticipated development, including the future Oracle campus and adjacent mixed-use growth south of Jefferson Street. The facility will serve as a key upstream component of the East Bank wastewater system, providing the capacity and conveyance needed to accommodate long-term redevelopment.

The Upper Sanitary Sewer Pump Station advances **Leadership** by planning wastewater capacity in coordination with River North, the future Oracle campus, and broader mixed-use growth. It facilitates **Resource Allocation** by establishing a scalable conveyance framework that can accommodate development demand without overburdening existing systems. **Natural World** benefits are associated with improved wastewater control and reduced risk of capacity-related impacts to water quality. **Climate & Resilience** outcomes are supported through a more reliable upstream system that can be designed to address flood exposure, backup power, and operational continuity as final design advances.