EAST BANK

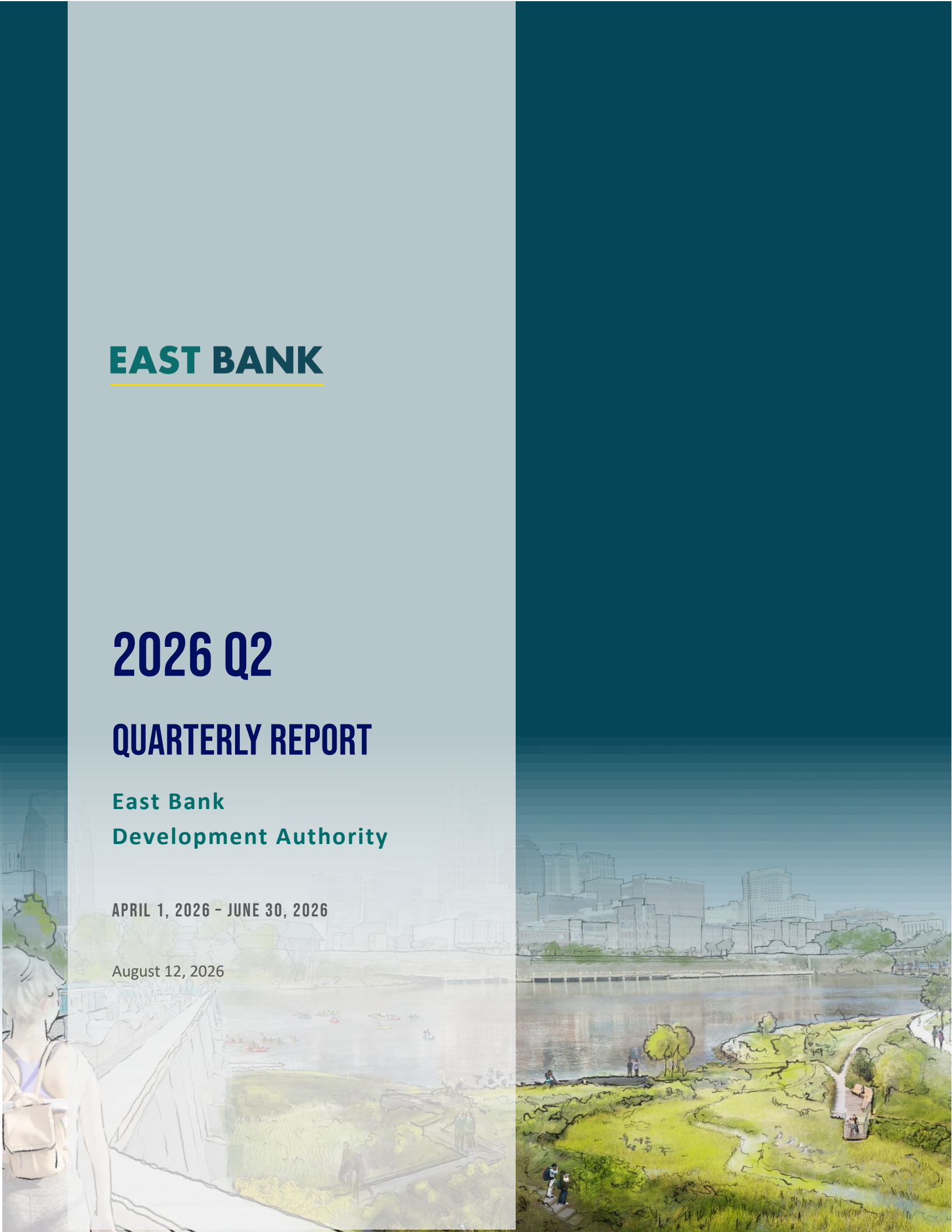
2026 Q2

QUARTERLY REPORT

East Bank
Development Authority

APRIL 1, 2026 – JUNE 30, 2026

August 12, 2026



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1. INTRODUCTION

Dear friends,

The second quarter of 2026 will be remembered for many significant achievements on the East Bank. The Fallon Company and Elmington Capital broke ground on Eastpoint Flats, initiating a century of affordable housing near Nissan Stadium. The old “scrapyard” was entirely rezoned and will now be known as “Wasioto Bend.” The Tennessee Titans made more progress on the new Nissan Stadium while also assembling the team that will design and deliver the Seigenthaler Bridge Connector. On and below ground, more measurable momentum was seen on a number of fronts, as new utility lines and sidewalks were installed throughout our community.

While the East Bank becomes more accessible in a number of ways for more Nashvillians, we also find ourselves on the global stage, as Q2 also brought the news that we will be the host neighborhood for Super Bowl LXIV in February 2030. We applaud our partners at Metro Nashville, the State of Tennessee, the Tennessee Titans, and the Nashville Convention and Visitors Corporation for their successful bid and look forward to collaborating with them and many others to make sure the Central Waterfront District is ready.

With every passing day, more and more change is visible throughout the East Bank, but the EBDA commitment to Nashville remains the same: to build a strong, resilient, and connected community that will make all of Nashville proud.

In partnership,

Ben York, PE
Chief Executive Officer
East Bank Development Authority

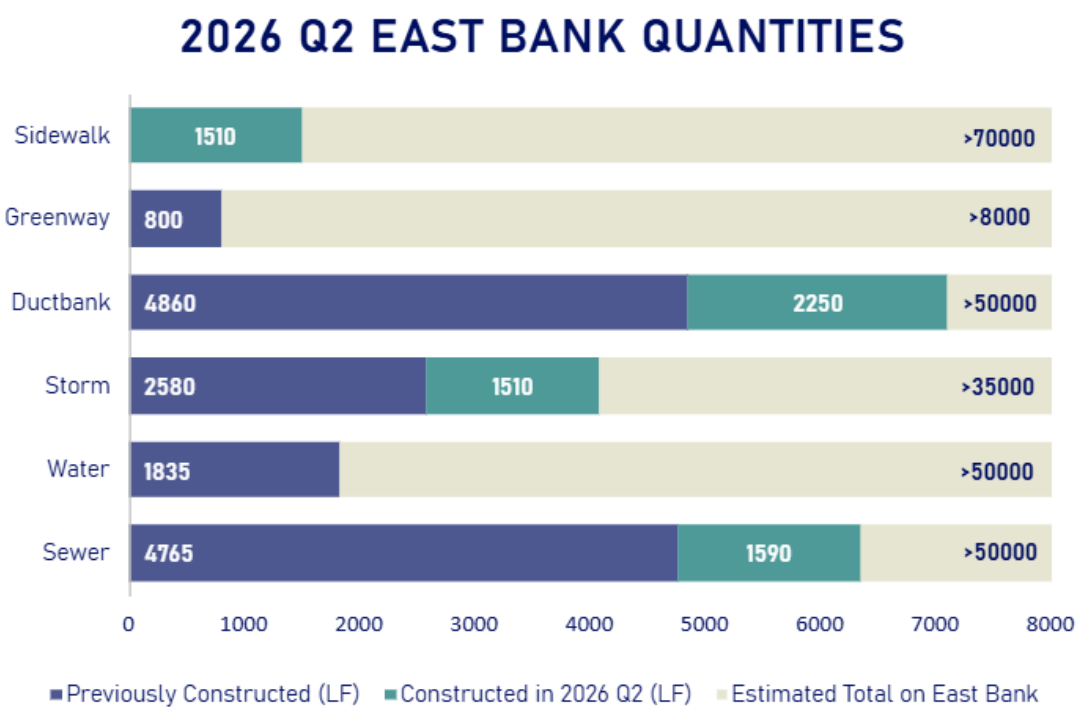
1.1 PURPOSE OF THE QUARTERLY REPORT

This report provides a summary of progress made between April 1 and June 30, 2026, capturing key milestones, decisions, and developments that are shaping the future of the East Bank. By sharing 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.

1.2 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 **Figure 18.**

FIGURE 18: EAST BANK QUANTITIES



2. EAST BANK DEVELOPMENT AUTHORITY

2.1 BOARD ACTIONS

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

At their April 28 meeting, the Board approved procurement-related contract and purchase order amendments for Kimley-Horn and Garney Construction and clarified procurement policy language related to approval authority and notification procedures. The Board also confirmed Scott Tift as the third member of its Executive Committee, received the Q1 2026 Quarterly Report and an update on legislation related to Nashville's downtown Tourism Development Zone (TDZ) and its impact on EBDA's budget, and reviewed the design approach, schedule, and planned summer procurement activities for the Seigenthaler Bridge Connector.

At their June 15 (moved from June 23) meeting, the Board approved a contract for utility installation on Shelby Avenue and approved an MOU with the Tennessee Titans for the construction of a duct bank on Woodland Street. The MOU ensures that the $5.4 million Woodland Street project will be split evenly with the Titans. The Board heard several informational sessions regarding topics pertinent to the East Bank, Super Bowl preparations, and the groundbreaking for Eastpoint Flats.

2.2 THIRD PARTY AGREEMENTS

2.2.1 BROWNFIELD VOLUNTARY AGREEMENT (BVA)

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. The site includes 130 acres of Metro-owned property in the Central Waterfront District, as shown in **Figure 1**.

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

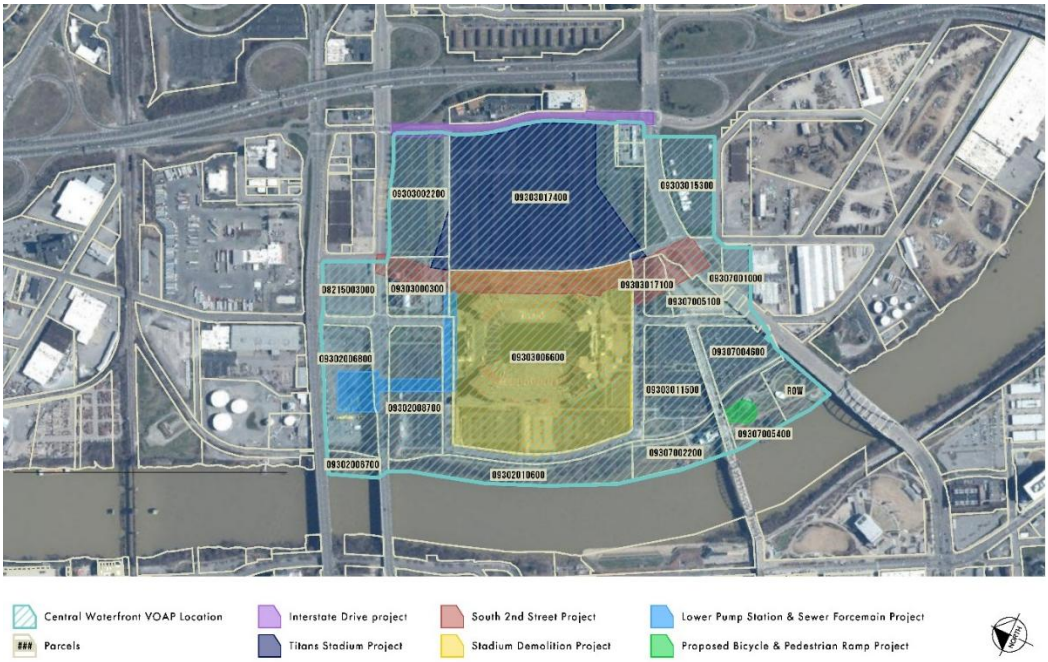
Metro Water Services, Metro Legal, and East Bank representatives continue to collaborate with TDEC to finalize a Brownfield Voluntary Agreement (BVA) based on the tenets of the VOAP. The BVA will be a legally binding agreement between the state and property owners (Metro and EBDA). This agreement will 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.

Athena, on behalf of Kimley-Horn and Spire, submitted a Soil Management Plan (SMP) to TDEC for the Victory Avenue NES project. The SMP was submitted on June 30, 2026, and is pending TDEC review and approval. The SMP included site-specific soil sampling boring data and Soil Quality Assessment dated May 4, 2026 to support the SMP.

In collaboration with Metro Water Services, TDEC's Division of Water Resources issued the Discharge Rationale for the Remediation of Contaminated Groundwater, dated June 12, 2026. This document

sets the framework for monitoring groundwater discharge quality, identifying unexpected conditions, and supporting future adjustments if site conditions change. The Discharge Rationale will be referenced in the BVA and in Notice of Land Use Restrictions.

FIGURE 1: FIGURE FROM VOAP APPLICATION



2.2.2 EBDA/NES MEMORANDUM OF UNDERSTANDING

This in-progress agreement will substantiate Metro's and NES's intent to partner to design and install a local area distribution system in underground duct banks in the Central Waterfront District. Essentially Metro intends to lead a collaborative design process and pay for the design and construction of the duct banks and related structures. NES intends to provide materials and labor for the installation, testing, activation, and maintenance of the underground electrical distribution equipment. The agreement will be considered by the EBDA Board in the third quarter of 2026.

2.2.3 EBDA AND TPAC PARTICIPATION AGREEMENT

EBDA and TPAC are finalizing a participation agreement with respect to the design and construction of a portion of Victory Avenue. As per the Development Agreement dated on or about January 22, 2026, TPAC is obligated to design and construct Victory Avenue from Titans Way to S 1st Street. Metro desires to have TPAC's team also design and construct the portion of Victory extending from S 1st Street to S 2nd Street for efficiency purposes. The Participation Agreement will substantiate and formalize the partnership for this project "extension."

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 intends to advertise a Request for Qualifications for On-Call/IDIQs for Professional Survey and Engineering Services. 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.

3. ACTIVE DEVELOPMENTS

3.1 FALLON COMPANY INITIAL DEVELOPMENT AREA (IDA)

2The 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 2.**

FIGURE 2: DRAFT OF THE FALLON COMPANY IDA



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).

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 (Phase 1), 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, which utilizes a payment-in-lieu-of-taxes (PILOT) incentive granted by EBDA and low-income housing tax credits (LIHTC) from the Tennessee Housing Development Agency (THDA) guarantees almost a century of affordability on the East Bank. Groundbreaking took place on May 28, 2026 and construction is expected to take approximately two years.

FIGURE 3: EASTPOINT FLATS GROUNDBREAKING



A final subdivision plat was recorded for this parcel on May 18, 2026 to establish Parcels G-1 and G-2. A rendering of the Eastpoint Flats can be seen in **Figure 4**.

FIGURE 4: RENDERING OF EASTPOINT FLATS

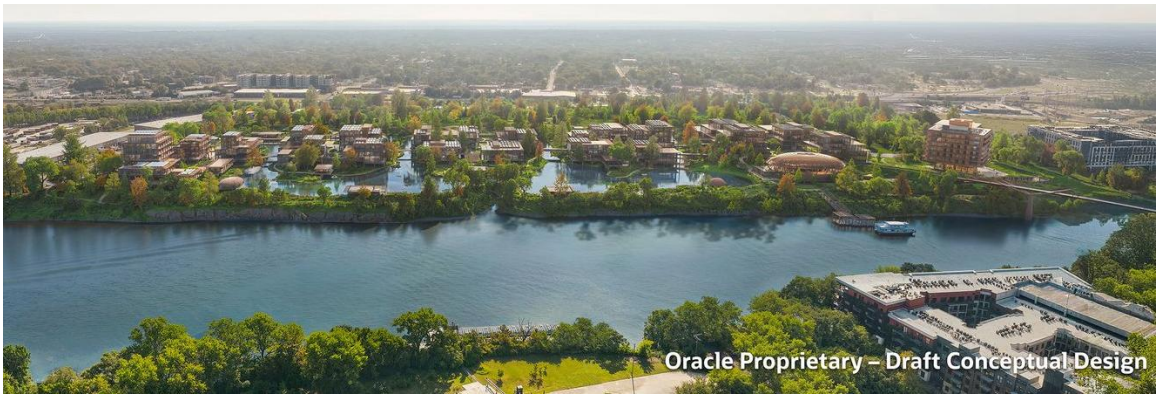


3.2 ORACLE

3.2.1 ORACLE CAMPUS

Oracle continues to make progress on their plans to build a headquarters on 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 5**.

FIGURE 5: RENDERING OF THE ORACLE CAMPUS (COURTESY OF CITY NOW NEXT)



Oracle's design team is actively coordinating with EBDA staff and Metro departments regarding several existing utilities that will need to either be abandoned or relocated for construction to move forward. 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 6**.

FIGURE 6: DRAFT CONCEPTUAL IMAGE OF THE ORACLE PEDESTRIAN BRIDGE (COURTESY OF THE TENNESSEAN)



3.2.2 RIVER NORTH EARLY WORKS

The Early Works package approved by Metro Water Services (MWS) and the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) is now being implemented, the package includes:

- demolition of existing buildings
- utility relocations
- installation of new utility infrastructure

Construction is progressing as planned, with completion of this initial project phase still anticipated in spring 2027.

3.2.3 COWAN STREET (NORTH OF MARINE DRIVE)

Cowan Street north of Marine Drive is being designed by Kimley Horn on behalf of Oracle. An aerial image of this portion of Cowan Street can be seen in **Figure 7**.

Kimley Horn and Oracle are currently working on their updated design set after receiving feedback from the EBDA and Metro on the initial design plans, and there are ongoing discussions between the EBDA, Oracle, MWS, and NDOT regarding typical sections, access, and utilities.

FIGURE 7: AERIAL IMAGE OF COWAN STREET NORTH OF MARINE DRIVE

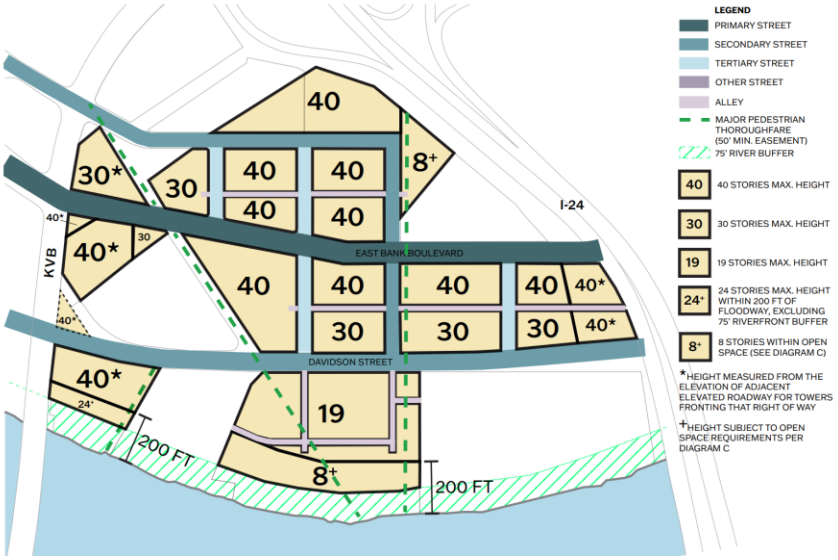


3.3 WASIOTO BEND SUBDISTRICT

On April 21, 2026, Metro Planning approved an amendment to the Downtown Code (DTC) to add the Wasioto Bend Subdistrict. The new DTC Subdistrict includes eight parcels located south of Shelby Avenue between the Cumberland River and I-24 – known informally as “the scrapyard”. 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 8** for the Proposed East Bend Parcel Entitlements and Future Streets Diagram). The rezoning was approved by Metro Council in April 2026, with an amendment that formally renamed the area

"Wasioto Bend." NDOT and Planning are nowupdating the Major and Collector Street Plan (MCSP) for the street network within Wasioto Bend.

FIGURE 8: PROPOSED WASIOTO BEND PARCEL ENTITLEMENTS AND CONCEPTUAL FUTURE STREETS DIAGRAM



4. ACTIVE PROJECTS

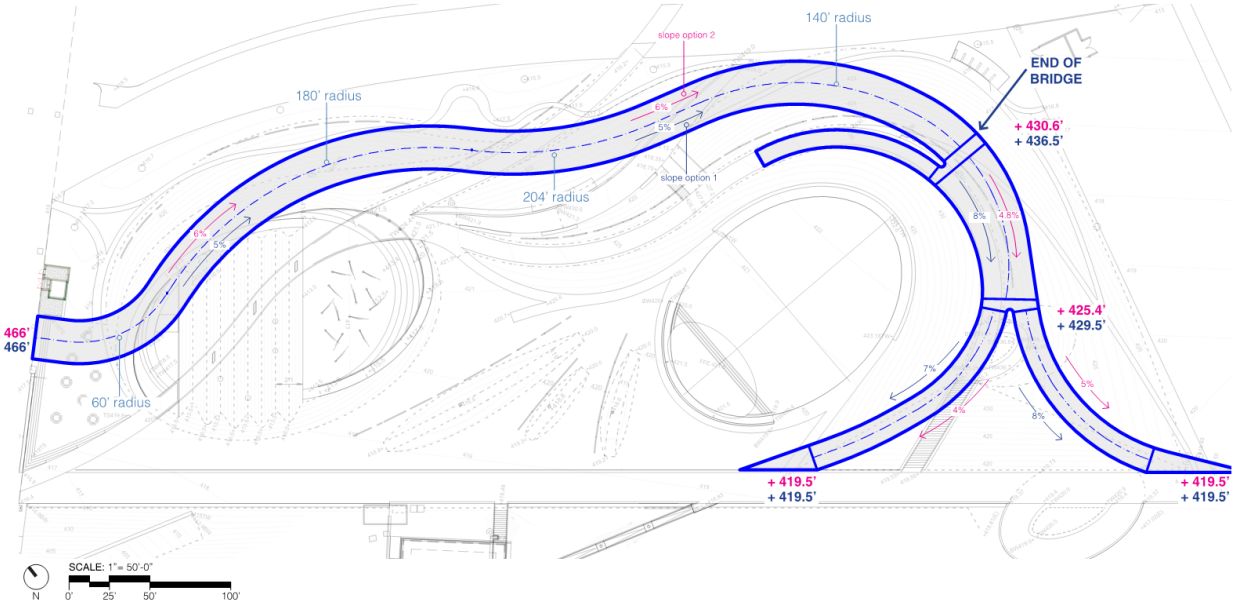
4.1 EBDA PROJECTS

4.1.1 SEIGENTHALER BRIDGE CONNECTOR (SBC)

This structure will connect to the Seigenthaler Pedestrian Bridge just west of the existing elevator and land within Wasioto Park. The layout concept 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 have engaged Barge Design Solutions to prepare the design and construction documents.

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



4.1.2 CIVIL ENGINEERING SERVICES FOR THE EAST BANK VISION PLAN

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 D, E, E1, and F are being prepared along with American Land Title Association (ALTA) surveys for Parcel C and G.

4.1.3 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. T Once finalized, the report is planned to be included as reference material for both the East Bank Park and Wasioto Park projects.

Through an open procurement process involving NDOT and EBDA staff, selected Reeves and Young to provide Construction Management at Risk (CMAR) Services for the construction of the SBC. 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.

4.1.4 CENTRAL WATERFRONT DISTRICT (CWD) STORMWATER DESIGN

In April 2025, work began on the development of an interim stormwater and water quality solution for the CWD. The stormwater solution is intended to also function as a riverain park, contributing placemaking, recreational opportunities, and native habitat in accordance with the *Imagine East Bank* Vision Plan.

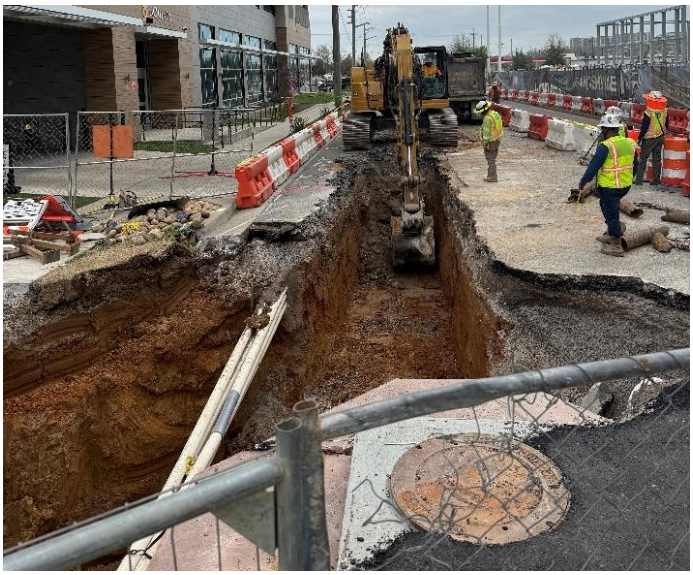
Following the development of several preliminary concepts with input from a range of Metro department stakeholders, the project has now been incorporated into a larger East Bank Park professional design services effort being procured via Metro's Planning Department. Work on this is anticipated to begin in Fall 2026

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

This project involves the installation of NES power and Metro ITS communications infrastructure within a shared underground duct bank along Interstate Drive, from Woodland Street to Shelby Avenue. The infrastructure will provide electrical and communications service to multiple IDA parcels and future developments along and south of Shelby Avenue. The EBDA is utilizing an existing NES on-call construction contract with Garney to complete the work, with construction costs shared between Metro and Nashville Electric Service. A site photo can be found in **Figure 10.**

Major duct bank installation activities have been completed, including installation of the primary underground conduit system and associated structures. The project team has also completed utility tie-ins, roadway restoration, and coordination with multiple utility stakeholders as work advances toward final completion. Remaining activities include final electrical work, system commissioning, restoration, and project closeout. The project remains on schedule, with substantial completion anticipated in September 2026.

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

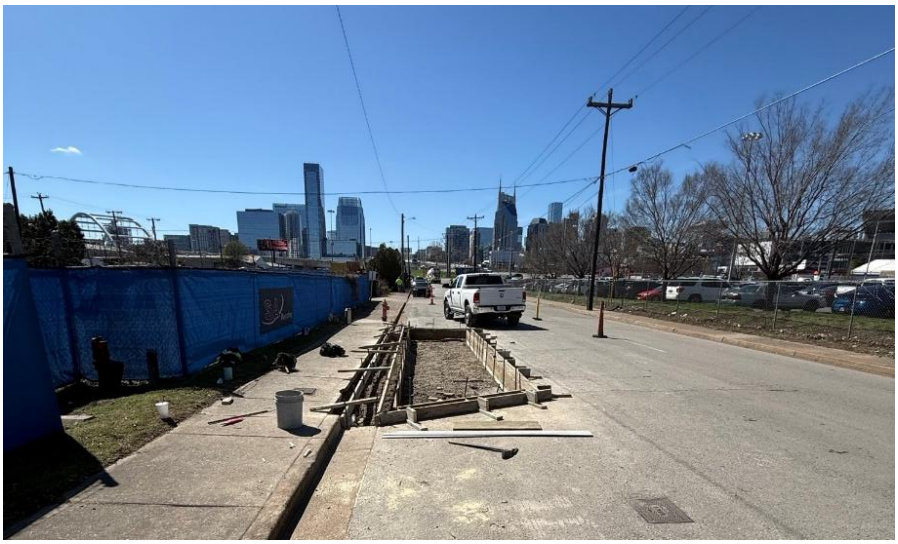


4.1.6 SYLVAN STREET TEMPORARY OVERHEAD POWER

Construction of the temporary overhead utility project continued this quarter with significant progress made. ES completed the relocation of its overhead power lines to the south side of Sylvan Street, and the existing poles have been cut over. Coordination is now focused on Comcast's relocation of its overhead communications facilities to the new poles. Once Comcast completes its transfer, the existing poles on the north side of the street will be removed, fully clearing the corridor for the construction of East Point Flats.

The project continues to progress as planned with ongoing coordination among utility owners to minimize impacts and maintain uninterrupted service throughout the transition. A site photo can be seen in **Figure 11.**

FIGURE 11: SYLVAN ST SITE PHOTO OF BULB-OUT



4.1.7 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.

Kimley-Horn completed the final plans for Phase 1 of this project in May with the EBDA leading the bidding phase to move the project to construction. In June, the project was awarded to Middle Tennessee Infrastructure, Inc. (MTI) with construction anticipated to begin in July.

4.1.8 SPIRE ENERGY (PIEDMONT) NATURAL GAS RELOCATION

EBDA has been coordinating the necessary utility connections needed to serve the new Tennessee Performing Arts Center (TPAC) 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 future development parcels for TPAC and Fallon. Spire Energy engaged a contractor (Snelson Companies, Inc.) in May, to begin this relocation project which is anticipated to be completed in September 2026.

4.2 SPORTS AUTHORITY PROJECTS

4.2.1 NEW NISSAN STADIUM

Figure 12: Nissan Stadium Site Photo**Figure 12** exhibits ongoing construction on the new stadium.

FIGURE 12: NISSAN STADIUM SITE PHOTO



Construction on the new Nissan Stadium continued steadily throughout the quarter, with significant advancements to the building envelope, interior build-out, and installation of major building systems. Exterior façade and roofing activities continued while interior finishes, mechanical, electrical, and plumbing systems, vertical transportation, and other architectural elements advanced across the facility. Coordination between the stadium project and adjacent East Bank infrastructure projects also remained a key focus as construction continues toward the planned early 2027 completion.

In May 2026, the NFL, Metro Nashville, and the Nashville Convention and Visitors Corporation announced that Nissan Stadium would host Super Bowl LXIV in February 2030.

Metro is required, per agreement, to provide 2,000 parking spaces for the Titans' use on event days. EBDA continues to coordinate parking needs based on the development and construction schedules of surrounding projects. Discussions with project partners remain ongoing to ensure parking requirements are met in advance of the stadium opening.

4.2.2 LOWER PUMP STATION

Metro Water Services (MWS) is constructing a sanitary sewer 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 projected system usage, with the Titans providing engineering and construction resources for project delivery. The pump station will provide critical sanitary sewer infrastructure to support development throughout the East Bank Central Waterfront District.

Construction continued to make steady progress throughout the quarter, with major underground utility work, structural concrete, and building construction advancing on schedule. Installation of mechanical, electrical, and process equipment has continued alongside ongoing site utility and force main work. Coordination with adjacent East Bank infrastructure projects remains ongoing to support overall project delivery. Construction remains on schedule, with substantial completion anticipated by the end of 2026, progress can be seen in **Figure 13**.

FIGURE 13: LOWER PUMP STATION SITE PHOTO



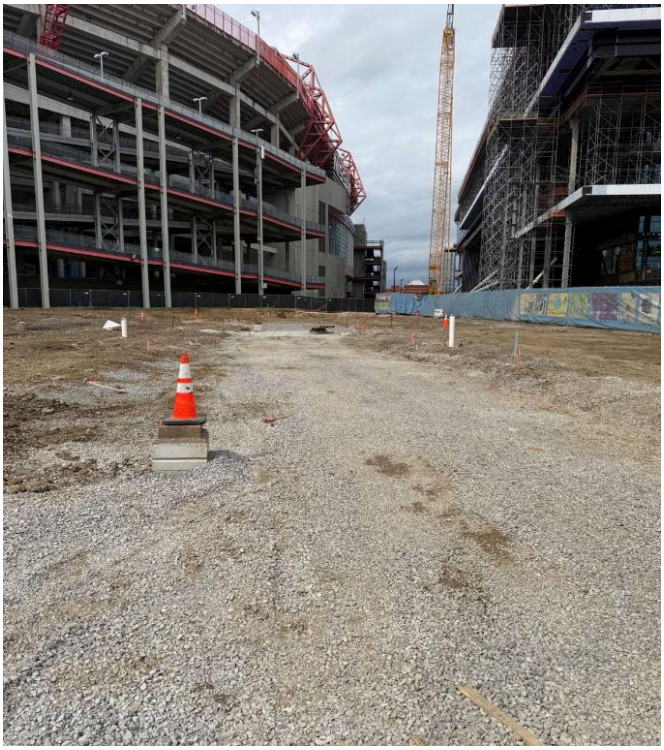
4.2.3 SOUTH 2ND STREET REALIGNMENT

The new and realigned South 2nd Street is a critical component of integrating the new 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) and includes two travel lanes, protected bicycle lanes, sidewalks, landscaping, and stormwater infrastructure. Bell Construction continues to advance the phased construction of the street, with final completion anticipated in early 2028. A site photo can be seen in **Figure 14**.

Construction continued to progress throughout the quarter with Phase 1 and Phase 2 roadway improvements advancing as planned. Utility infrastructure installation is substantially complete in these phases, allowing work to transition into roadway reconstruction, drainage improvements, curb and sidewalk installation, site lighting, and other streetscape elements. Coordination with adjacent utility projects, including the Spire gas line relocation and East Bank infrastructure improvements, has remained ongoing to support construction sequencing and minimize impacts. Phase 1 and Phase 2 remain on schedule for completion in the fourth quarter of 2026.

Phase 3 and Phase 4 construction activities remain scheduled for completion in early 2028, pending demolition of the existing Juvenile Justice Center to allow completion of the final roadway segment.

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 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. The cost of this conversion will be shared between Titans and Metro.

The Traffic and Parking Commission approved the one-way conversion on June 8, 2026. The Titans are finalizing the SOAR document based on feedback received from NDOT, TDOT, and the FHWA.

Final design will commence after all parties approve the document. The Titans are scheduled to implement the one-way conversion in October 2026.

4.2.6 WOODLAND STREET NES CIRCUIT

To provide resilient electrical service for future East Bank development, Nashville Electric Service (NES) is constructing a new underground duct bank connecting the existing East Bank Substation to Interstate Drive via Woodland Street. The project is being delivered through a collaborative effort between NES, the Titans, Metro, and EBDA.

Construction began during this quarter and is progressing west along Woodland Street from the Interstate Drive intersection. Installation of the primary duct bank is underway, with ongoing coordination among project stakeholders to support utility relocations, traffic management, and material procurement. The project remains on schedule and will provide critical electrical infrastructure to support future development throughout the East Bank. Estimated project completion is late 2026.

4.3 NDOT PROJECTS

4.3.1 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. The project includes the development of detailed Transportation Control Plans (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 and recommendations from large events at Nissan Stadium.

Updates to the Nissan Stadium TCP began this quarter, focusing on the 2027 special events season when the new Nissan Stadium will be open. This report is planned to be developed throughout the year, with the final deliverable anticipated to be submitted to NDOT and shared with project stakeholders in January 2027.

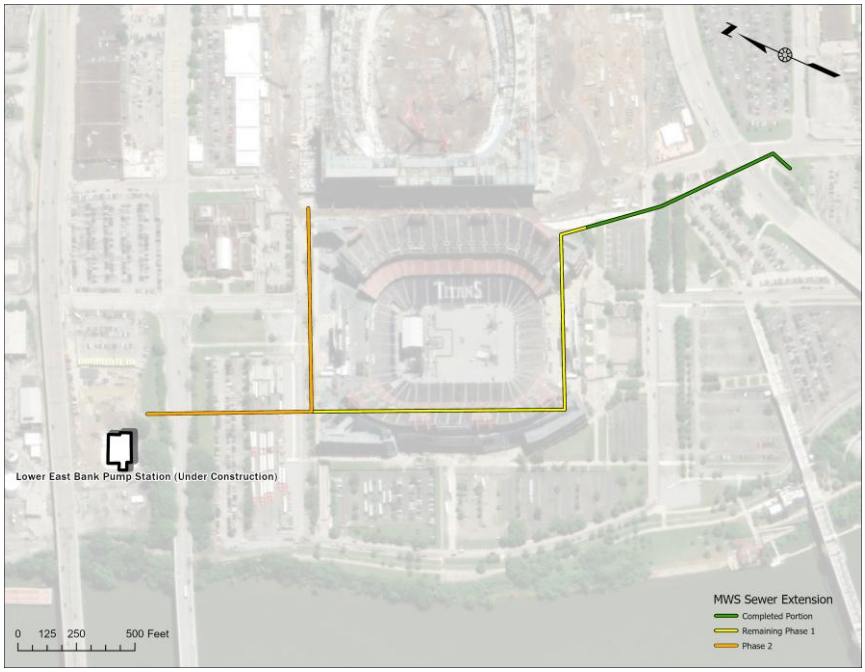
4.4 METRO WATER SERVICES (MWS) PROJECTS

4.4.1 CENTRAL WATERFRONT DISTRICT REGIONAL SANITARY SEWER TRUNK LINE

MWS is leading the design of a sanitary sewer trunk line. The first phase extends from the intersection of Shelby Avenue and South 2nd Street north to a manhole in existing Russell Street. The second phase 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 following the

demolition of the existing stadium and the restoration of the site in early 2028. A site map can be seen in **Figure 15**.

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



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 theOracle campus and future developments in both River North and portions of land south of Jefferson Street. Design of the pump station is progressing, and the Oracle design team, EBDA staff and MWS continue to have regular coordination meetings. The design team has completed 90% design plans and have submitted the plans to Metro Water Services for review and comments. The construction timeline is still under development, but is estimated to begin in Q1 2027 and complete in Q2 2028.

4.5 METRO PARKS PROJECTS

4.5.1 RIVER NORTH GREENWAY

Construction of the first River North Greenway segment near River North Landings remains substantially complete. Oracle and Metro Parks continue coordinating the required easement and maintenance agreements necessary for project acceptance and turnover. Oracle is also finalizing the remaining closeout documentation for Metro Parks' review and approval. A site photo can be seen in **Figure 16**.

With construction activities complete, current efforts are focused on executing the required agreements, completing administrative closeout, and obtaining final acceptance from Metro Parks.

The greenway segment is expected to open to the public following completion of these remaining coordination and acceptance activities.

FIGURE 16: RIVER NORTH GREENWAY SITE PHOTO



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, a rendering of which is shown in **Figure 17**.

Pending further advancement of the James Robertson Parkway lowering project by TDOT, the RMR Group is tentatively planning to break ground on two parcels along JRP in 2027.

FIGURE 17: RENDERING OF THE STATION EAST DEVELOPMENT

