

EAST BANK

2025 Q4

QUARTERLY REPORT

**East Bank
Development Authority**

OCTOBER 1, 2025 - DECEMBER 31, 2025

DRAFT

February 19, 2026



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1. INTRODUCTION

Dear friends,

The final quarter of 2025 was one of the busiest and most productive periods so far for the East Bank of the Cumberland River.

Within a span of a few weeks, a landmark agreement was struck between the Tennessee Performing Arts Center (TPAC) and the Metropolitan Government of Nashville-Davidson County (Metro), the Tennessee Titans “topped out” the construction of the new Nissan Stadium, and our partners at the Fallon Company unveiled “Eastpoint,” the brand for 30 acres of property that will soon give rise to new affordable housing units, hospitality amenities, and other eagerly-awaited developments on the East Bank.

Meanwhile, the East Bank Development Authority (EBDA) continued to grow, adding new staff and securing nearly \$40 million in capital funds from Metro. These resources will be put to use on vital below-ground infrastructure, right-of-way acquisition, and long-term planning to support the many developments that will take shape here in the years ahead.

2026 promises to be another year of progress and momentum for Nashville’s next great neighborhood, and we are pleased to share this report with Metro leadership, project partners, funding agencies, and the public as a reaffirmation of our commitment to transparency and accountability as we move forward.

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, while also addressing challenges, risks, and mitigation strategies. Additionally, this report provides a structured overview of schedule progress and key milestones. 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

Kerry Hayes joined the EBDA staff in November as its Public Information Officer and Communications Director. Previously, Kerry was the principal of Coeo Strategies, a boutique consultancy focused on serving local governments and their partners, which he founded in 2021 after serving as Chief of Staff at the City of Chattanooga. His career as a communicator and strategist includes leadership roles in agencies large and small, as well as experience in the private, public, and nonprofit sectors across Tennessee and around the country.



Kerry is a Board member of the Sycamore Institute, a nonpartisan public policy research center; HiFi Memphis, a community development corporation in downtown Memphis; and Stove Works, a nonprofit artist residency in Southeast Tennessee. He holds a Bachelor's degree in English from Webster University and currently lives in East Nashville.

In 2026, EBDA intends to further expand our team's capacity with the addition of a Finance Director, Executive Assistant, Project Manager, and Construction Manager. Information on these and other roles at EBDA will be shared on Nashville.gov as details become available.

2.1 NOTABLE BOARD ACTIONS

The EBDA Board of Directors met twice in the fourth quarter of 2025.

On October 28, the Board approved a lease agreement to house our staff at Lindsley Hall on Metro's Richard Fulton Campus in SoBro. At their December 2 meeting, the Board formally approved four insurance policies which will give EBDA coverage for staff, office space, and business operations. The Board also approved memoranda of understanding with Nashville Electric Service (NES) to facilitate the construction of underground electrical infrastructure on Interstate Drive and along portions of Shelby Avenue and Sylvan Street.

The Board also received an update from Mayor Freddie O'Connell's staff on negotiations regarding the new Tennessee Performing Arts Center. In November 2025, Mayor O'Connell announced that Metro had reached an agreement with TPAC to build a new state-of-the-art complex on the East Bank, pending approval by Metro Council.

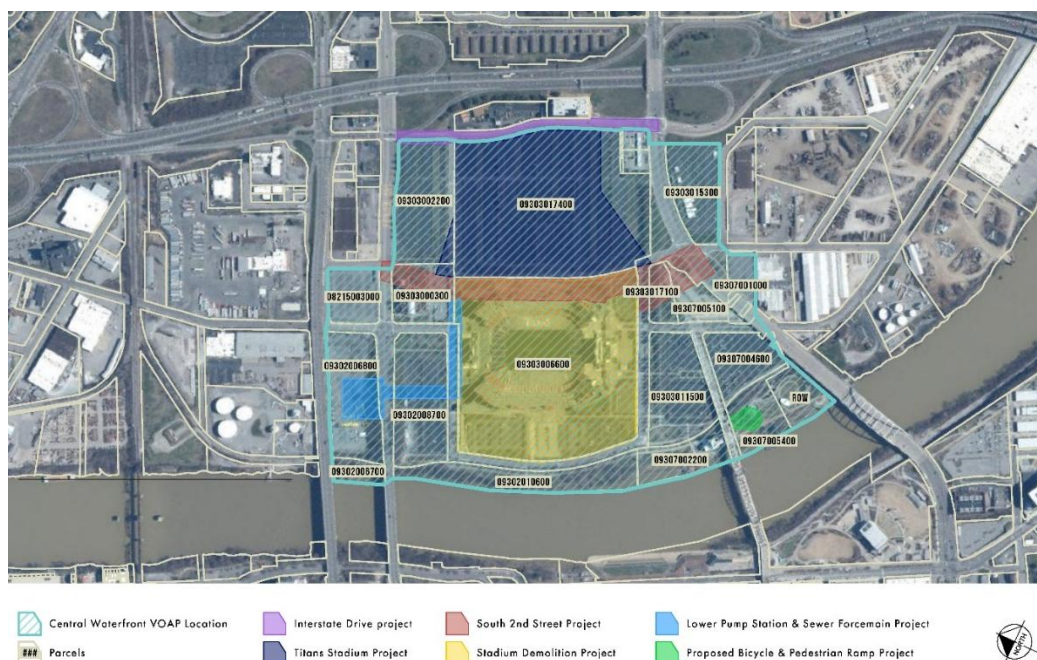
The Board also received a presentation regarding a potential payment-in-lieu-of-taxes (PILOT) agreement that Elmginton will be seeking for their 323-unit affordable housing development. The first principle of the Imagine East Bank plan is that the area remains "inclusive and affordable" as it develops.

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

FIGURE 1: FIGURE FROM VOAP APPLICATION



Metro and East Bank representatives have met with TDEC to discuss several site investigations and a pending Brownfield Voluntary Agreement (BVA). The BVA will be a legally binding agreement between the State of Tennessee and the owner. 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.

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

TDEC completed their review of the soil sample reports for Parcel G1 (Phase 2 reports) with samples taken within the Fallon IDA. TDEC provided EBDA and Fallon with a Site Characterization Review dated August 21, 2025.

TDEC also completed their review of the Central Waterfront Phase 2 Report, which summarizes the findings of 20 soil samples taken along the river within the Central Waterfront District. The completion of this work allows for the finalization of the BVA agreement.

2.3 PROCUREMENT

The EBDA is planning to advertise a Request for Qualifications for On-Call/IDIQ Planning and Engineering in 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.

The EBDA may also advertise a Request for Qualifications for On-call/IDIQ Construction Services. This would help to expedite select construction projects. Most of these projects would be focused on roadways, utility installations, temporary infrastructure, right-of-way maintenance, and other public infrastructure.

Currently, the EBDA is following Metro's procurement regulations as specified in the EBDA Bylaws. However, EBDA is exploring the development of its own procurement regulations and guidance to better serve the goals of the Authority. These regulations will likely pivot from Metro's current regulations and will comply with relevant state and federal laws. In the interim, the EBDA will likely utilize existing Metro on-call engineering services and/or construction contracts to facilitate near-term projects.

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** (Note: TPAC location has not been finalized).

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 Spring 2026 on Parcel G1.

Right now, EBDA continues to advance public infrastructure projects needed to unencumber Parcels C and G and support the forthcoming developments. These projects include the NES/ITS Duct Banks on Interstate Drive, South 2nd Street Construction, Shelby Avenue Utilities design, and the Temporary NES infrastructure on Sylvan Street. The earliest project anticipated to break ground in 2026 is the East Bank Flats, which will contain more than 300 units of affordable housing and a dedicated childcare space. A rendering of the East Bank Flats can be seen in **Figure 3**.

FIGURE 3: RENDERING OF THE EAST BANK FLATS



3.2 ORACLE

3.2.1 ORACLE CAMPUS

The global software giant Oracle intends 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 deals in the city and state history. Recurring early coordination meetings are ongoing to contemplate the public infrastructure needed to support this development. A rendering of Oracle's campus is shown in **Figure 4**.

Oracle's design team is actively coordinating with EBDA staff and other Metro departments related to a number of existing utilities that will need to either be abandoned or relocated for the campus development and construction to move forward. Coordination continues with NES to facilitate the relocation of existing overhead power lines and progress the design of underground duct banks along Cowan Street and Marine Drive.

FIGURE 4: RENDERING OF THE ORACLE CAMPUS



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 submitted to Metro Water Services (MWS) and Nashville Department of Transportation and Multimodal Infrastructure (NDOT) on December 10, 2025. NDOT will sign off on the grading permit through the submittal to MWS. The package is anticipated to be approved in early 2026.

3.2.3 COWAN STREET (NORTH OF MARINE DRIVE)

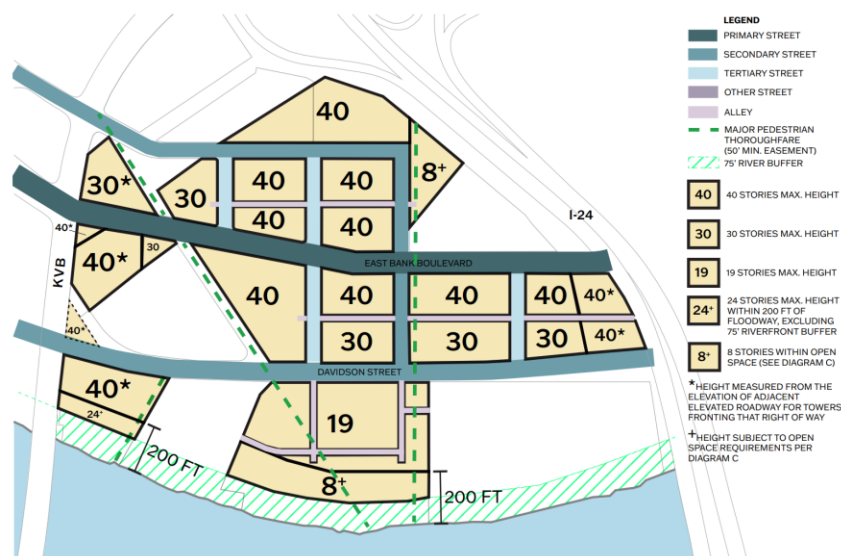
The design and construction of Cowan Street north of Marine Drive has been removed from the East Bank Boulevard project and will not be included in TDOT's extension of Marine Drive, with the exception of needed improvements at the intersection of Marine Drive and Cowan Street.

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.

3.3 EAST BEND SUBDISTRICT

TEB, LLC purchased eight parcels within the area south of Shelby Avenue between the Cumberland River and I-24, referred to as the East Bend Subdistrict (previously referred to as South of Shelby). The East Bend Subdistrict occupies a key stretch of the East Bank on the Cumberland River, positioned between the Central Waterfront to the north and the Shelby Hills neighborhood to the south and east. Metro Planning filed for an amendment to the Downtown Code (DTC) for 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 5** for the Proposed East Bend Parcel Entitlements and Future Streets Diagram). It will go to the Planning Commission and Metro Council for approval in February 2026.

FIGURE 5: 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, with some coordination efforts to follow. This contract was approved to be amended to accommodate additional survey and utility work in Central Waterfront during the East Bank Development Authority Meeting on June 24, 2025.

In December, Kimley-Horn completed and submitted to Metro the final plat for Parcels C, G, and the Stadium Plaza. Additional preliminary plats for the remaining IDA Parcels A, B, D and E are being prepared. In December, Kimley-Horn completed the 60% design plans for the various utilities along Shelby Avenue from Interstate Drive to South 2nd Street. These utilities will support the Fallon development parcels as well as future development that will occur within this area of the East Bank. Final plans should be completed within the first quarter of 2026.

4.1.2 EAST BANK PARKS PROGRAMMING AND GREENWAY NETWORK PLAN

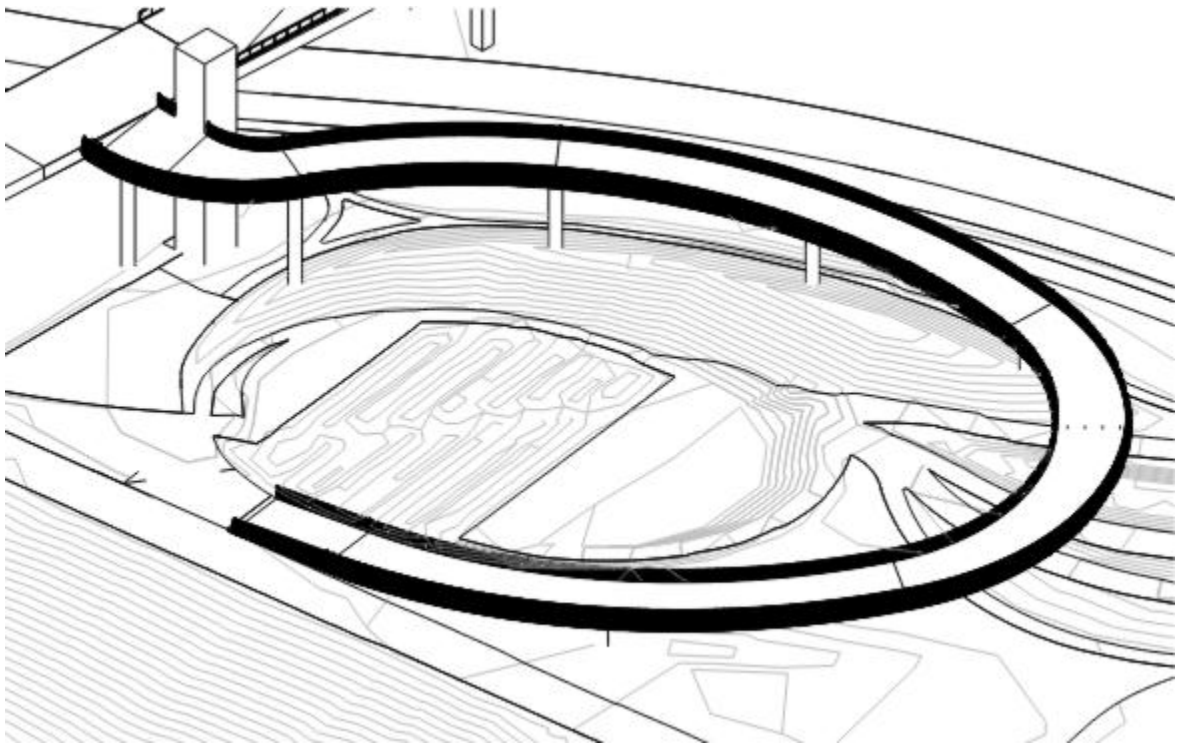
The East Bank Parks programming effort began in February 2025. This project will provide an inventory of park assets, identify gaps and park program needs, and provide a recommended distribution of open spaces and facilities across the East Bank. It will also include the preparation of the East Bank Greenway Network Plan. This work is being conducted through the Metro Parks Project Management and Design Services contract with Collier Engineering Co. Inc. and the technical work is being done by their subconsultant HDLA. The East Bank team is managing the work.

HDLA submitted the revised report to the EBDA and Metro Planning in late December, and the report is undergoing final reviews. The plan is expected to be finalized in early 2026.

4.1.3 GREENWAY CONNECTOR

The Fallon Company led an early design effort for the Greenway Connector via their consultants (Field Operations and Barge Design Solutions, Inc.). The design team progressed plan development to the schematic design phase. The structure will connect to the John Seigenthaler Pedestrian Bridge just west of the existing elevator and land within Cumberland Park. A preliminary graphic of the Greenway Connector can be seen in **Figure 6**.

FIGURE 6: PRELIMINARY GRAPHIC OF THE GREENWAY CONNECTOR



4.1.4 MUSIC CITY MILE PEDESTRIAN STRUCTURE

The Fallon Company led an initial design effort for the Music City Mile Pedestrian Structure via their consultants (Field Operations and Barge Design Solutions, Inc.). Schematic design plans for the pedestrian bridge have been developed. The pedestrian bridge extension 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. Demolition of the existing eastern approach of the Seigenthaler pedestrian bridge is not expected to occur until completion and opening of the proposed Greenway Connector.

No additional design has progressed past the schematic design phase. The timeline to finalize design and construct the bridge extension is to be determined. Various project delivery strategies have been assessed and are pending ongoing discussion with Metro, TPAC, Fallon, and the Titans.

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 regional stormwater solution will also function as a riverain park, contributing placemaking, recreational opportunities, and native habitat in accordance with the *Imagine East Bank Vision Plan*.

Through coordination with Colonial Gas related to what can be designed, constructed, and maintained within their easement, the project team developed three concepts for the regional stormwater solution/park. Following a preliminary concept review meeting with Metro, the

project team began drafting a project update memo outlining the project background, concept development process, and a draft milestone schedule. Progression of one of the concepts to the preliminary engineering phase is on hold pending ongoing discussions with Metro Planning and Metro Water Services.

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. Installation of 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 will be shared between Metro and Nashville Electric Service. A site photo can be found in **Figure 7**.

Construction for this project commenced in mid-November. Since mobilization, Garney has begun installation of the duct bank at the Woodland Street intersection and is progressing south along Interstate Drive toward Shelby Avenue. Work is currently advancing as planned, with activities focused on utility installation and coordination within the roadway corridor. Substantial completion of this phase of work is anticipated by September 2026.

FIGURE 7: INTERSTATE DRIVE SITE PHOTO SHOWING PATCHING OF THE ITS DUCT BANK



4.1.7 SYLVAN STREET TEMPORARY OVERHEAD POWER

This project will include the design and installation of temporary overhead utilities along Sylvan Street. It also includes 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 allow for the groundbreaking of Fallon's Parcel G to occur in Spring 2026.

This project is currently in the late stages of design and will be issued for bid to multiple qualified contractors in the beginning of 2026 through an existing Metro on-call construction contract. Construction is anticipated to start in mid-February 2026, with completion in May 2026. The scope of work includes demolition of existing curb and gutter and installation of post curb at new power pole locations. Work sequencing will be coordinated to minimize impacts to adjacent facilities and maintain continuity of operations during construction.

4.1.8 SHELBY AVENUE NES DUCT BANK

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 various 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.

The first phase of this project is currently in design and will include the installation of NES duct banks from Interstate Drive to South 2nd Street. Design completion is anticipated in the first quarter of 2026 and construction will begin in the summer.

4.2 SPORTS AUTHORITY PROJECTS

4.2.1 NISSAN STADIUM

The new Nissan Stadium will host Tennessee Titans games, Tennessee State University football games, and community activities, while aiming to attract the world's largest and most prestigious sports and entertainment events. The project remains on schedule to open in February 2027. There will be up to 1,700 workers on site during the peak of construction. A site photo of the new Nissan Stadium construction can be seen in **Figure 8**.

FIGURE 8: SCREENSHOT FROM LIVE CONSTRUCTION CAMERA AT NISSAN STADIUM



The Titans and Metro continue to coordinate weekly with respect to utility services, parking provisions, temporary roadways, detours, and access. However, the Sports Authority is responsible for the construction of the new stadium and related projects as summarized in the following sections. As such, the Sports Authority has hired the Cumming Group to serve as their Program Manager to oversee the Titans' stadium and contractually related projects.

Metro is required, per agreement, to provide 2,000 parking spaces for the Titans' use. Our team 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 the Titan's agreement.

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 9**.

Construction by Garney is ongoing and remains on schedule with anticipated completion near the end of 2026.

FIGURE 9: LOWER PUMP STATION SITE PHOTO



4.2.3 SOUTH 2ND STREET REALIGNMENT

The new, 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/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 10**.

The temporary South 2nd Street alignment is complete, and Bell has transitioned construction activities to the new South 2nd Street alignment. Current work includes installation of storm sewer along Shelby Avenue and through the South 2nd Street realignment, as well as waterline installation across Shelby Avenue and Korean Veterans Boulevard (KVB) intersection and extending into the South 2nd Street corridor. In addition, Bell has initiated earthwork operations associated with Phases 1 and 2 of the South 2nd Street realignment, with grading activities underway in preparation for subsequent utility and roadway improvements.

FIGURE 10: 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 and surrounding infrastructure is planned in six phases with final restoration of the 29-acre site brought to existing grade in 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 will be developing 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 have shared a schematic concept with TDOT, NDOT, and EBDA and are updating a SOAR report for further consideration. After all parties agree to the tenets of the project, TDOT will share the SOAR with FHWA for their review and approval. Final design will commence thereafter.

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 spring 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 may feed into the development of a longer All Access Corridor through the Choose How You Move program. This corridor will provide an important connection to the East Bank and will 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 scope for this year's contract was revised to include the development of two detailed transportation control plans - one for Tennessee Titans home games and another for concerts and other events at Nissan Stadium. The project team also develops transportation reports summarizing the coordination efforts, transportation operations, and key findings from large events at Nissan Stadium.

The first draft of the Nissan Stadium TCP was submitted in mid-November, and the consultant team led a review meeting with key stakeholders in early December to discuss any necessary revisions. The final TCP will be submitted in early January.

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 just south of Woodland Street. This regional sewer trunk line will ultimately feed into the new Lower Pump Station. Kimley-Horn is preparing the design plans through an on-call contract with MWS. MWS and Kimley-Horn have completed final design for the section to be installed in South 2nd Street in 2025. The remaining section is to be designed and installed concurrent to the demolition of the existing stadium and the restoration of the site in 2027. A site photo can be seen in **Figure 11**.

Garney is continuing installation of a portion of the regional sewer trunk line within the South 2nd Street realignment project using hand mining and boring methods. This work is being performed to maintain stability and minimize impacts to adjacent infrastructure. Substantial completion of this scope is anticipated by the end of February 2026.

FIGURE 11: CENTRAL WATERFRONT DISTRICT REGIONAL SANITARY SEWER TRUNK LINE SITE PHOTO



4.4.2 UPPER SANITARY SEWER PUMP STATION

MWS has been planning for the design and installation of a new sanitary 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. Advancing the planning and design of the Upper Sanitary Pump Station is pending future development plans by Oracle and others.

In December, the Oracle design team held a kick-off meeting with MWS, EBDA and various stakeholders for the design of this pump station. The team shared conceptual drawings of the planned footprint of the facility and work is ongoing regarding vehicular access to the site and other aspects of the project.

4.5 METRO PARKS PROJECTS

4.5.1 RIVER NORTH GREENWAY

As of the end of 2025, a portion of the River North Greenway near the River North Landings is nearing completion, with remaining work limited to installation of landscape planter boxes, placement of the asphalt topping, and completion of final punch list items. Oracle anticipates opening this section of the Greenway to the public in early spring 2026, pending final inspections and acceptance by Metro Parks of the completed work. A site photo can be seen in **Figure 12**.

FIGURE 12: 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 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 from 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.

4.6.3 JAMES ROBERTSON PARKWAY (JRP) MODIFICATION

Modifications to JRP is a foundational transportation project shown in the *Imagine East Bank Vision Plan*. The concept lowers the east approach to match the existing street network's grade. The current proposal would increase the safety and capacity of JRP with the planned provision of two general purpose lanes, a dedicated transit lane and a 10' sidewalk in each direction. James Robertson Parkway is a TDOT asset, and EBDA is collaborating closely with TDOT's Region 3 team on this project.

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 13**.

FIGURE 13: 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.

As required by Metro ordinance, a Section 230 hearing on the project was held by Councilman Jacob Kupin on December 4, 2025 following a presentation by Mayor O'Connell's staff to the EBDA Board of Directors. The agreement was heard in December by the Metro Council on two of three required readings.