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BRITTON SPRINGS

NEIGHBORHOOD PLAN



CLARKSVILLE-MONTGOMERY COUNTY
REGIONAL PLANNING COMMISSION

LETTER FROM THE REGIONAL PLANNING COMMISSION

IN PROGRESS

IN PROGRESS



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CHAPTER 1

COMMUNITY BACKGROUND & VISION

Chapter Contents:

What is a Neighborhood Plan?
Plan Introduction & Background
Planning Efforts
Britton Springs Neighborhood
Community Profile

The Community Background & Vision Chapter is all about 'who,' 'what,' and, 'why.' To help Plan users understand the purpose of this process and context, an overview of what this plan is and a summary of previous relevant plans is included in this Chapter. Details about the geographic and social context are also included, this Chapter is concluded with the profile of the community.

WHAT IS A NEIGHBORHOOD PLAN?

A Neighborhood Plan is a long-term plan for a geographic sub-area that typically includes substantial residential development, associated commercial uses, and institutional services such as recreation, education, and religious institutions. An effective neighborhood plan begins with a deep understanding of the community, its culture, history, topography, and growth potential and provide more detailed goals, policies, and guidelines than those of the Comprehensive Plan.

This plan will take an area-specific approach, serving as a strategic guide for future growth, connectivity, and community development while honoring the broader context of Clarksville, Montgomery County, and Fort Campbell. It will define the neighborhood's character and history, address both opportunities and constraints for growth, and provide clear, actionable recommendations and tools for city and neighborhood leaders to guide its future. The comprehensive and nuanced approach that supports the community's vision for resilience, improved connectivity, and the enhancement of its unique identity within the greater context of Clarksville and Fort Campbell.

This community has potential, with ample space to redevelop despite its boundary to the north. With the aftermath of the tornado destruction lingering, the focus and need to design a more resilient and complete community with its own identity has never been more appropriate. Throughout the community engagement process, the residents expressed the need for a balanced approach to the process. This plan aims to balance the city, county, and community's needs with best practices for neighborhood development and planning.

MEASURES OF SUCCESS

- Use the neighborhood's existing strengths of diverse housing types, landforms, and uses.
- Community contribution to improvements and sense of pride and agency.
- Government investment in neighborhood infrastructure needs identified by residents.
- Build upon the Growth Plan and the recently adopted Comprehensive Plan.
- Clear & understandable document.



PLAN INTRODUCTION & BACKGROUND

Clarksville and Montgomery County stand out as one of Tennessee's most dynamic regions, shaped by the presence of Fort Campbell and Austin Peay State University. These assets bring unique opportunities and challenges that influence development patterns, demographics, and the overall culture of the community. The Britton Springs neighborhood, situated near Fort Campbell, serves active-duty military and veteran families, but its location is notably distanced from downtown Clarksville and the university. Bounded by Fort Campbell Boulevard to the east, 101st Airborne Division (Purple Heart) Parkway to the south, and the military base to the north. Britton Springs has the opportunity to focus on strategic internal improvements that enhance its existing strengths and community character. This neighborhood plan and others identified throughout this plan are managed by the Regional Planning Commission (RPC). The RPC is a Joint Planning Commission with representation from both Montgomery County and the City of Clarksville with the goal to create coordinated regional development with the various government levels in the area.

The December 2023 tornado significantly impacted Britton Springs, emphasizing the need for thoughtful redevelopment, growth planning and neighborhood characterization. The suburban corridor to the east offers prime opportunities for infill and revitalization, creating improved gateways to the neighborhood. However, currently it is a typical six-lane commercial corridor characterized by local commercial establishments. Within its boundaries, Britton Springs offers a diverse housing mix, from mobile homes and townhomes to large-lot single-family residences, making it a prime area for thoughtful housing development and future growth.

In the western part of the neighborhood, the area within the Urban Growth Boundary (UGB) primarily consists of large-lot single-family homes. As part of the UGB established by the 2040 Growth Plan, this area is earmarked for higher-density development over the next 20 years and is eligible for annexation into the City of Clarksville. This creates a strategic opportunity to balance housing diversity with the city's long-term vision for growth and infrastructure expansion.



PLANNING EFFORTS

Comprehensive Plan



The Clarksville-Montgomery County Comprehensive Plan was adopted in 2024 and serves as a guiding document for community leaders to shape the future of Clarksville going forward. The Plan established a vision with five 'Guiding Principles' for the future of Clarksville:

1. Balanced and planned growth;
2. Equity and public engagement;
3. A thriving local economy;
4. Improved quality of life; and
5. Fiscally responsible decision making.

The Plan identifies the majority of Britton Springs as the 'suburban neighborhood' land use type which is further from amenities, including Transit Routes, Schools, Parks,

Places of Work, and Public Safety Facilities. Other land use types found within the neighborhood boundaries include smaller portions labeled as 'urban neighborhood', 'corridor commercial', and 'mixed-residential'. The Plan also indicates that Britton Springs is highly suitable for development and the neighborhood is within the Fort Campbell compatibility buffer and is highlighted on the eastern edge as the potential for as a neighborhood node.

Fort Campbell Blvd Corridor Overlay

The recently adopted Fort Campbell Corridor Overlay was created to coordinate public and private improvement efforts in a specified area around Fort Campbell. A portion of the Britton Springs neighborhood, specifically the properties lining Fort Campbell Blvd., is contained within this overlay district. This ordinance also calls for the area where these properties are located to become a 'center,' or a redevelopment focal point (dubbed Ringgold Mills in the ordinance). This ordinance also establishes new building standards and design guidelines for the portion of the neighborhood which falls within this overlay district, and overall, advocates for high-quality, compatible design and pedestrian oriented spaces in these corridors.

Zoning Code

The RPC is currently undergoing a realignment process to update the City and County Zoning codes following the adoption of the Comprehensive Plan in 2024. The key update themes include: streamlining the development approval process, expanding housing opportunities, modernize parking standards, updating district and land uses, preserving open and community spaces, and considering 'complete streets' and subdivision within the context of the area's zoning. The Britton Springs neighborhood is partially located within the Clarksville city limits and partially within unincorporated Montgomery County. Development in the area is subject to either Clarksville's development and zoning standards or to Montgomery County's standards, depending on where the property is located. Generally, these two standards are fairly aligned with only slight differences, some of which will be identified in this plan.

BRITTON SPRINGS NEIGHBORHOOD

The Britton Springs Neighborhood is all the land and parcels bound by 101st Airborne Parkway to the south, Garrettsburg Road up to the rear of the parcels fronting on Britton Springs Road (Running North - South) to the west, Fort Campbell Blvd to the east and Fort Campbell Army Installation to the North. This neighborhood is formulated with commercial edges to the east and south with residential on the north and west sides as well as the entirety of the interior of the neighborhood with a mixture of residential densities. The neighborhood, for the purposes of this study is 1,097 acres with a total of 1,519 parcels. There's a total of 1,310 housing units within the neighborhood. A significant portion of this neighborhood is residential with commercial portions of the neighborhood adjacent to purple heart parkway and fort Campbell blvd.

The community has varying topography throughout, with Fletcher's Fork along the northern boundary of the neighborhood, there is also a gully that runs through the central portion of the neighborhood with a stream running from Fletcher's Fork. There are no parks or recreation areas within the neighborhood limits and none within a reasonable walking distance (1/4 - 1/2 of a mile). Given the location of this neighborhood along Fort Campbell Blvd., there are many transit stops along that road, however, there are limited options outside of that. The neighborhood has a new community asset with the North Branch Library, expected to open in fall of 2025 and located at the corner of Purple Heart Parkway and Jordan Road.

NEIGHBORHOOD BY THE NUMBERS

1,519

Total parcels within the neighborhood boundary

Parcels are generally of similar size, with larger parcels on the western edge.

1,097

Acres of land within the neighborhood boundary

A significant portion of the land in the community is residential.

1.2

Dwelling units per acre

Much of the neighborhood is single-family homes.

3

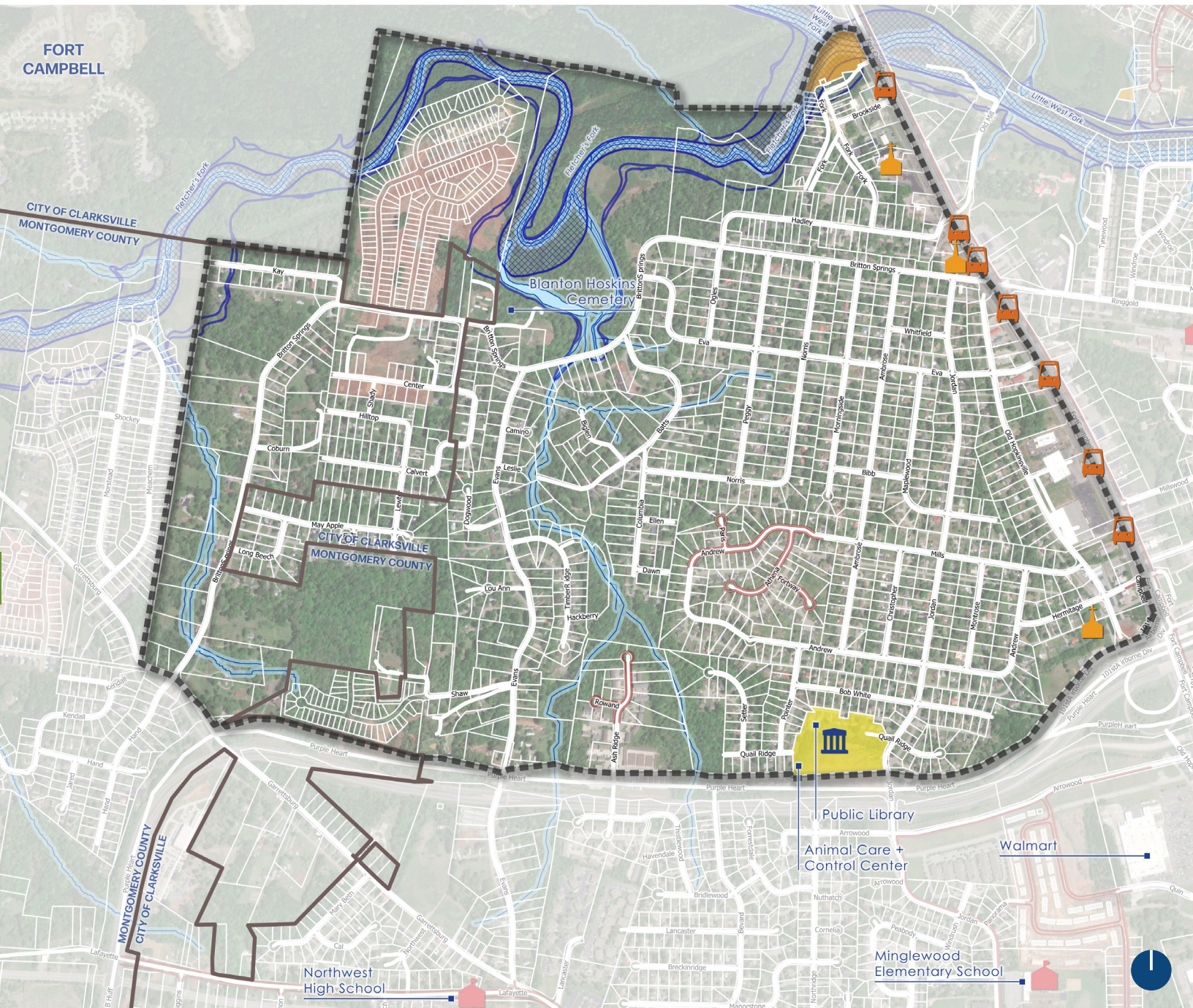
Churches

All three churches are of different denominations.

7

Bus stops

There are additional school bus pick-up and drop-off locations.



Legend

- | | | | |
|----------------------|----------------|------------------|---------------------|
| Neighborhood | Flood Plain | School | Civic Building |
| City/County Boundary | Floodway | Transit Stop | City of Clarksville |
| Parcels | Streams/Creeks | Place of Worship | Montgomery County |
| Roads | Waterbodies | | |
| Sidewalks | | | |

0 0.1 0.2 0.4 miles

COMMUNITY PROFILE



186,107

Residents of Clarksville (2024)

Clarksville Housing Needs Assessment (2024)

The population of Montgomery County is **220,069** persons. (US Census, 2020)



30.1

Median age, Census tract (2023)

American Community Survey (ACS) (2023)

The median age of Clarksville is **31.4** years. The median age of Montgomery County is **32.5** years. (ACS, 2023)



2.49

Average household size, Census tract (ACS, 2023)

American Community Survey (ACS) (2023) and US Census Bureau (2019-2023)

The average household size in Clarksville is **2.97** persons. The average household size in Montgomery County is **3.03** persons. (US Census, 2019-2023)



\$236,100

Median value of owner-occupied housing units in Clarksville, TN (2019-2023)

US Census Bureau (2020)

\$248,300 is the median value of owner-occupied housing units in Montgomery County (US Census, 2019-2023)



27.5 minutes

Average commute to work for residents of Clarksville, TN (2019-2023)

US Census Bureau (2020)

Lower than the average commute to work time in Montgomery County at **29 minutes**.



17.2%

Of the population are veterans in Clarksville, TN. (2020)

US Census Bureau (2020)

18.2% of Montgomery County residents are veterans. (US Census, 2020)



20%

Of the population have Bachelor's Degrees. **21%** have some college experience. (2020)

US Census Bureau (2020)

13% have a Master's Degree or Higher.



54%

Employment rate (2024)

Clarksville Housing Needs Assessment (2024)

Lower than the Tennessee state average of **59%**.

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CHAPTER 2

INVENTORY AND ANALYSIS

Chapter Contents:

Development Pattern

Community Needs & Input

Existing Conditions

Opportunities & Constraints

The Inventory & Analysis Chapter is all about the neighborhood as it exists today. The physical conditions, including how the land is used and connected as well as the natural aspects of the area like trails or recreation, are covered in this Chapter as well as an overview of the neighborhood's social environment understood through the community engagement process. Finally, a series of opportunities and constraints identified for the Britton Springs community.

DEVELOPMENT PATTERN

EXISTING ZONING

The Britton Springs area is primarily zoned for residential uses, with some commercial lining the edges of the neighborhood, and one large area categorized as an 'Agricultural District.' Residential areas can be broken into two types: Single-family and multi-family. Below are more details about the primary zoning types which can be found in the neighborhood.

Single-Family Residential:

This land use type is intended to create platted subdivisions with either single-family or mobile homes providing for a low population density. Only single-family homes or mobile homes are allowed by right in this area. Other uses which compliment single-family uses are allowed with review. These uses could include family day care, bed and breakfasts, home occupational uses, or tourist homes, for example. This category includes the following designations:

- ◇ R-1 (City & County) & R-1A: Single Family Residential Districts
- ◇ RM-1: Single-Family and Mobile Home Residential District
- ◇ R-6: Single-Family Infill District
- ◇ EM-1: Single-Family Mobile Home Estate District (County)

Multi-Family Residential:

This land use type is intended to provide for medium or high density areas. A variety of housing kinds are allowed in this land use type. Appropriate housing types for this area range from two-family duplexes, townhomes, three-family buildings, and larger. Generally, the higher density housing would be located along mass transit, employment centers, and/or retail services areas. This category includes the following designations:

- ◇ R-2D: Two-Family Residential District
- ◇ R-3: Three-Family Residential District
- ◇ R-4: Multiple-Family Residential District

Commercial:

This district is intended to create areas focused on offering auto-centric commercial services along higher street classifications, such as highways or arterials. The intention behind this district is to provide opportunities in an organized, clustered manner as opposed to a strip-mall style commercial development. Generally, any type of commercial development is allowed in this district either by right or with conditions. This category includes the following designations:

- ◇ C-2: General Commercial District
- ◇ C-5: Highway and Arterial Commercial District

Agricultural:

This district is intended to be used for the production of crops, livestock, or other related activities. It can also be used in areas which have floodplains or steep slopes, and can have an limited amount residential, where appropriate.

- ◇ AG: Agriculture District (County)

FUTURE LAND USE (2024)

The 2024 Comprehensive Plan designates future land uses throughout the county to guide growth in a way that balances development opportunities, encourage appropriate infill, and support connected, livable neighborhoods. Britton Springs features a mix of housing types that include both single-family and multi-family homes. Commercial areas are generally concentrated along the community's edges, providing convenient access to services while maintaining the neighborhood's residential core. These categories are described in more detail below:

Suburban Neighborhood:

Is intended for single-family dwelling lots on larger lots in a primarily auto-oriented development pattern.

Urban Neighborhood:

Is intended to have a variety of housing which serves different populations with limited, scaled, compatible commercial uses to transition the area to another district type. These districts are intended to be human-scaled, with housing no larger than a quad-plex, and walkable.

Mixed Residential Neighborhood:

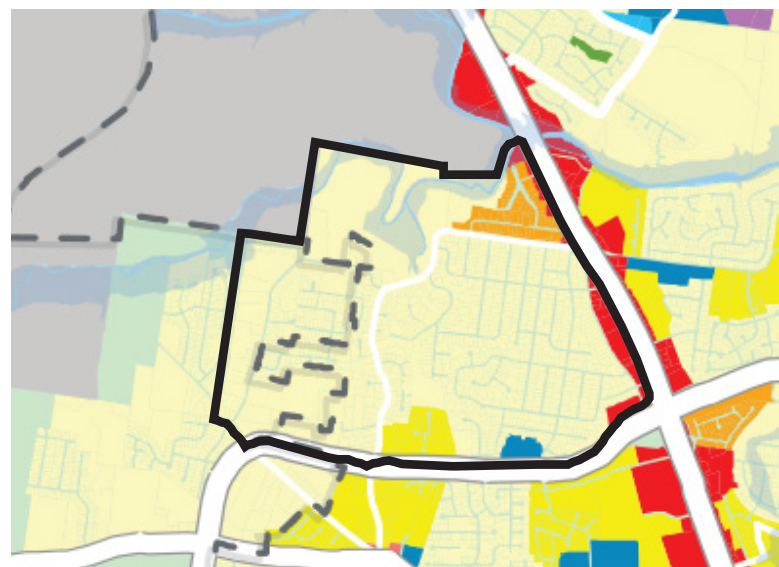
Is intended to have a variety of housing which serves different populations. As such, housing types appropriate for an urban setting, from single-family housing on small lots to multifamily dwellings and those in between, are all envisioned for this district type. Furthermore, other supporting land use types, such as small retail and restaurants are permitted and further encouraging the urban goal for this district type is prioritizing walkable and transit oriented design practices.

Regional Commercial:

Is intended to host a mix of big-box retail and auto-oriented uses, including shopping centers, grocery stores, gas stations, and stand alone offices, on major transportation corridors .

Public-Institutional-Utility:

Is used to designate space for essential facilities and services. Some examples include schools, libraries, major hospitals, and government buildings.



Future Land Use Map (2024 Comprehensive Plan)

COMMUNITY NEEDS & INPUT

1

Balance Housing Diversity With The Community Context



Desire for affordable housing to be provided within the neighborhood, however, many of the houses are on large lots, affordable housing would require more flexible housing standards.

2

Create New Connections



Residents are looking for new opportunities for recreation and/or safe options for connectivity throughout the neighborhood for individuals, families and people with pets.

3

Reinvigorate the Neighborhood



The neighborhood currently feels disconnected, residents resonated with having more community pride and identity.

Community participation is a critical element of any successful planning effort. This plan was developed to ensure that local stakeholders had meaningful opportunities to be involved, both through open house events and a digital survey. While professional expertise and field analysis provide a strong foundation, community input ultimately helps shape the direction, priorities, and outcomes of the plan.

Feedback gathered throughout the process reflected a wide range of perspectives. Some residents expressed support for new residential and commercial development, while others preferred no changes at all. Despite this diversity of opinion, several consistent themes emerged. These common themes, highlighted on the left side of this page, informed the plan's analysis and serve as the basis for its recommendations.



Open House, 4/29/2025



Open House, 4/29/2025



Open House, 4/29/2025

2ND MEETING

The first community engagement meeting, held on April 29, 2025, focused on gathering an inventory of assets, understanding how people move through the neighborhood, identifying areas that need improvement, and gaining a clearer picture of the community overall. Feedback, shown in the two exhibits to the right, highlights Pedestrian and Vehicular Safety and Recreational Opportunities as the top priorities. The community also expressed a strong preference for large-lot single-family homes, while showing interest in certain types of cottage courts and duplexes where they fit the context.

2nd community engagement summary here:

IN PROGRESS

Community Spaces & Connectivity Feedback + Comments



Housing Types Feedback + Comments



COMMUNITY OUTREACH TIMELINE FOR BRITTON SPRINGS		
OUTREACH TECHNIQUE	DATE	LOCATION
Notification of Meeting #1	4/14/2025	Online (Website, Facebook, Elected Officials, Newspaper)
Website launched by the RPC	4/11/2024	https://sites.google.com/cityofclarksville.com/brittonspringsplan/home
Online Survey (Open)	4/29/2025	Online
Community Meeting #1	4/29/2025	Brookside Banquet Hall
Website updated with exhibits	5/14/2025	Project Website
Online Survey (Closed)	6/16/2025	Online
Notification of Meeting #2	7/23/2025	Online (Website, Facebook, Elected Officials, Newspaper)
Website updated with exhibits	8/12/2025	Project Website
Community Meeting #2	8/19/2025	Minglewood Elementary
Planning Commission (Reading)	10/24/2025	329 Main Street, Meeting Room
Planning Commission (Vote)	10/28/2025	329 Main Street, Meeting Room
City Council (Reading)	10/30/2025	106 Public Square, City Council Chambers
County Commission (Informal)	11/3/2025	
City Council (Vote)	11/6/2025	106 Public Square, City Council Chambers
County Commission (Formal)	11/10/2025	

COMMUNITY SURVEY RESULTS



58%

Believe that **access to jobs, schools, or services** is the most important existing feature of Britton Springs.

63%

Of respondents would most like to see **public or community facilities** for non-residential development.

Respondents also expressed interest in **small scale retail** such as specialty shops, convenience stores, and repair services.



Respondents identify **quality of construction material, affordability, and provision of sidewalks and connectivity**

as the most important things when considering redevelopment and new development in Britton Springs.

63%

Of respondents identified **clean up of storm-damaged or neglected properties** as their biggest concern in Britton Springs.

Many respondents also expressed concern about the **condition of public infrastructure** and **housing affordability and availability**.



47%

Of respondents would most like to see **single-family homes** in housing developments.



A majority of responses label **Britton Springs Rd** as feeling especially unsafe while walking or biking.

Other mentioned streets include **Evans Rd, Garrettsburg Rd, Eva Dr, and Jordan Road**

EXISTING CONDITIONS

As part of the Community Engagement process, residents shared input on areas they would like to see improved, as well as where new development or redevelopment could best fit. The community supported maintaining large-lot single-family homes in the western portion of the neighborhood and incorporating small-lot single-family homes throughout. Multi-family housing was generally placed near the northern part of Britton Springs Road and in the northern and eastern sections. Given the commercial character of the major roadways along the eastern and southern boundaries, respondents identified those areas as appropriate for commercial infill and redevelopment. These recommendations are reflected on the neighborhood map in Chapter 3.

Connectivity improvements are shown on the following page and fall into the following categories:

◇ **Sidewalks:**

Shown throughout the community, specifically focusing on Evans Road, portions of Britton Springs Road, Eva Drive, Jordan Road, and Mills Drive.

◇ **Natural (Soft) Surface Trail:**

Shown in the north portion of the development, generally following the floodplain alongside the backs of homes in that area.

◇ **Safety Enhancements:**

Identified throughout the community, specifically focusing on portions of Britton Springs Road, Eva Drive, Jordan Road, as well as Peggy Drive.

◇ **Street Lighting:**

Street lighting focusing on portions of Britton Springs Road, Eva Drive, Jordan Road, and Mills Drive where sidewalks and transit are shown.

◇ **Traffic Circle (Round-a-bout):**

Potential for a traffic circle at the intersection of Evans Road and Britton Springs Road.

◇ **Safety/Street Signage:**

Respondents indicated there are unsafe conditions at Jordan Road, Eva Drive, Britton Springs Road, Batts Lane, and need street or safety signage at those locations.

◇ **Neighborhood Signage:**

Potential for neighborhood entry signage at Jordan Road and Purple Heart Parkway.

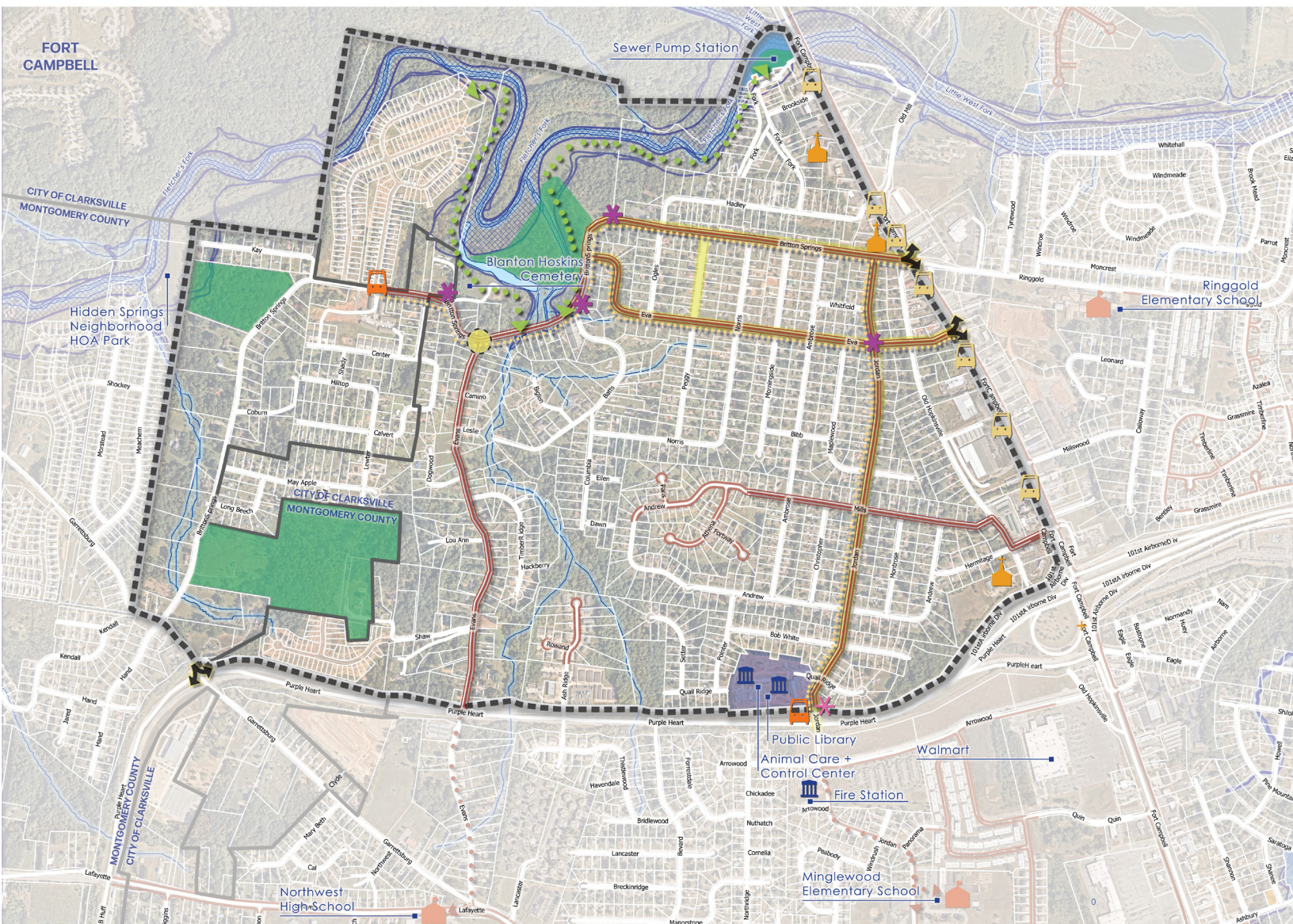
◇ **Transit Stops:**

Respondents identified a potential location is in the Northwestern portion of the neighborhood along Britton Springs Road, and near the new library at the southeast corner of the neighborhood.

◇ **Park/Green Space Enhancement:**

There are no existing parks within the neighborhood, multiple locations throughout the neighborhood have been identified, however, three are currently under private ownership.

COMMUNITY ANALYSIS MAP



Legend

Existing

- Neighborhood
- City/County Boundary
- Roads
- Sidewalks
- Flood Plain
- Floodway
- Streams/Creeks
- Waterbodies
- School
- Transit Stop
- Place of Worship
- Civic Building
- City of Clarksville
- Montgomery County

Community Analysis

- Sidewalks
- Soft Surface Trail
- Safety Enhancements
- Street Lighting
- Park / Green Space
- Traffic Circle (Round-a-bout)
- Pavement Markings/ Turn Lanes
- Safety/Street Signage
- Neighborhood Signage
- Transit Stop

0 0.1 0.2 0.4 miles

OPPORTUNITIES



Fort Campbell

1 Desirable Location

Proximity to Fort Campbell, commerce, downtown Clarksville, industrial areas, and schools.



Fort Campbell Blvd

2 Redevelopment Potential

Along Fort Campbell Blvd and Purple Heart Parkway for vacant and underutilized commercial properties.



New Housing Near Fletcher's Fork

3 Housing Variety

There is a variety of existing housing types throughout the neighborhood demonstrating opportunities for multiple housing types to fit within the existing fabric.



2024 Comprehensive Plan

4 Comprehensive Plan and New Zoning Code

New regulations and guidelines provide stronger frameworks for development leading to more predictability in the development pattern of the surrounding areas.



New North Branch Library

5 Community Facilities and Civic Investments

The new county library and animal care and control center are located in the southeastern part of the neighborhood, while the City owns land in the northeast part of the neighborhood.



Evans Road

6 Mature Landscaping

This is an established community with a significant existing tree cover presenting the opportunity for more open space, shaded shared-use streets, and additional programming.



Community Members at Open House

7 Community Desire for Improvements

The community is invested in having additional recreational options and safer existing options with a focus on improving existing. This is demonstrated by high levels of community involvement and engagement.

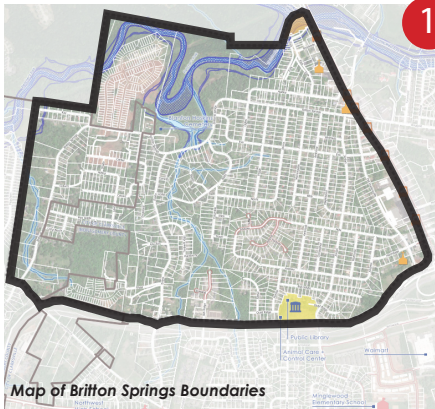


Duplex Housing Example

8 Increased Housing Density That Matches The Goals of the Community

Utilize comprehensive plan, housing study, zoning code in combination with this plan to establish areas that

CONSTRAINTS

**1 Limited Land Area**

The traditional large lot development style limits available land for other uses, including more affordable housing types, retail, or parks.

**2 Desire to maintain current scale and nature of development**

The community has expressed desire for the community to maintain the status quo with no changes.

**3 Topography throughout the neighborhood**

The varying topography throughout the neighborhood constrains the potential for pedestrian infrastructure throughout the neighborhood.

**4 Lack of existing pedestrian infrastructure on edge of neighborhood**

Limited or no sidewalks, pedestrian crossing, bike lanes, or other pedestrian infrastructure for children or adults to safely cross these roadways.

**5 Ongoing Tornado Recovery Efforts**

There is remaining damage from the tornado touchdown in the residential and commercial areas from the 2023 and remains a consistent priority for the residents.

**6 Lack of existing neighborhood identity or cohesiveness**

There is no existing neighborhood signage, wayfinding, consistent architectural type, or any common theme throughout the neighborhood.

**7 Established Community with no vacant public land**

This is an established community with minimal available right-of-way, any publicly owned land has an existing use on a portion of it.

**8 Housing Attainability**

Limited affordable housing options within the neighborhood and surrounding areas.

CHAPTER 3

RECOMMENDATIONS

Chapter Contents:

Summary of Recommendations
Connectivity & Transportation
Land Use Recommendations

The Recommendations Chapter is all about proposed strategies to move the themes identified in Chapter 2: Inventory & Analysis forward. A list of proposed Recommendations, as well as a connectivity map and a future land use map are included. Finally, specific highlights related to housing, accessibility and transportation, as well as parks and open space conclude this Chapter.

SUMMARY OF RECOMMENDATIONS

The following recommendations reflect a combination of community input, on-the-ground analysis, Clarksville and Montgomery County context, and best practices for neighborhood planning. They identify where gaps exist and how the neighborhood can continue to evolve in a way that supports everyday quality of life. Recommendations are focused on strengthening connections, whether that's making it easier and safer to walk, bike, or drive, or ensuring that land use decisions support a more complete, accessible, and livable neighborhood.

The first part of this section addresses transportation and connectivity improvements, with strategies aimed at improving access, safety, and overall mobility for people of all ages and abilities. The second part focuses on land use and housing, including tools to support a mix of housing options, encourage context-sensitive growth, and preserve what people value most about the neighborhood today. Together, these recommendations create a framework to guide future investment and decision-making.

IN PROGRESS

CONNECTIVITY & TRANSPORTATION

The proposed recommendations based on the information gathered through community feedback and research are grouped into themes below. This plan has analyzed safety concerns, traffic controls, streetscape options, parks multi-modal connectivity solutions, trails, pocket parks, and overall navigability of the neighborhood. There are opportunities for the community to be more connected with safer options. Investing in different levels of connectivity can help improve overall neighborhood feel and pride.

Connectivity improvements are shown on the following pages and on the connectivity map:

SIDEWALKS & PATHS

Sidewalks and paths provide people with space to travel within the public right-of-way that is separated from vehicles on the road. They provide space to walk, wheelchair roll, run, and skate. Bicyclists are allowed, but not encouraged, to ride on the sidewalk. Bicyclists must yield to pedestrians. Sidewalks should be required as part of typical street sections in all urban and medium or high-density developments. All sidewalks and pedestrian crossings should be designed in compliance with ADA (Americans with Disabilities Act) and NACTO (National Association of City Transportation Officials).



SOFT (NATURAL) SURFACE TRAIL

Natural surface trails are typically used in areas that will see lighter pedestrian traffic, such as an access point from one area to a larger route. These trails can be made of several diverse types of materials some of which can be compacted into a more solid surface. Some natural surface trails can be more challenging than others for all users. The standard for natural surface trails is to design for the widest range of users possible offering equal opportunity to use the area as much as site conditions allow.



SHARED-USE STREETS



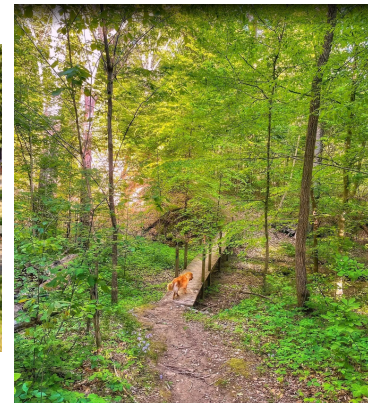
Shared-Use Path use reduces conflict between users and motorists. It is imperative to provide safe, visible, and easily navigable crossings for all users. The Shared-Use Path is typically the mode of multi-modal transportation that most users prefer. Shared-Use Path facilities can help to both further interconnect and build on the networks within the neighborhood. These are recommended along some main corridors of the neighborhood to increase connections to other transportation options. Alongside these improvements are one way road conversions mostly concentrated on the east side of the neighborhood.

ONE-WAY ROAD CONVERSION

Alongside the recommendation for a shared-use street (shown in yellow on the map) are the conversion of those same streets to one-way circulation. The goal of this is to make streets safer for pedestrians and cyclists throughout the neighborhood. As the analysis demonstrated, the limited area combined with topography creates challenging conditions to have sidewalks throughout the neighborhood.

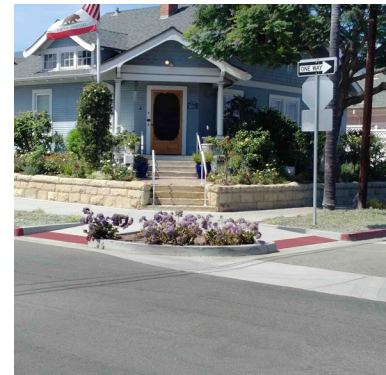
PARKS & OPEN SPACE

The neighborhood does not have any existing park space, creating a need for recreational opportunities and pocket parks. The existing city and county parks are not a walkable distance from anywhere in the neighborhood. Some of the park needs could be met by activating the stream corridor that runs through the central portion of the neighborhood and creating a trail system and trailhead along Fletcher's Fork.



NEIGHBORHOOD IDENTITY

Neighborhood pride and identity has been identified as a priority. Some immediate ways to address that in addition to creating a pedestrian scale and continuing recovery efforts are creating neighborhood entry features or gateways at the main entrances and adding landscaping at intersections or the main roads. This may also include adding interpretive signage for events like the December 2023 tornado that changed the fabric of the community.



PEDESTRIAN SAFETY & SIGNAGE

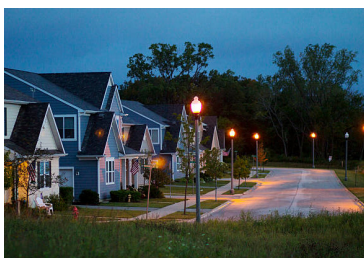


Pedestrian safety is a primary focus of this community accompanied by increased options for pedestrians as identified on the prior pages. It is recommended that additional crosswalks, stop signs, advanced warning signs, bollards, reflectors and other safety measures be taken to work toward a safer and more cohesive neighborhood.



STREET LIGHTING

To accompany pedestrian scale improvements, street lighting is essential to contribute to a safe environment at night. The recommendation is to include street lighting on any of the areas where sidewalks or the shared-use street concept is proposed.

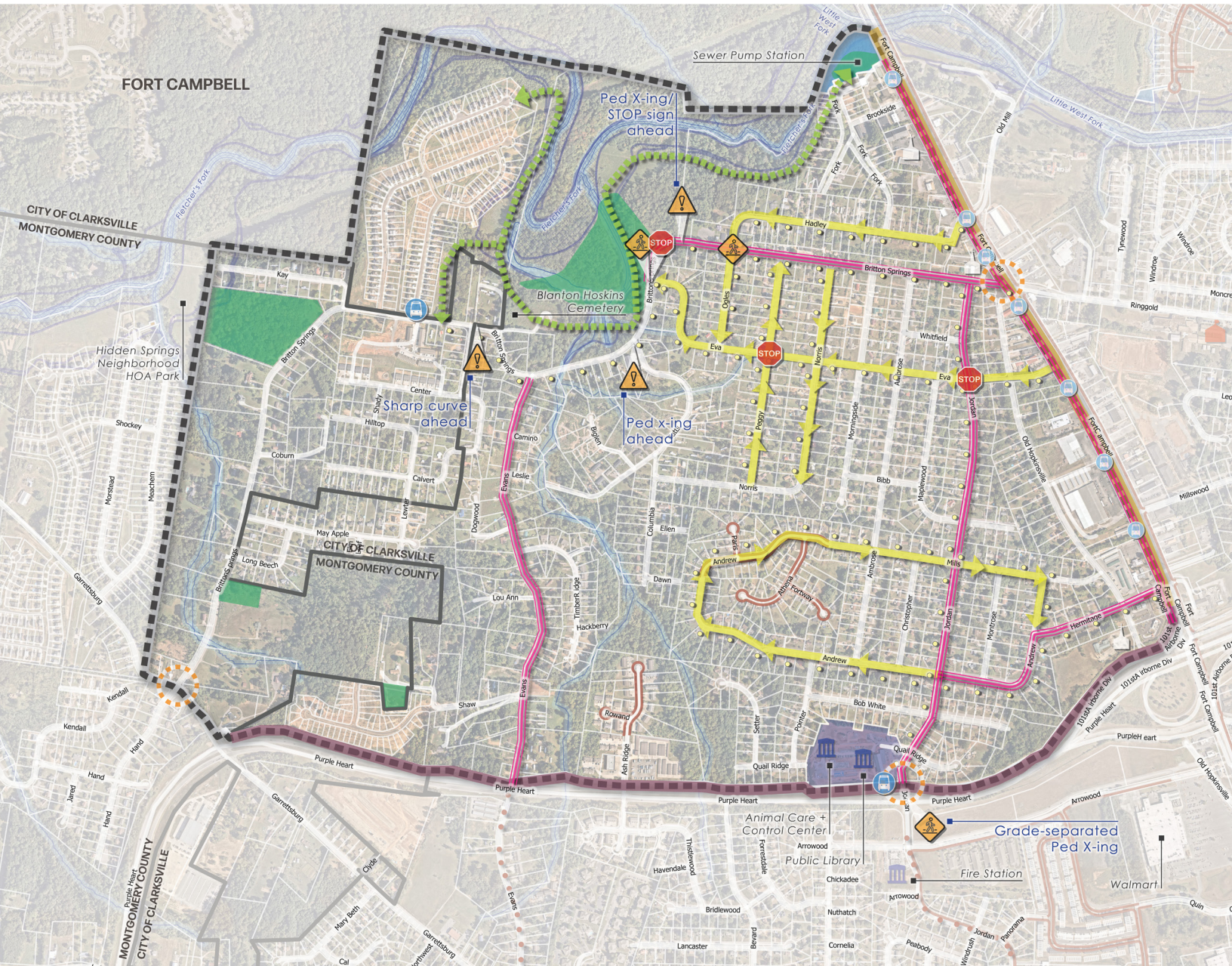


TRANSIT OPTIONS

Fort Campbell Blvd has seven (7) existing bus stops along the west side of the roadway, however, there are no existing routes or stops that operate within the neighborhood boundary. Given the increased density that's occurred over the recent years in addition to the potential mixture of housing types presented in this plan, a transit stop location has been identified in the northwest portion of the neighborhood along Britton Springs Road.

Programming consideration: While there are recommendations for increased pedestrian connectivity, an on-demand service or shuttle system to serve the community may also be beneficial to ensure a broad range of the community has access to resources.





Legend

Existing		Connectivity Recommendations	
Neighborhood	School	Sidewalks	Neighborhood Entry Feature
City/County Boundary	Transit Stop	Soft Surface Trail	Transit Stop
Roads	Place of Worship	Potential One-Way Shared Street	
Sidewalks	Civic Building	Street Lighting	
Flood Plain	City of Clarksville	Park / Green Space Enhancement	
Floodway	Montgomery County		
Streams/Creeks			
Waterbodies			

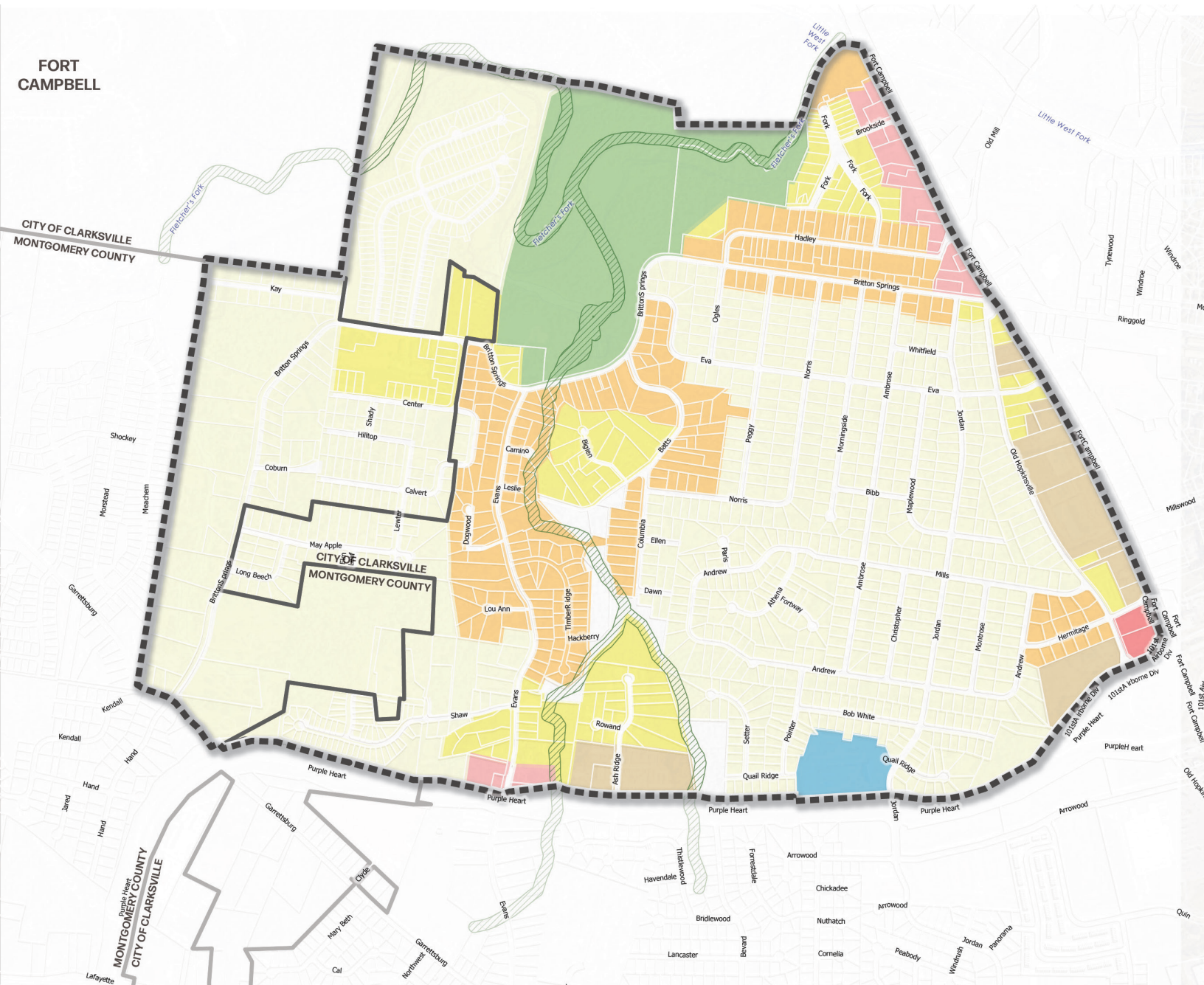
0 0.1 0.2 0.4 miles

FUTURE LAND USE MAP

A future land use map shares recommended land use types for each area of the neighborhood. The existing map was completed in 2024 and the following map is proposing updates to that map based on the analysis and recommendations of this plan. This map can be used as a long-term tool to help guide future decisions to shape the neighborhood into the vision residents have and includes a variety of land uses including purely residential areas, purely commercial areas, as well as areas which have a combination of the two, institutional/community spaces, and finally areas that would be beneficial to have parks or open space. The majority of the land area of this neighborhood will remain at the 'Suburban Neighborhood' designation.

The 'Mixed-Residential Neighborhood', 'Urban Neighborhood', 'Mixed Use', and 'Neighborhood Commercial' are areas with a mix of residential and commercial. These districts differ from one another based on the type/size of commercial and residential permitted in each district. The 'Corridor Commercial' land use type is purely commercial development. There is one instance of 'Public/Institutional/Utility' land use on the map which is dedicated to the library and animal control center on the southern boundary of the neighborhood. The 'Parks and Open Space' designation lists areas which are, or are recommended, to become publicly accessible parks and open space for the community.

IN PROGRESS



- ◆ Suburban Neighborhood
- ◆ Mixed-Residential Neighborhood
- ◆ Urban Neighborhood
- ◆ Mixed Use
- ◆ Neighborhood Commercial
- ◆ Corridor Commercial
- ◆ Public, Institutional, and Utility
- ◆ Parks and Open Space

HOUSING STRATEGY

The Britton Springs Neighborhood's mix of residential and commercial opportunities calls for a housing strategy that respects the existing neighborhood context while accommodating growth in the surrounding area. Input gathered through community engagement sessions, an online survey, field research, and local knowledge has identified a range of housing types recommended as the preferred development pattern moving forward. While not all existing housing types, such as large lot single family homes, are included in these recommendations, this plan preserves them and uses these recommendations to guide future ideas and decision making within the neighborhood. The housing types below are paired with their corresponding future land use designations.

SINGLE-FAMILY

Suburban Residential



Mixed-Residential



MULTI-FAMILY



Urban Neighborhood



Mixed-Use



CHAPTER 4

IMPLEMENTATION

Chapter Contents:

Implementation Overview
Implementation Matrix
Project Highlights

The most important part of any plan is the follow-through. This Chapter will provide clear, achievable steps on how to put the recommendations from Chapter 3 into action. In this Chapter, a combined list of the recommendations with relevant stats as well as a map indicating where the recommended projects take place are included.

Implementation Overview

The implementation plan is built on strong partnerships, strategic tools, and targeted funding, all aimed at bringing the plan and community's vision to life. Collaboration between local governments, stakeholders, and residents is at the heart of this process, ensuring that efforts are aligned and resources are effectively utilized. Key projects are prioritized, with clear timelines and responsibilities, while a range of tools and funding mechanisms are deployed to support these initiatives. This comprehensive approach ensures that the projects are not only actionable but also adaptable, allowing for continued progress as neighborhood needs and opportunities evolve.

The following chart describes the targeted recommendation, initial funding sources, and a priority timeline. The chart is categorized into four themes, explained below:

Connectivity & Transportation

A significant number of recommendations focused on improving connectivity throughout the neighborhood, based on community engagement feedback and the analysis completed for the plan. The Connectivity and Transportation Implementation section outlines projects aimed at enhancing conditions for all users, including pedestrians, drivers, and bicyclists. Carrying out these projects will improve safety across the neighborhood.

Economic Development

Economic development plays an important role in building a stronger, more resilient community by creating integrated opportunities for growth. It also increases the resources available to residents. The Economic Development Implementation section highlights key projects that can help expand and diversify the economic opportunities within the community.

Housing

Community engagement consistently highlighted the need for more affordable housing in the area. Analysis also found that the neighborhood would benefit from a wider variety of housing types. The projects outlined in the Housing Implementation section are designed to help address both of these goals

Community Pride & Livability

Another group of recommendations centered on community identity, history, and social connections. These are included in the Community Pride and Livability Implementation section. Carrying out these projects will strengthen neighborhood identity and foster a stronger, more cohesive sense of place by sharing the community's story.

Implementation Matrix				
No.	Recommendation	Funding Source(s)	Partner(s)	Timing
Connectivity & Transportation				
1.1	Create a shared-use street and one-way circulation system in the eastern part of the neighborhood (east of Evans Road).			
1.2	Install new transit stops at the new library at Jordan Road and Purple Heart Parkway and the northwest corner of Britton Springs Road.			
1.3	Consider establishing a shuttle system that circulated through the neighborhood, other neighborhoods, and nearby assets.			
1.4	Install street lighting along sidewalk and shared-use street projects.			
1.5	Create phased sidewalk plan including entirety of Fort Campbell Parkway, Jordan Road, Britton Springs (between Ogles Drive and Eva Drive), and Evans Road.			
1.6	Evaluate a grade-separated crossing at Jordan Road and Purple Heart Parkway.			
1.7	Implement the TDOT approved Access Management Plan along Fort Campbell Parkway			
1.8	Implement a zero-access buffer along portions of Purple Heart Parkway.			
Economic Development				
2.1	Consider creation of a mixed-use zone for the commercial properties along Fort Campbell Blvd with development / redevelopment incentives in exchange for access management improvements, signage design criteria, pedestrian connectivity, rear loaded parking, and inclusion of multifamily housing.			
2.2				
2.3				
Housing				
3.1	Create design criteria for infill multi-family development that incentivizes or requires rear loaded parking, setbacks from primary roadways, front porches, or other covered entries.			
3.2	Allow for Accessory Dwelling Units (ADUs) throughout the suburban residential and mixed-residential land use categories.			

Implementation Matrix				
3.3	Encourage a mixture of housing types throughout the neighborhood by establishing the Mixed-Residential and Urban Neighborhood future land use throughout the neighborhood.			
Community Pride & Livability				
4.1	Evaluate a Fletcher's Fork Greenway Project or Nature Walk			
4.2	Neighborhood entry signage at Britton Springs Road (East and Southwest), Evans Road and Jordan Road.			
4.3	Install interpretive signage about the December 2023 tornado along pedestrian paths and future park projects.			
4.4	Evaluate land identified for potential park projects based on land acquisition, topography, environmental constraints, and constructibility.			

IN PROGRESS