



BRITTON SPRINGS

NEIGHBORHOOD PLAN



CLARKSVILLE-MONTGOMERY COUNTY
REGIONAL PLANNING COMMISSION

LETTER FROM THE REGIONAL PLANNING COMMISSION

The Britton Springs Neighborhood Plan was developed to help guide future growth and infrastructure investment in an evolving part of our community. Situated within both the City of Clarksville and unincorporated Montgomery County, the Britton Springs neighborhood has experienced steady development pressure over the past several years. These changes have brought new opportunities but also highlighted the need for coordinated planning to maintain and improve the quality of life for existing and future residents.

The December 2023 tornado served as a stark reminder of the importance of resilience and thoughtful community design. This plan builds on the lessons learned in its aftermath, emphasizing stronger connections, safer streets, and infrastructure that supports long-term sustainability.

Because of these two reasons, the Regional Planning Commission decided to study this area further. Collaborative efforts involving residents, property owners, and local agencies helped shape a shared vision for the future of the Britton Springs neighborhood. It focuses on practical strategies to manage growth, improve infrastructure, enhance mobility, and create a more livable environment for all who call this area home today and tomorrow.

Jeffrey Tyndall, AICP
Director



CLARKSVILLE-MONTGOMERY COUNTY
**REGIONAL PLANNING
COMMISSION**

EXECUTIVE SUMMARY

The Britton Springs Neighborhood Plan sets a vision for a more connected, livable, and resilient community. Shaped by extensive engagement with residents, the plan focuses on three priority themes: Connectivity and Transportation, Housing and Neighborhood Development, and Neighborhood Pride and Livability.

Britton Springs is a neighborhood with strong roots and growing challenges. It was one of the hardest-hit areas of the December 2023 tornado that tore through Clarksville, and recovery remains an ongoing concern. The planning process identified both opportunities to build on neighborhood strengths and areas that require focused investment. Residents voiced the need for safer and more accessible streets, a broader range of housing options, and improvements to public spaces. They also emphasized the importance of stronger pedestrian safety and connectivity, higher standards and more predictable outcomes for redevelopment and new housing, and better maintenance of neighborhood infrastructure, particularly drainage systems that are frequently overwhelmed during storm events.

The plan responds with a coordinated set of strategies and a clear path forward. A Future Land Use Map outlines how growth and development should occur, providing predictability for future housing and redevelopment proposals. A Community Improvements Map specifies recommendations for safety, connectivity, infrastructure, and neighborhood identification projects. Together, these tools highlight opportunities for housing improvements, expanded parks and open spaces, and stronger connections within and beyond the neighborhood.

Implementation is central to the plan. A detailed action matrix identifies the steps, partners, and resources needed to bring recommendations to life. This framework is supported by specific data collected during the inventory process, ensuring that strategies are grounded in the realities of the neighborhood. The matrix is designed to provide community leaders and elected decision-makers with a concise summary of issues, the process used to identify them, recommended strategies and projects, funding considerations, and metrics to measure success against the neighborhood vision.

The Neighborhood Plan reflects the aspirations of its residents while addressing the realities of growth and recovery. Its goal is to create a safe and vibrant neighborhood that balances development with neighborhood integrity. It serves as a roadmap for decision-makers, partners, and neighbors to work together toward a stronger future.

TABLE OF CONTENTS

CHAPTER 1 : COMMUNITY BACKGROUND & VISION

WHAT IS A NEIGHBORHOOD PLAN?7

PLAN INTRODUCTION & BACKGROUND.....8

PLANNING EFFORTS.....10

BRITTON SPRINGS NEIGHBORHOOD12

COMMUNITY PROFILE14

CHAPTER 2 : INVENTORY & ANALYSIS

DEVELOPMENT PATTERN 17

COMMUNITY NEEDS & INPUT19

EXISTING CONDITIONS22

CHAPTER 3 : RECOMMENDATIONS

SUMMARY OF RECOMMENDATIONS..... 27

CONNECTIVITY & TRANSPORTATION28

NEIGHBORHOOD PRIDE & LIVABILITY32

HOUSING & NEIGHBORHOOD DEVELOPMENT.....36

CHAPTER 4 : IMPLEMENTATION

IMPLEMENTATION OVERVIEW43

IMPLEMENTATION MATRIX.....44

ACKNOWLEDGEMENTS

City of Clarksville Mayor and City Council

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Brian Zacharias - *Ward 1, Mayor Pro Term*
Deanna McLaughlin - *Ward 2*
Carlos Peters - *Ward 3*
Tim Chandler - *Ward 4*
Ambar Marquis - *Ward 5*
Wanda Smith - *Ward 6*
Travis Holleman - *Ward 7*
Jerry Haywood - *Ward 8*
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Stacey Streetman - *Ward 10*
Joe Shakeenab - *Ward 11*
Keri Lovato - *Ward 12*

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Michael Ziarnek - *Director, Metropolitan Planning Organization (MPO)*
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Brad Parker - *Senior Planner*
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Samuel McCanna - *Planner*
Matthew Galibert - *Planner*
Silas Matchem Sr. - *Planner*
Jill Hall - *Transportation Planner*
Zachary Madden - *Transportation Planner*
Brent Clemmons - *Planner*
Madison Wilson - *GIS Planner & Addressing Manager*
Ronnie Gray - *Office Manager*
Drew Sturdivant - *Administrative Specialist*

City of Clarksville Departments

Street Department
Police Department
Gas and Water Department
Clarksville Transit System

Montgomery County Departments

Public Library
School System
County Engineering Department

Britton Springs Area Community Members

Although individuals are not named here, the Regional Planning Commission extends its appreciation to all community members, stakeholders, and representatives who shared their feedback in meetings, online surveys, and emails. Your participation was vital in shaping this plan and the future of our community.



RaganSmith (Pape-Dawson) Consulting Team:

Michael Barille - *Senior Project Manager*
Lauren Sands, AICP - *Planner, Project Manager*
Natalie Raper - *Planner*
Lauren Arledge, PLA, ASLA - *Landscape Architect*



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 plans are 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 neighborhood, its culture, history, topography, and growth potential and provides more specific goals, policies, and guidelines than those in the Comprehensive Plan.

This plan will take an area-specific approach, serving as a strategic guide for future growth, connectivity, and neighborhood development while honoring the broader context of Clarksville and Montgomery County. All future planning in Clarksville, especially in the area served by Fort Campbell Blvd and Purple Heart Parkway, must consider the unique influences of having a military installation the size of Fort Campbell as a neighbor and partner in the community. Fort Campbell, while isolated in some ways, has significant influences on the local economy, traffic patterns, housing market, educational systems, and demand for city and county services. 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 plan provides a comprehensive and nuanced approach that advances the neighborhood's vision for resilience, improved connectivity, and the enhancement of its unique identity within the context of Clarksville and Fort Campbell.

This neighborhood 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 neighborhood 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. Residents also indicated they appreciated recent investments in community facilities like the library and animal shelter. This plan aims to balance the city, county, and neighborhood's needs with best practices for neighborhood development and planning.

MEASURES OF SUCCESS

- Reinforce and support the neighborhood's existing strengths of diverse housing types, landforms, and uses.
- Neighborhood contribution to improvements and sense of pride and agency.
- Further investment in neighborhood scale infrastructure needs, including sidewalks, signage, storm drainage, parks, and trails, are critical elements to maintaining neighborhood quality.
- Build upon the Growth Plan and the recently adopted Comprehensive Plan.
- Clear & understandable document.
- Maintain core neighborhood qualities and hold new development to consistent standards.



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 and first developed in the 1950s, serves active-duty military and veteran families, but its location is notably distanced from downtown Clarksville and the university. It is 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 neighborhood character. This neighborhood plan and others identified throughout this plan are managed by the Clarksville-Montgomery County 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 neighborhood for thoughtful housing development and future growth.



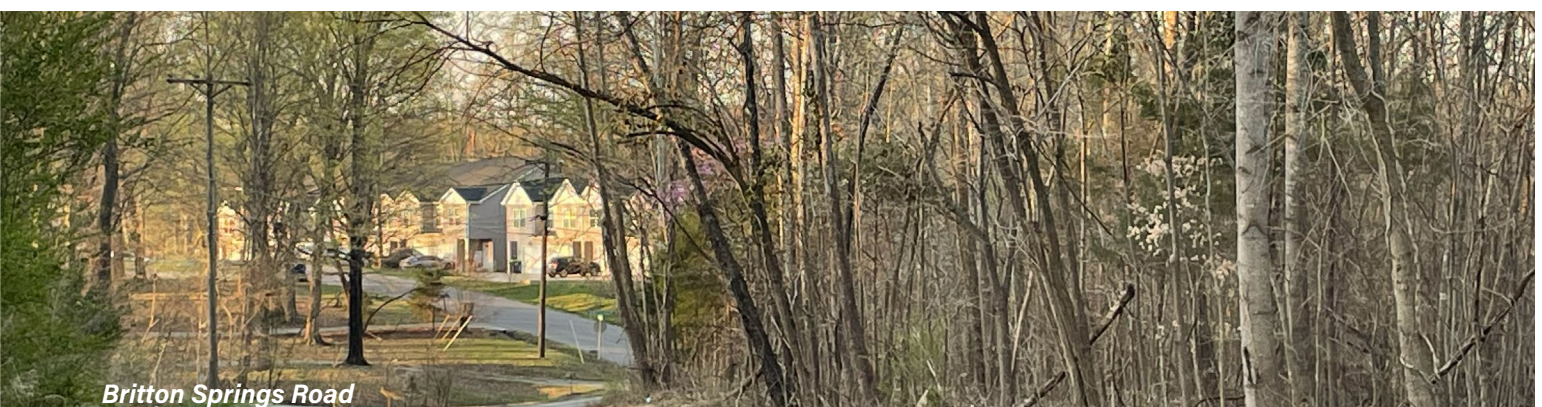
New North Branch Library

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.

The neighborhood has a long history of being a place to start or raise a family in a quality home with space for a small yard, a garden, off street parking, and supportive neighbors. Over the passing decades, much of the neighborhood has been well cared for and continues to serve subsequent generations of some of the original families. However, some pockets of the neighborhood have lacked consistent private investment and some portions of the housing stock has either deteriorated or been replaced with lower quality construction. The cost of well maintained original homes has escalated faster than local wages creating a need for more attainable options. Unfortunately, new residential development has not always been held to build quality or neighborhood design standards consistent with the foundational core. Add to this, the impact of decades of severe weather, including the December 2023 tornado that delivered a direct hit to Britton Springs, and there are now ample opportunities for redevelopment which can manifest in one of two ways. First, new development can continue to frustrate and concern residents happening piecemeal with a variety of housing forms and attention to good site development standards. Another outcome is residents' desires for compatible housing forms and densities, higher standards for basic infrastructure including sidewalks, streetscape, setbacks and screening for parking and trash enclosures, identifiable entries, and minimum areas for landscaping can be supported, as it is outlined in this Plan.



Minglewood Elementary



Britton Springs Road

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.

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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 neighborhood 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 North Branch Library and the Animal Control facility, located at the corner of Purple Heart Parkway and Jordan Road were recently completed, which provides the neighborhood with new neighborhood assets.

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 neighborhood is residential.

1.2

Dwelling units per acre

Much of the neighborhood is single-family homes.

3

Churches

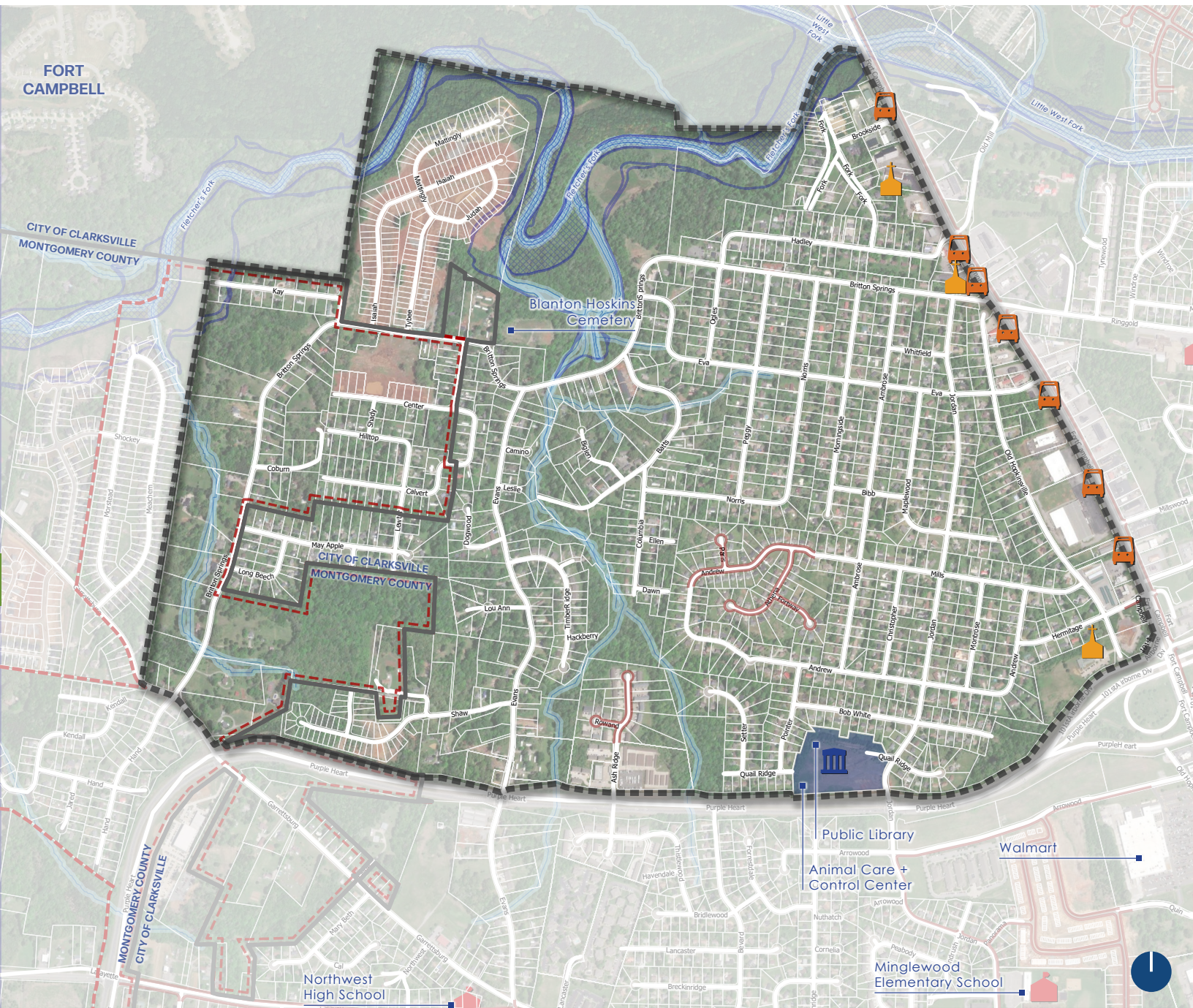
All three churches are of different denominations.

7

Bus stops

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

NEIGHBORHOOD MAP



Legend

- Neighborhood
- City/County Boundary
- Parcels
- Roads
- Sidewalks

- Urban Growth Boundary
- Flood Plain
- Floodway
- Streams/Creeks
- Waterbodies

- School
- Transit Stop
- Place of Worship

- Civic Building
- City of Clarksville Parcels
- Montgomery County Parcels

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 & 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 are identified for the Britton Springs neighborhood.

DEVELOPMENT PATTERN

EXISTING ZONING

The Britton Springs neighborhood 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)

* In early 2025 the city council is anticipated to adopt a new zoning code which may result in changes to zone names and abbreviations as well as lot sizes, setbacks, and potentially uses.

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 neighborhood'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.

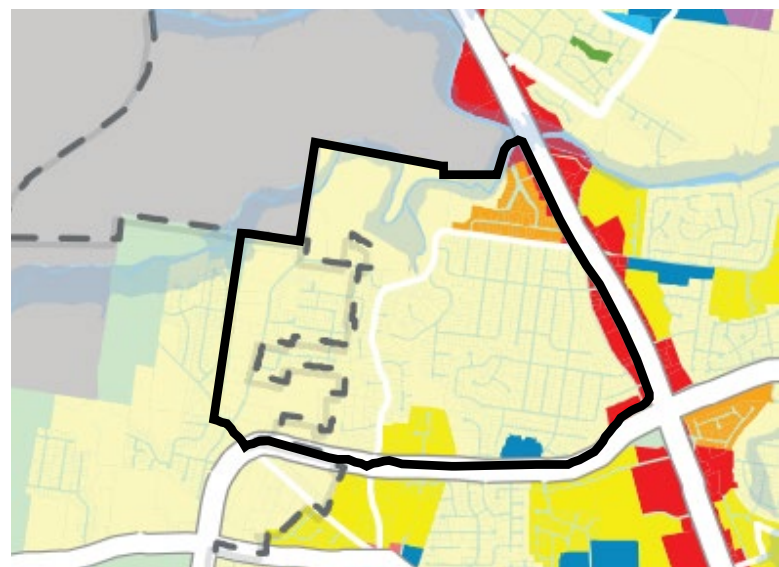
Regional Commercial:

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.

-  Suburban Neighborhood
-  Mixed-Residential Neighborhood
-  Urban Neighborhood
-  Corridor Commercial
-  Public, Institutional, and Utility



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 neighborhood 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 #1, 4/29/2025



Open House #1, 4/29/2025



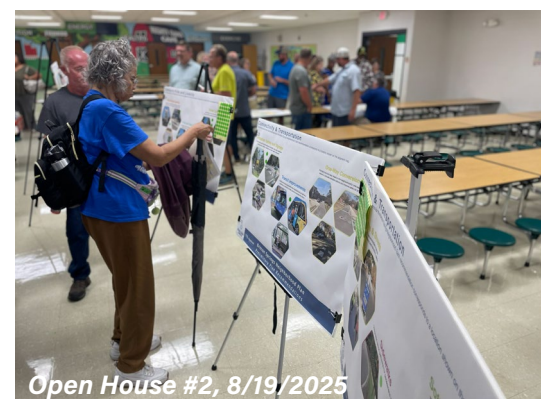
Open House #2, 8/19/2025



Open House #1, 4/29/2025



Open House #2, 8/19/2025



Open House #2, 8/19/2025

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.

The second meeting, held on August 19, 2025, presented draft recommendations to community members. Two primary categories were discussed: future land use and neighborhood connectivity. Participants expressed general support for the future land use recommendations, while feedback on connectivity emphasized refining the focus toward safety improvements rather than broader pedestrian and multi-modal enhancements.

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
Website updated with exhibits	10/1/2025	Project Website
Planning Commission (Reading)	11/21/2025	329 Main Street, Meeting Room
Planning Commission (Vote)	11/25/2025	329 Main Street, Meeting Room
City Council (Reading)	12/1/2025	106 Public Square, City Council Chambers
County Commission (Informal)	12/1/2025	1 Millennium Plaza, Montgomery County Historic Courthouse
City Council (Vote)	12/4/2025	106 Public Square, City Council Chambers
County Commission (Formal)	12/8/2025	1 Millennium Plaza, Montgomery County Historic Courthouse

COMMUNITY SURVEY RESULTS



58%

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

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.



47%

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



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.



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 neighborhood 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 neighborhood, specifically focusing on Evans Road, portions of Britton Springs Road, Eva Drive, Jordan Road, and Mills Drive. The Clarksville Street Department currently has sidewalk projects planned for Jordan Road, Eva Road, and Britton Springs Road.

◇ **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 (Traffic and Roadway):**

Identified throughout the neighborhood, 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:**

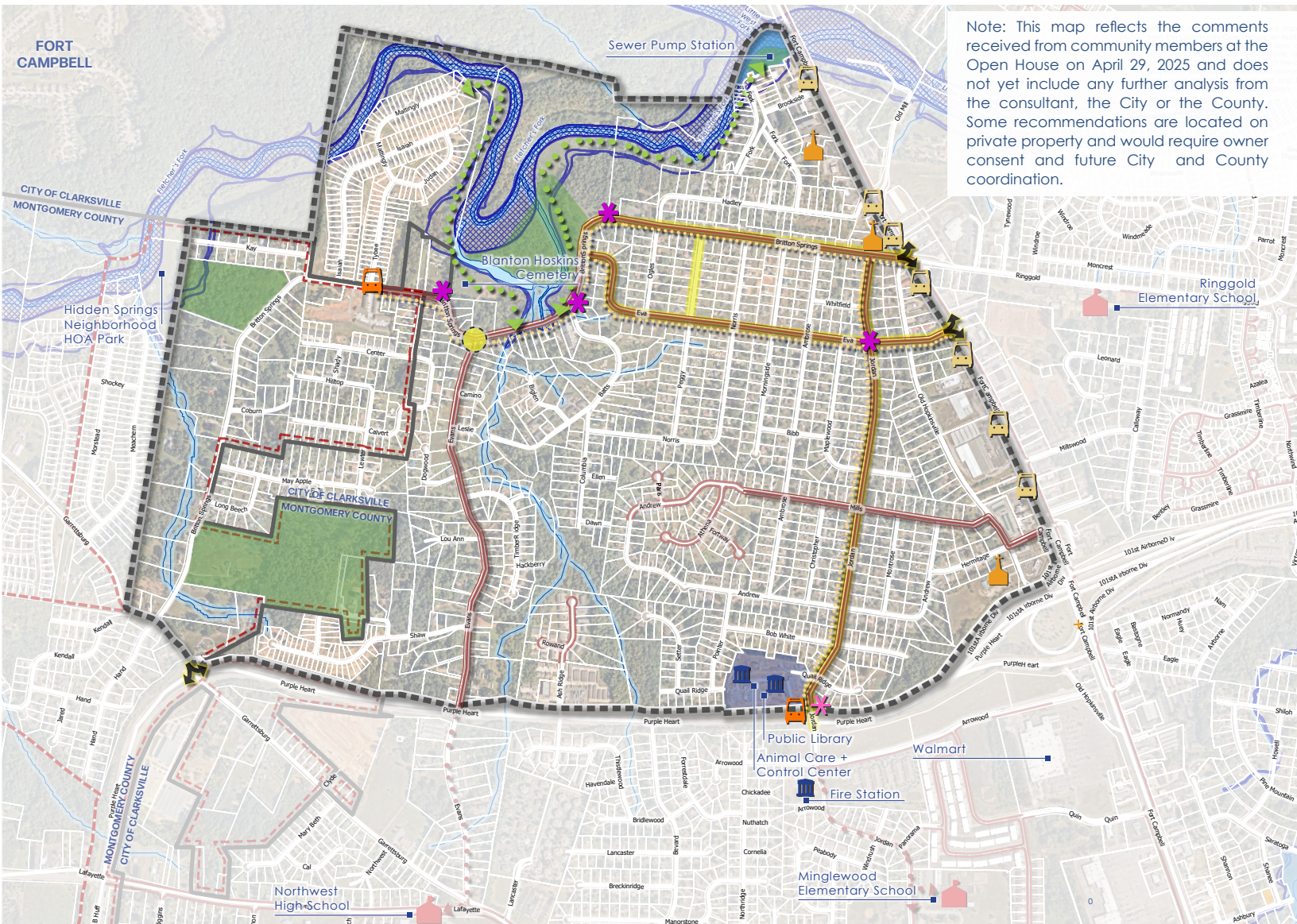
Respondents identified a potential location is in the Northwestern portion of the neighborhood along Britton Springs Road, and near the new library at the southeast corner of the neighborhood.

◇ **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.

The improvements listed on this page and the next are ideas gathered during the community engagement process. Final official recommendations can be found in Chapter 3.

COMMUNITY ANALYSIS MAP



Legend

Existing

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

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

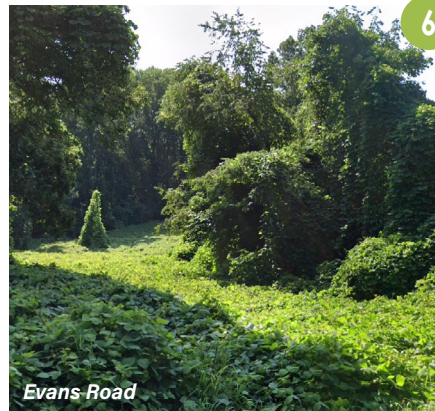
New regulations and guidelines provide stronger frameworks for development leading to more predictability in the development pattern of the surrounding areas.



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 neighborhood with a significant existing tree cover presenting the opportunity for more open space, shaded streets, and additional programming.



Community Members at Open House

7 Neighborhood Desire for Improvements

The neighborhood 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.

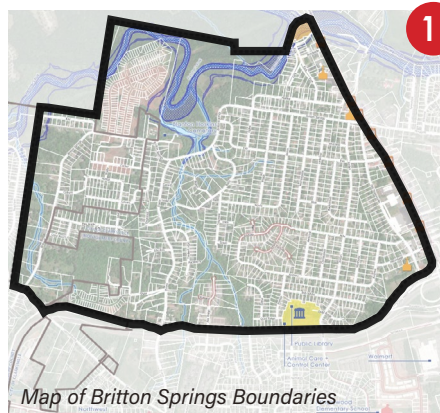


Duplex Housing Example

8 Increased Housing Density That Matches The Goals of the Neighborhood

Utilize comprehensive plan, housing study, and zoning code in combination with this plan to establish areas that have a varied housing type and density.

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.



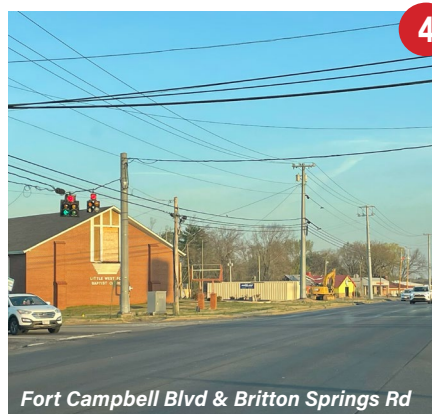
2 Desire to maintain current scale and nature of development

The neighborhood has expressed desire for the neighborhood 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.



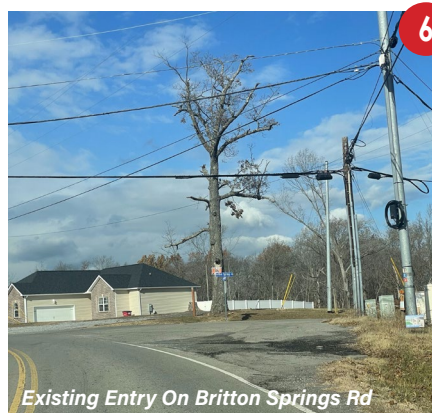
4 Lack of existing pedestrian infrastructure on edge of neighborhood

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



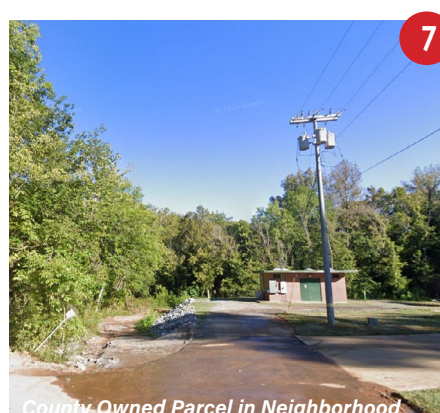
5 Ongoing Tornado Recovery Efforts

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.



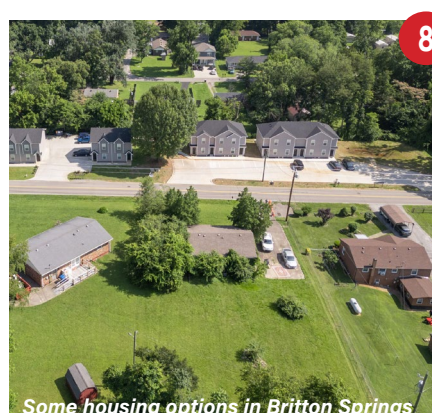
6 Lack of existing neighborhood identity or cohesiveness

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



7 Established Neighborhood with no vacant public land

This is an established neighborhood 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

Housing & Neighborhood Development

Community Pride & Livability

The Recommendations Chapter is all about proposed strategies to move the themes identified in Chapter 2: Inventory & Analysis forward. This Chapter is broken into three themes: Connectivity & Transportation, Housing & Neighborhood Development, and Community Pride & Livability. A list of proposed Recommendations, as well as a connectivity map and a future land use map are included.

SUMMARY OF RECOMMENDATIONS

The following recommendations reflect a combination of neighborhood input, on-the-ground analysis, Clarksville and Montgomery County context, and best practices for neighborhood planning. They build on the plan's three priority themes: Connectivity & Transportation, Neighborhood Pride & Livability, and Housing & Neighborhood Development. Each recommendation responds to neighborhood priorities, identifies gaps, and provides a path forward. Each improvement is paired with a description of its benefits to Britton Springs and imagery to help visualize how it could be implemented in the neighborhood. The Recommendations are categorized into three themes:

Connectivity & Transportation

The first section focuses on connectivity and transportation, with strategies to improve access, safety, and mobility for people of all ages and abilities. These strategies include enhancements for pedestrians, cyclists, and transit riders, as well as improvements to neighborhood streets that make travel safer and more efficient.

Neighborhood Pride & Livability

Another group of recommendations are centered on neighborhood identity, history, and social connections. This section's recommendations are related to parks and open space, recovery efforts, pedestrian safety, and neighborhood signage. Carrying out these projects will strengthen neighborhood identity and foster a stronger, more cohesive sense of place by sharing the neighborhood's story.

Housing & Neighborhood Development

The third section addresses Housing & Community Development, with tools to expand housing choices, encourage context-sensitive growth, and preserve the neighborhood qualities that residents value most. This includes a Future Land Use Map, created in coordination with the citywide map adopted in 2024 and refined through neighborhood feedback, along with recommendations for housing types and redevelopment approaches.

Together, these recommendations create a framework for future investment and decision-making. They are designed to address immediate needs such as safety, infrastructure, and housing stability while guiding Britton Springs toward its long-term vision of becoming a more connected, livable, and resilient neighborhood.

OTHER COMMUNITY RESOURCES

The Clarksville Urbanized Area Metropolitan Planning Organization has many resources online at their website, which are constantly being updated. Relevant resources to this Plan include:

- [Creating Walkable & Bikeable Communities](#)
- [A Resident's Guide for Creating Safer Communities for Walking and Biking](#)
- [Small Town and Rural Multimodal Networks](#)
- [Other General MPO Resources Here](#)

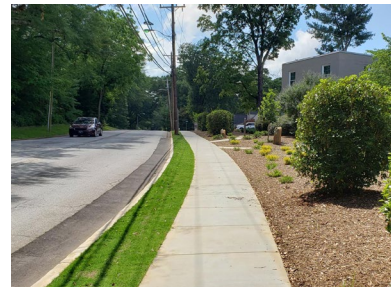
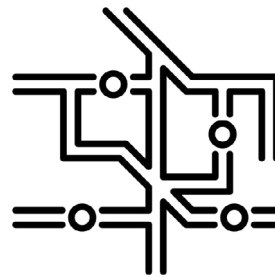
CONNECTIVITY & TRANSPORTATION

The proposed recommendations based on the information gathered through community feedback and research are grouped into themes over the next few pages. In the Connectivity & Transportation section, this plan presents recommendations on safety, traffic controls, streetscape options, multi-modal connectivity solutions, and overall navigability of the neighborhood. There are opportunities for the neighborhood to be more connected with safer options. The next section highlights connectivity and transportation improvements, grouped by type, and are shown on the Neighborhood Improvements Map on page 34 to illustrate where these efforts can take shape in the neighborhood.

SEPARATED SIDEWALKS & SHARED-USE PATHS

Where there is ample street right-of-way, separated and protected sidewalks or shared-use pathways located adjacent to the street and outside the curb line are recommended. Sidewalks or separated pathways are often the only way to safely add connectivity for non-motorists along primary collector roads linking critical assets. Recommended sidewalks along Jordan Road connecting residents to the new public library are a prime example. The Clarksville Street Department currently has sidewalk projects planned for Jordan Road, Eva Road, and Britton Springs Road.

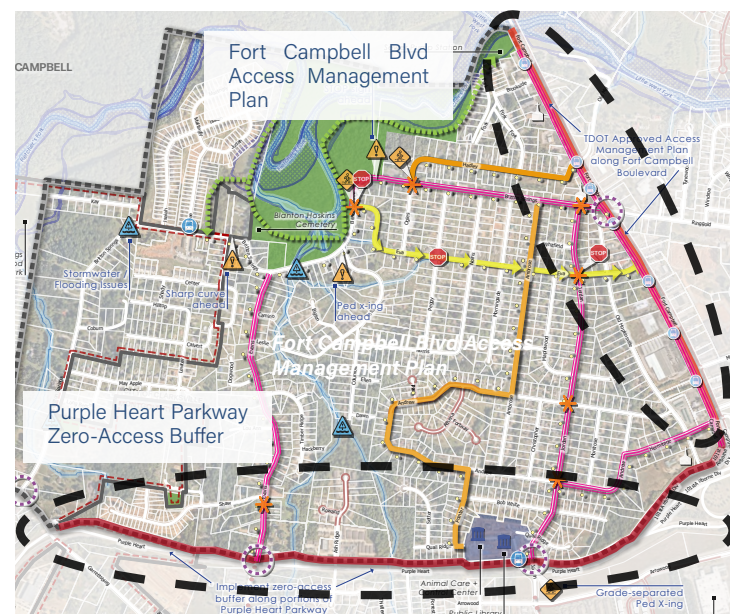
- 1.1 Create phased sidewalk plan including entirety of Fort Campbell Boulevard, Jordan Road, Britton Springs Road (between Eva Drive and Fort Campbell Parkway), and Evans Road.



ACCESS MANAGEMENT

The neighborhood is located along two major corridors. These ideas are intended to be paired with access management strategies that limit the number of intersections and promote safe, efficient points of entry and exit. Specific recommendations include:

- 1.2 Implement the TDOT Highway Systems Access Manual Management Plan along Fort Campbell Parkway.
 - Consolidate and narrow driveway access where possible and restrict turning movements to add predictability and safety.
- 1.3 Implement a zero-access buffer along portions of Purple Heart Parkway.
 - Prevent new curb cuts to improve safety for vehicles and pedestrians and to minimize congestion in the corridor.



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. Improved transit frequency and facilities could spur reinvestment in adjacent commercial properties incentivizing local patronage and services relevant to the neighborhood.

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

- 1.4 Install new transit stops at the new library at Jordan Road and Purple Heart Parkway and the northwest corner of Britton Springs Road.
- 1.5 Consider establishing a shuttle system that circulated through the neighborhood, other neighborhoods, and nearby assets.

OTHER COMMUNITY RESOURCES

The Tennessee Department of Transportation also has resources available online. Relevant resources to this Plan include:

- [*Making Connections – Actions to Improve Walking, Bicycling, and Rolling in Tennessee*](#)

PEDESTRIAN SAFETY

Pedestrian safety is a primary focus for the Neighborhood. Residents consistently emphasized the need for safer routes and more options for walking within the neighborhood. Recommendations include new marked crosswalks, stop signs, advanced warning signs, bollards, and reflectors. These measures are intended to calm traffic, increase visibility, and create a safer, more connected environment for everyone.



SHARED-USE & ONE-WAY CONVERSION

For internal neighborhood streets with lower vehicle speeds and volumes, there are strategies to create space and increase safety for people navigating the neighborhood without a vehicle. Converting two-way streets to a single direction and single lane is one method to create additional space for non-motorists. Repurposing some of the road surface allows all or part of a travel lane to be utilized for grade separated or on-street pedestrian improvements.



Where constraints prevent separated pedestrian improvements, on-grade shared-use street improvements can create a safe environment for people. Britton Springs Neighborhood streets are most of the available public space. These methods help dedicate some of this space for safe multimodal connectivity, play, placemaking, gathering areas, while still allowing cars to move throughout. Strategies for shared-use streets should:



- Indicate to motorists that these streets are to be used by pedestrians and cyclists.
- Only be used on streets with limited local traffic and slow speeds.
- Include signage, non-motorists spaces indicated with bollards, street striping and art, or street material/color changes to alert drivers.



- 1.7 Explore shared street and one way circulation where appropriate, such as on Hadley Drive and Eva Drive.

GRADE SEPARATED CROSSINGS



There are no schools within the neighborhood boundary, the City, County, and RPC have evaluated many options to offer safer crossings on Purple Heart Parkway. While outside of the Plan's study area, the following is recommended as a follow-up to provide connectivity between the Britton Springs and Minglewood neighborhoods. This change would allow children from Britton Springs safer access to nearby elementary and middle schools, as well as children from Minglewood safer access to the new public library.

- 1.6 Evaluate a grade-separated crossing at Jordan Road and Purple Heart Parkway.

RAISED PEDESTRIAN CROSSWALKS



Pedestrian safety is a common theme throughout the plan. There are multiple existing crossings with no pedestrian infrastructure, improved infrastructure is essential to improve safety. Raised or table-top crosswalks are recommended as a safety strategy so that pedestrians are more visible at these key crossings.

- 1.8 Install raised pedestrian crosswalks at all four-way stops throughout the neighborhood and at key locations.

STREET LIGHTING



To accompany pedestrian scale improvements, street lighting is essential to contribute to a safe environment at night. Solar powered street lights can provide additional flexibility to implement street lighting projects where right-of-way or electrical infrastructure is a constraint. Specific recommendations include:

- 1.9 Install street lighting along primary sidewalks and streets.

NEIGHBORHOOD PRIDE & LIVABILITY

Investing in items such as Parks & Open Space, and Soft (Natural) Surface Trails and Identity Signage can help improve overall neighborhood identity and pride. The recommendations are highlighted on the next few pages, grouped by type, and are shown on the Neighborhood Improvements Map on page 34 to illustrate where these efforts can take shape in the community.

NEIGHBORHOOD IDENTITY

Currently, Britton Springs has an engaged and active community with a lot of pride. However, during the community engagement process Neighborhood Identity was listed as a priority. Creating a cohesive sense of place with consistent branding will ensure the neighborhood remains recognizable to others outside the area. It also provides residents the opportunity to education others on the history of their neighborhood, and determine the best way to do so on their terms. Specific recommendations include:

- 2.1 Neighborhood entry signage at Britton Springs Road (East and Southwest), Evans Road and Jordan Road.
- 2.2 Install interpretive signage about the December 2023 tornado along pedestrian paths and future park projects.
- 2.3 Continue clean-up efforts from the 2023 tornado throughout the neighborhood.



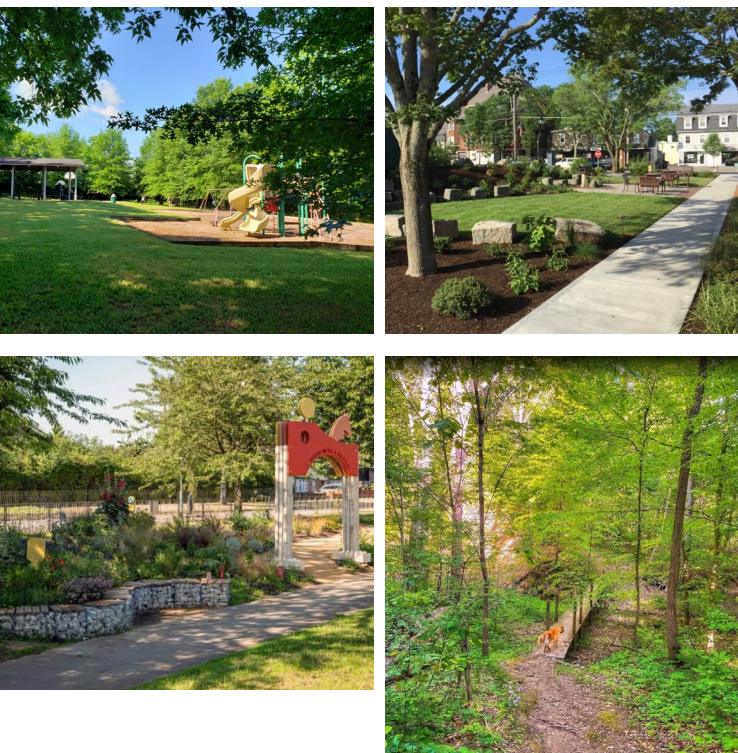
SOFT (NATURAL) SURFACE TRAIL

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 or to preserve environmental quality and natural setting. 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.



- 2.4 Evaluate a Fletcher's Fork Greenway Project or Nature Walk.

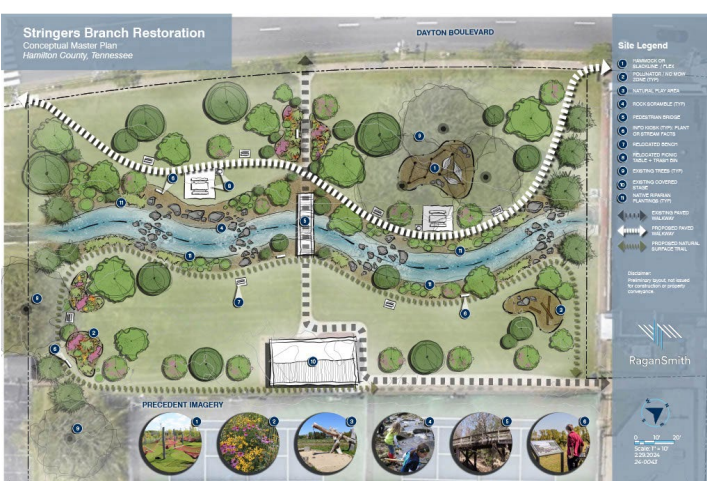
PARKS & OPEN SPACE



The neighborhood does not have any existing park space, creating a need for recreational opportunities and pocket parks. Park space is also vital to mental and physical health outcomes for residents of all ages. 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. Specific recommendations include:

- 2.5 Evaluate land identified for potential park projects based on land acquisition, topography, environmental constraints, and constructibility.

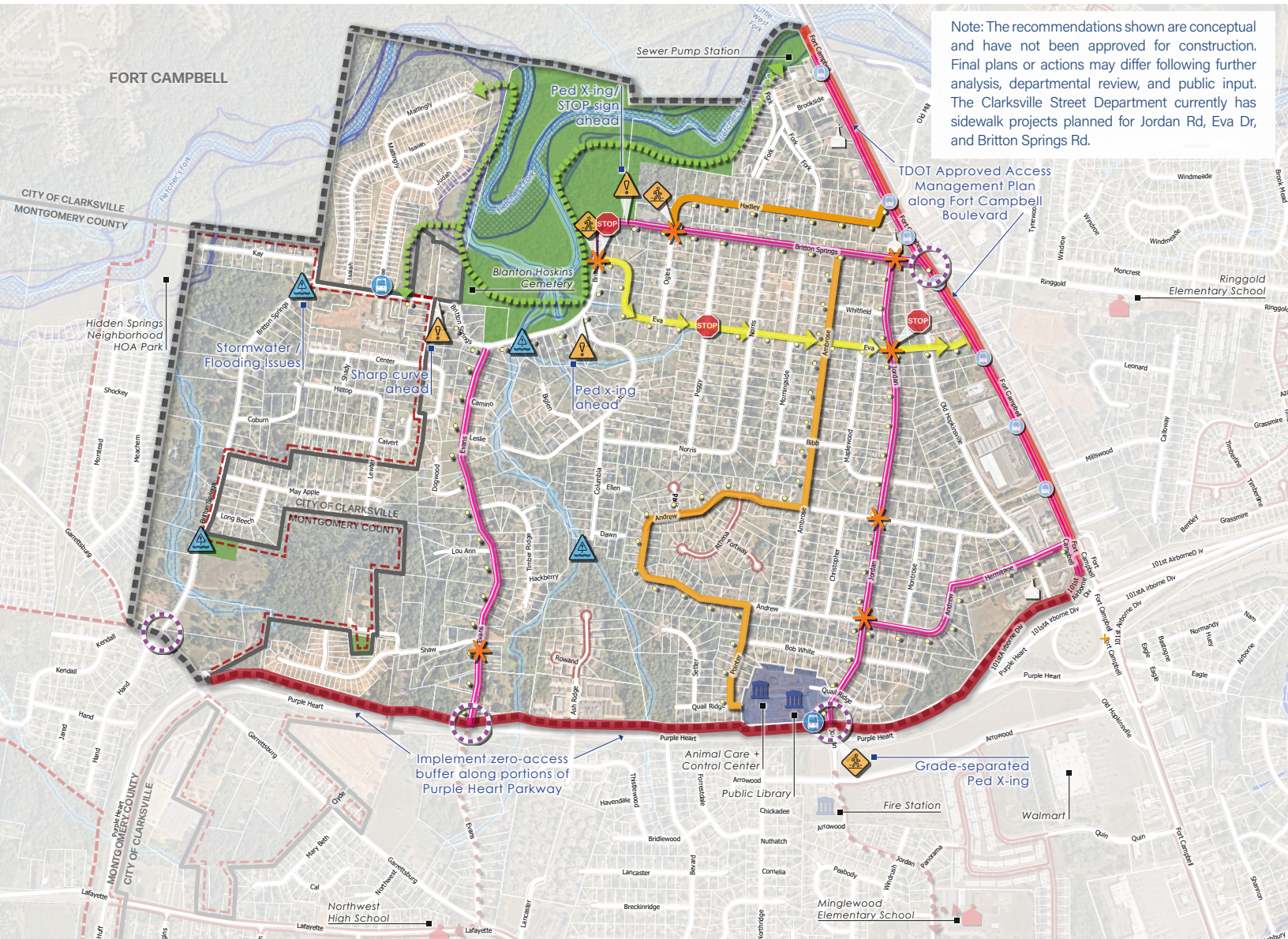
FLOODWAY AND STORMWATER MANAGEMENT



Infrastructure is key to a successful neighborhood. Throughout the process, residents identified areas where flooding issues occur and how the floodway interacts with the surrounding topography.

- 2.6 Evaluate a stream restoration project for the reach flowing south from Fletcher's Fork through the center of the neighborhood to manage erosion, restore natural function, enhance public and property value, and support infrastructure resilience.
- 2.7 Evaluate identified areas for improved stormwater management.
- 2.8 Check neighborhood culverts and drainage for remaining tornado debris and remove or make repairs as appropriate.

NEIGHBORHOOD RECOMMENDATIONS MAP



Legend

Existing

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

Neighborhood Recommendations

- Sidewalks
- Soft Surface Trail
- Potential One-Way Shared Street
- Street Lighting
- Park / Green Space Enhancement
- Zero-Access Buffer
- Neighborhood Entry Feature
- Transit Stop
- Raised Crosswalk / 4-Way Stop
- Pedestrian Safety Enhancement Zone
- TDOT Access Management Plan

0 0.1 0.2 0.4 miles

BRITTON SPRINGS & EVA DRIVE CONCEPT

Input received from Britton Springs community members indicated a key neighborhood intersection, Britton Springs Road with Eva Drive, to be unsafe. This concept drawing illustrates how multiple implementation items could work together, including the greenway connections, neighborhood scale park improvements, raised crosswalks, potential one-way configuration on Eva Drive, and advanced warning signage. While this is a conceptual vision, further study is necessary to determine feasibility and refine design details.



HOUSING & NEIGHBORHOOD DEVELOPMENT

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 land use types recommended as the preferred development pattern moving forward. While not all existing land use 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 land use types below are paired with their corresponding future land use designations.

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 neighborhood.

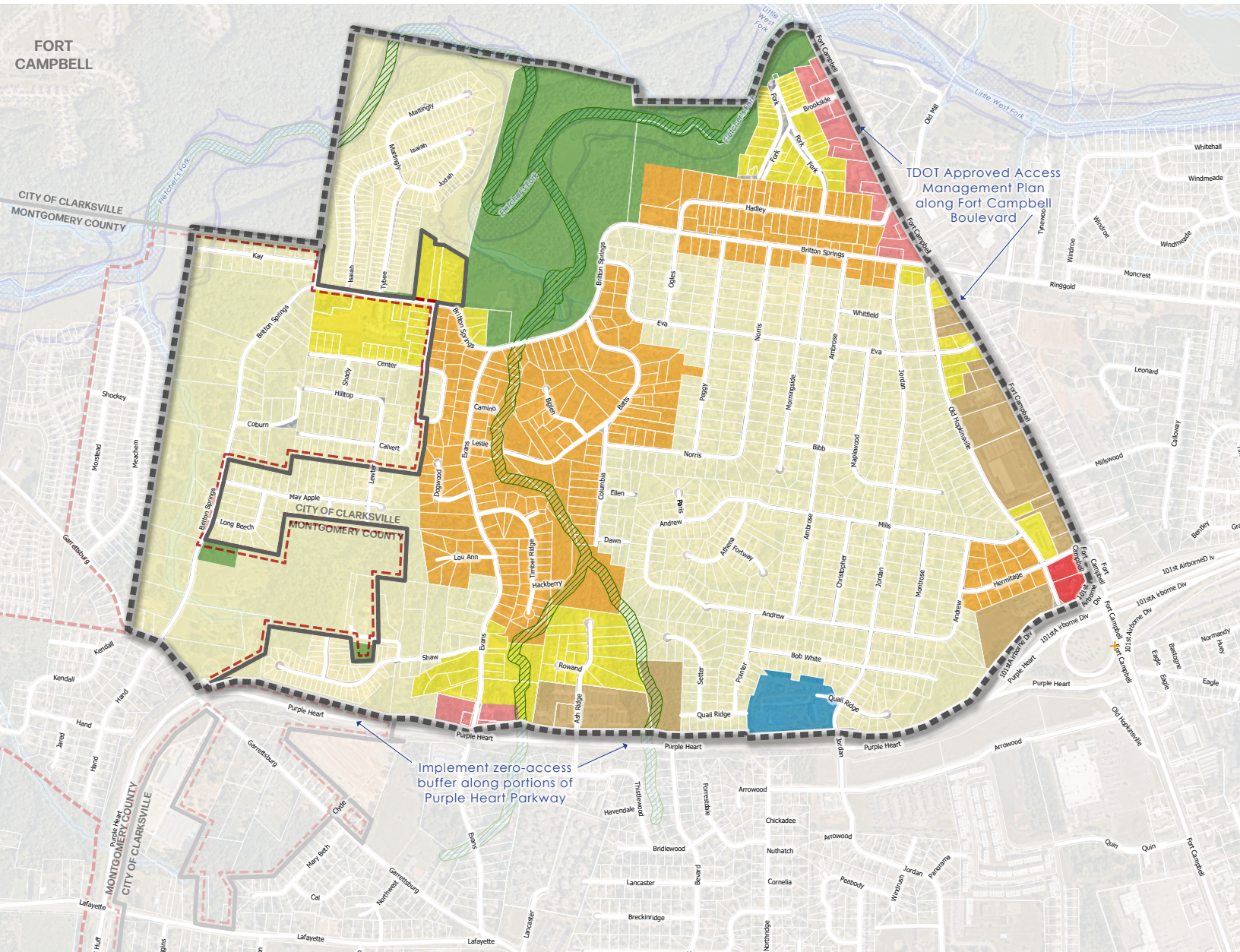
WHY IS LAND USE IMPORTANT FOR THIS PLAN?

Land Use Maps are important because they can provide the framework for a coordinated approach to designing neighborhoods, cities, or even whole regions. These frameworks can help ensure the area's needs are being met in a balanced way, for example by:

- Ensuring that there is enough housing, employment (via retail or office land use designations), and retail to support those who live in that area;
- Maintaining affordability by providing a variety of housing types at different price points;
- Maintaining safety by ensuring development doesn't occur in an unsafe area, such as a floodplain.

A balanced and coordinated Land Use plan becomes more significant when there are constraints applied to the land, for example when there is existing development or natural (i.e. topographical or water-related) constraints. This is currently the case in Britton Springs.

FUTURE LAND USE MAP



LAND USE RECOMMENDATIONS

The Britton Springs Neighborhood's mix of residential and commercial opportunities calls for a Housing & Neighborhood Development strategy that respects the existing neighborhood context while accommodating growth in the surrounding area.

MIXED-USE

Mixed-Use

Britton Springs is primed for mixed-use development due to its frontage along Fort Campbell Boulevard and Purple Heart Parkway. Mixed-use can bring new employment opportunities and commerce, benefiting Britton Springs and the surrounding communities.



- 3.4 Consider application for mixed-use opportunities 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.
- 3.5 Create a mixed-use area along Purple Heart Parkway and Ashridge Drive to encourage growth around existing multi-family and commercial area.
- 3.7 Reduce or eliminate minimum lot size and minimize setbacks for single family dwellings in Mixed-Use and Urban Neighborhood areas.



COMMERCIAL

Neighborhood and Corridor Commercial

The neighborhood is framed by a commercial corridor to the east and a corridor-like commercial presence to the south. In light of recently adopted regulations and current market conditions, the area would benefit from fostering a mixed-use character while preserving a limited number of neighborhood and corridor commercial parcels. The following recommendations are provided for these parcels:

- 3.6 Limit new commercial only buildings to the parcels identified as neighborhood commercial and corridor commercial.



SINGLE-FAMILY



Suburban Residential

The profile of the existing neighborhood falls under the Suburban Residential category. This plan recommends that the majority remain suburban residential but that it meets the needs of the changing housing market by encouraging more flexible regulations:



- 3.1 Allow for Accessory Dwelling Units (ADUs) throughout the suburban residential, urban residential, and mixed-residential land uses.



Mixed-Residential

The neighborhood reflects a mixed-residential profile, with a variety of housing types woven throughout the community and even along the same streets. Expanding this mixed-residential category is recommended to introduce additional housing options and strengthen the diversity of housing within the neighborhood:



- 3.1 Allow for Accessory Dwelling Units (ADUs) throughout the suburban residential, urban residential, and mixed-residential land uses.
- 3.2 Encourage a mixture of housing types throughout the neighborhood by establishing the Mixed-Residential and Urban Neighborhood future land use throughout the neighborhood.
- 3.7 Reduce or eliminate minimum lot size and minimize setbacks for single family dwellings in Mixed-Use and Urban Neighborhood areas.

MULTI-FAMILY

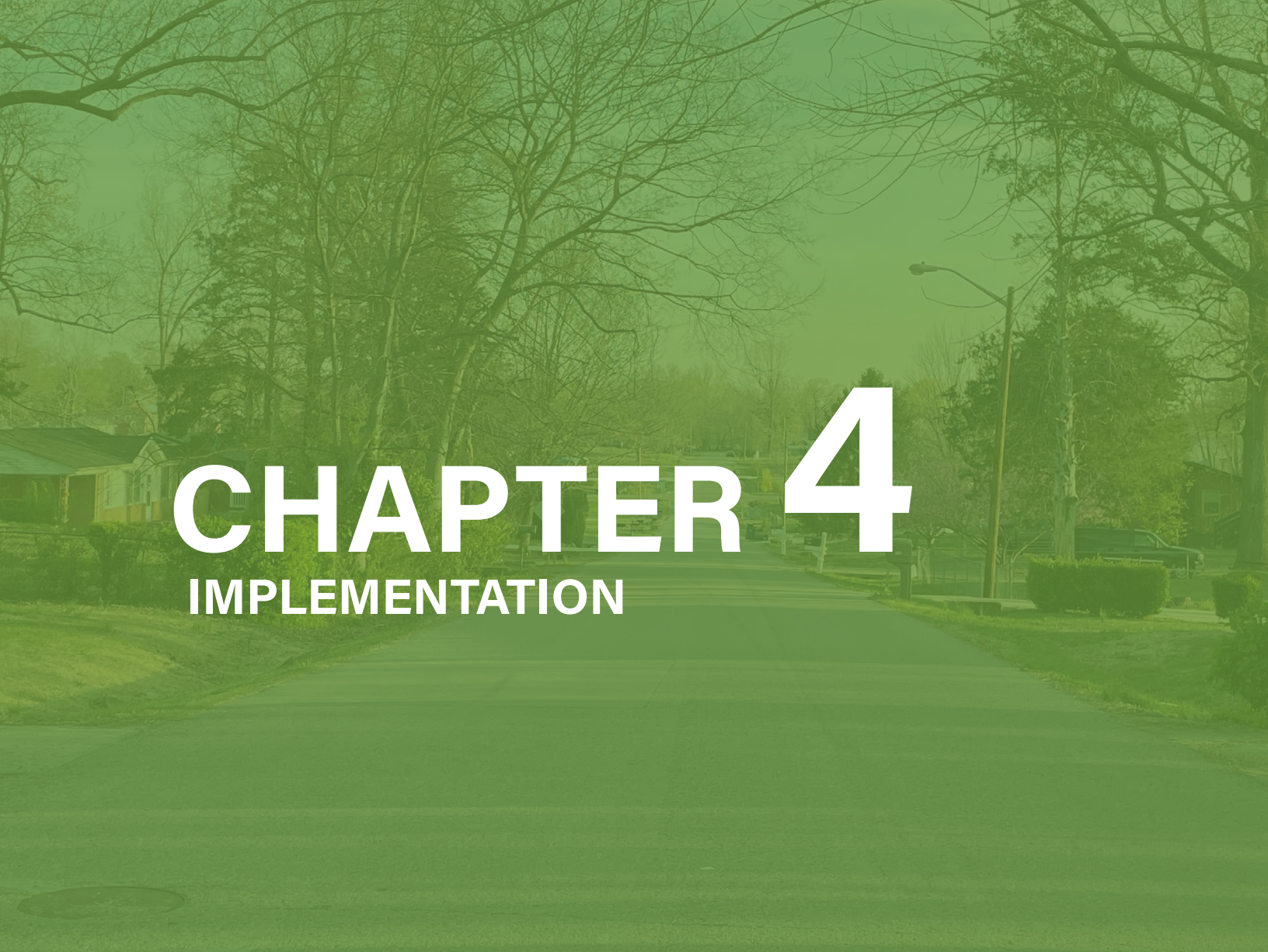
Urban Neighborhood

While lower-density residential makes up the majority of existing development, introducing the Urban Neighborhood category is recommended to expand opportunities for a wider range of housing. This category would support diverse design approaches, greater affordability, and increased density options that complement the existing neighborhood fabric:



- 3.1 Allow for Accessory Dwelling Units (ADUs) throughout the suburban residential, urban residential, and mixed-residential land uses.
- 3.2 Encourage a mixture of housing types throughout the neighborhood by establishing the Mixed-Residential and Urban Neighborhood future land use throughout the neighborhood.
- 3.3 Create compatibility and design criteria for infill multi-family development that incentivizes or requires rear loaded parking, setbacks from primary roadways, front porches or other covered entries, landscaping buffers, or screen trash receptacles.
 - Compatibility criteria could also be implemented based on use and density of adjacent parcels.
- 3.7 Reduce or eliminate minimum lot size and minimize setbacks for single family dwellings in Mixed-Use and Urban Neighborhood areas.

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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 on the recommended projects are included.

IMPLEMENTATION OVERVIEW

The implementation plan is built on strong partnerships, strategic tools, and targeted funding, all aimed at bringing the plan and neighborhood'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 the three themes identified in Chapter 3: Recommendations.

Connectivity & Transportation has emerged as one of the neighborhood's greatest needs, both in the number of recommendations identified and in the wide range of improvements suggested. Enhancements in this area would not only strengthen overall connectivity but also create a safer environment for all users. Funding opportunities could come from multiple sources, including state agencies such as TDOT and local-level strategies. While some projects may be addressed in the near term, fully resolving the transportation challenges will require a coordinated, long-term approach.

Neighborhood Pride & Livability covers a broad set of initiatives that generally fall within the short-term to medium-term timeframe. Because these projects are diverse, funding could come from an equally wide range of sources, including state and local grants as well as local funds. The central goal is to foster a stronger sense of place, building a neighborhood identity that is both embraced by residents and recognized by those outside the neighborhood.

Housing and Neighborhood Development emerged as the final key theme requiring attention. Residents voiced concerns about affordability and the availability of housing that meets their needs. The corridors to the east and south present prime opportunities for redevelopment, offering space for a broader mix of housing types. Many of the recommended strategies can be implemented in the near term and at a reasonable cost through coordinated City and County efforts.

Implementation Matrix Key

Abbreviations

Time-Frames

City - City of Clarksville

County - Montgomery County

CTS - Clarksville Transit System

CMCRPC - Clarksville-Montgomery County Regional Planning Commission

CUAMPO - Clarksville Urbanized Area Metropolitan Planning Organization

Street Department - Clarksville Street Department

Parks & Recreation - Clarksville Parks & Recreation

TPL - Trust for Public Land

CNCS - Clarksville Neighborhood and Community Services

Housing Authority - Clarksville Housing Authority

TDOT - Tennessee Department of Transportation

Short-Term - 0-2 Years

Medium-Term - 3-5 Years

Long-Term - 6-10 Years

**The CMCRPC is anticipated to be a partner on the majority of these projects and, therefore, is not listed individually on each project.*

IMPLEMENTATION MATRIX

Implementation Matrix				
No.	Recommendation	Funding Source(s)	Partner(s)*	Timing
Connectivity & Transportation				
1.1	Create phased sidewalk plan including entirety of Fort Campbell Boulevard, Jordan Road, Britton Springs Road (between Eva Drive and Fort Campbell Parkway), and Evans Road.	Multi-Modal Access Grant (TDOT), Surface Transportation Program (TDOT), Transportation Alternative Program (TDOT), Street Department	TDOT, City, County CUAMPO, Street Department	Medium-Term
1.2	Implement the TDOT approved Access Management Plan along Fort Campbell Parkway.	MMAG, TIP, Developer Requirements upon redevelopment	TDOT, City Street Department, County, CUAMPO	Long-Term
1.3	Implement a zero-access buffer along portions of Purple Heart Parkway.	As site plans are approved, Street Department	TDOT, City, Street Department, County, MPO	Long-Term
1.4	Install new transit stops at the new library at Jordan Road and Purple Heart Parkway and the northwest corner of Britton Springs Road.	State Street Aid Fund, Local Transportation Funding, CTS, MMAG	City, CTS	Short-Term
1.5	Consider establishing a shuttle system that circulated through the neighborhood, other neighborhoods, and nearby assets.	Public Transportation Grant Urbanized Area Grants (TDOT)	CTS, City, County	Long-Term
1.6	Evaluate a grade-separated crossing at Jordan Road and Purple Heart Parkway.	TDOT, City & County CIPs	TDOT, City, Street Department, County, CUAMPO	Short-Term
1.7	Explore shared street and one way circulation where appropriate, such as on Hadley Drive and Eva Drive.	Local Transportation Funding, Street Department	City, Street Department, CUAMPO	Short-Term
1.8	Install raised pedestrian crosswalks at all four-way stops throughout the neighborhood and at key locations.	Multi-Modal Access Grant (TDOT), Surface Transportation Program (TDOT), Transportation Alternative Program (TDOT), State Street Aid	City, Street Department, County, CUAMPO	Medium-Term
1.9	Install street lighting along primary sidewalks and streets.	State Street Aid Fund	Street Department, City	Medium-Term
Neighborhood Pride & Livability				
2.1	Neighborhood entry signage at Britton Springs Road (East and Southwest), Evans Road and Jordan Road.	CNCS, Resident Led, Street Department	City, County, CNCS	Medium-Term
2.2	Install interpretive signage about the December 2023 tornado along pedestrian paths and future park projects.	CNCS, CDBG, City, County	City, County, CNCS	Short-Term
2.3	Continue clean-up efforts from the 2023 tornado throughout the neighborhood.	Rebuild and Recover Program (THDA), CNCS	CNCS, County, City Parks & Recreation, Street Department	Short-Term

Implementation Matrix

No.	Recommendation	Funding Source(s)	Partner(s)*	Timing
2.4	Evaluate a Fletcher's Fork Greenway Project or Nature Walk.	Healthy Built Environments (TN Dept. Health), TDEC Park & Rec Planning Grants	City, Parks & Recreation, County, CUAMPO, TPL	Short-Term
2.5	Evaluate land identified for potential park projects based on land acquisition, topography, environmental constraints, and constructibility.	Local Parks & Recreation Fund Grants (LRPF), TDEC Park & Rec Planning Grants	City, Parks & Recreation, County	Medium-Term
2.6	Evaluate a stream restoration project for the reach flowing south from Fletcher's Fork through the center of the neighborhood to manage erosion, restore natural function, enhance public and property value, and support infrastructure resilience.	Local Parks & Recreation Fund Grants (LRPF), TDEC Stream & Wetland Grants	City, County, Parks & Recreation	Medium-Term
2.7	Evaluate identified areas for improved stormwater management.	Local Parks & Recreation Fund Grants (LRPF), TDEC Stream & Wetland Grants	City, County, Parks & Recreation, Street Department	Medium-Term
2.8	Check neighborhood culverts and drainage for remaining tornado debris and remove or make repairs as appropriate.	City & County CIPs	City, County, Street Department	Short-Term
Housing & Neighborhood Development				
3.1	Allow for Accessory Dwelling Units (ADUs) throughout the suburban residential, urban residential, and mixed-residential land uses.	AARP Community Challenge (AARP), CDBG	City, CNCS, County, Housing Authority	Short-Term
3.2	Encourage a mixture of housing types throughout the neighborhood by establishing the Mixed-Residential and Urban Neighborhood future land use throughout the neighborhood.	N/A	City, County, Housing Authority	Short-Term
3.3	Create compatibility and design criteria for infill multi-family development that incentivizes or requires rear loaded parking, setbacks from primary roadways, front porches or other covered entries, landscaping buffers, or screen trash receptacles.	N/A	City, County	Short-Term
3.4	Consider application for mixed-use opportunities 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.	N/A	City, County	Short-Term
3.5	Create a mixed-use area along Purple Heart Parkway and Ashridge Drive to encourage growth around existing multi-family and commercial area.	N/A	City, County	Short-Term
3.6	Limit new commercial only buildings to the parcels identified as neighborhood commercial and corridor commercial.	N/A	City, County	Short-Term
3.7	Reduce or eliminate minimum lot size and minimize setbacks for single family dwellings in Mixed-Use and Urban Neighborhood areas.	N/A	City, County	Short-Term