



An Urban Design Study of Downtown Clarksville and Its Adjacent Riverfront

The University of Tennessee
School of Architecture
Summer Urban Design Studio

An Urban Design Study of Downtown Clarksville and Its Adjacent Riverfront

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CLARKSVILLE'S DOWNTOWN AND ITS ADJACENT RIVERFRONT

Wednesday, June 6, 2012
Facilitators arrived at 3:15 p.m. for briefing
4:00 P.M. – 8:00 P.M.

Riverview Inn Ballroom - Clarksville, Tennessee

The University of Tennessee Summer Program in Urban Design 2012 has faculty member T. K. Davis and advanced students working with Clarksville citizens and community stakeholders to develop an urban design study for Clarksville's downtown and its adjacent riverfront, as well as to advance the conceptual design potential of at least three strategic sites targeted for near term development.

The purpose of this meeting was for the Clarksville community to both assess and envision their downtown and its adjacent riverfront for their revitalization potential. In other words, what are the strengths, weaknesses, opportunities and threats to civic revitalization here during the coming decade, and what new ideas do citizens have for bettering their downtown and its riverfront. In responding to these basic questions, participants were encouraged to think very broadly and candidly about the possibilities of change over time.

Sponsors:
The City of Clarksville
The Clarksville-Montgomery County
Economic Development Council
The Two Rivers Company
The University of Tennessee Knoxville
College of Architecture and Design

Head Facilitators:
T. K. Davis and Phil Walker

Table Facilitators:

Katy Brookby
Keith Covington
Brian Doherty
Jim Douglas
Erin Gray
Lee Jones
Arya Kabiri
Matt Lyle
Eric McGinnis
Annsley Miller
Michael Payne
Samantha Schneider
Jeff Stahl
Mary Vavra
Oren Yarbrough

Student Facilitators:
Tyrone Bunyon
Ashley Gillenwaters
Kendra McHaney
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Georgia Tech Planning
Third Coast Design Studio
University of Tennessee
Landscape Architect
University of Tennessee
Third Coast Design Studio
Thomas Miller & Partners
University of Tennessee
EOA-Architects
Thomas Miller & Partners
University of Tennessee
Building Ideas
University of Tennessee
Lose and Associates
Tuck Hinton Architects

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CITIZEN PARTICIPANTS

Jerry Allbert	Dottie Mann
Doug Barber	Jim Mann
Jeff Bibb	Brad Martin
Arthur Bing	Diane McLaughlin
Phil Brown	Kyle Mills
Clint Camp	Diane Nance
Jerry Clark	Pam Powell
Caroline Edwards	Bill Roberts
Charles Foust	Jeff Robinson
Denny Fry	Mitch Robinson
Chris Goodman	John Rudolph
James Halford	Ray Runyon
Gary Hamm	Nick Steward
Dan Hanley	Bill Summers
Paige King	Richard Swift
Lorie Jackson	Joel Wallace
Chuck Jones	Liana Wallace
Frank Lott	Wayne Wilkerson
Lane Lyle	

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June 6, 2012 Meeting Schedule

3:15 p.m. Facilitators met in the Riverview Inn Ballroom to discuss the workshop.

Pre-registered stakeholders and citizens began sign-in at the Ballroom and received random table assignments.

4:00 p.m. Welcome by Chris Goodman, Chair of The Two Rivers Company.

4:05 p.m. "A Brief History of Clarksville's Recent Downtown Planning and The Two Rivers Company" by Phil Walker, Two Rivers Company Interim Director.

4:20 p.m. Workshop orientation by T. K. Davis, Associate Professor, University of Tennessee College of Architecture and Design Director, Summer Program in Urban Design 2012 at the Nashville Civic Design Center.

4:30 p.m. Breakout assessment workshop at tables in the Ballroom with facilitators.

Introductions around each table:
who are you and why are you here this evening?

Questions assigned to address and record accurately on the table's Post-it sheets, in 15 minutes each:

"In assessing the potential for revitalization during the coming decade, what are the strengths of Clarksville's downtown and its adjacent riverfront?"

"In assessing the potential for revitalization during the coming decade, what are the weaknesses of Clarksville's downtown and its adjacent riverfront?"

"In assessing the potential for revitalization during the coming decade, what are the opportunities of Clarksville's downtown and its adjacent riverfront?"

"In assessing the potential for revitalization during the coming decade, what are the threats to Clarksville's downtown and its adjacent riverfront?"

5:30 p.m. Prioritization of ideas at each table: Three green adhesive dots per question by each person at the table, with dots placed by each person on the three most important ideas they felt were listed on their table's Post-it sheets, per question.

5:30 p.m. One citizen volunteer representative per table verbally reviewed, for the entire room, the principle ideas brought forth at their table for each of the four questions.

6:00 p.m. Break for light food and drink refreshments.

6:30 p.m. Breakout visioning workshop:
"Revitalizing Clarksville's Downtown and Its Adjacent Riverfront" at tables with facilitators.
Question to address: What revitalization ideas would you like to see implemented in Clarksville's downtown and its adjacent riverfront?

Going around the table, one person and one idea at a time, the facilitator accurately listed each and every idea on the table's Post-it sheets, and on the table's aerial map with tracing paper.

7:15 p.m. Prioritization of Ideas: Three green adhesive dots for each person at the table, with one dot placed by each person on each of the three most important ideas they felt were listed on their table's Post-it sheets.

7:45 p.m. One citizen volunteer representative per table verbally reviewed, for the entire room, the principle ideas brought forth at their table.

7:45 p.m. Group wrap-up with "Next Steps."

8:00 p.m. Workshop evaluations and adjournment.

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THE AMERICAN INSTITUTE OF ARCHITECTS : TEN PRINCIPLES OF LIVABLE COMMUNITIES

- ONE DESIGN IN A HUMAN SCALE
Compact, pedestrian friendly communities allow residents to walk to shops, services, cultural resources, and jobs and can reduce traffic congestion and benefit people's health.
- TWO PROVIDE CHOICES
People want variety in housing, shopping, recreation, transportation and employment. Variety creates lively neighborhoods and accommodates residents in different stages of their lives.
- THREE ENCOURAGE MIXED-USE DEVELOPMENT
Integrating different land uses and varied building types creates vibrant, pedestrian-friendly, diverse communities.
- FOUR PRESERVE URBAN CENTERS
Restoring, revitalizing, and infilling urban centers take advantage of existing streets, services, and buildings and avoid the need for new structure. This helps to curb sprawl and promote stability for city neighborhoods.
- FIVE VARY TRANSPORTATION
Giving people the option of walking, biking, and using public transit, in addition to driving, reduces traffic congestion, protects the environment, and encourages physical activity.
- SIX BUILD VIBRANT SPACES
Citizens need welcoming, well defined public places to stimulate face-to-face interaction, collectively celebrate and mourn, encourage public participation, admire public art, and gather for public events.
- SEVEN CREATE A NEIGHBORHOOD IDENTITY
A "sense of place" gives neighborhoods a unique character, enhances the walking environment, and creates pride in the community.
- EIGHT PROTECT ENVIRONMENTAL RESOURCES
A well-designed balance of nature and development preserves natural systems, protects waterways from pollution, reduces air pollution, and protects property values.
- NINE CONSERVE LANDSCAPES
Open space, farms and wildlife habitat are essential for environmental, recreational, and cultural reasons.
- TEN DESIGN MATTERS
Design excellence is the foundation of successful and healthy communities.

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FINDINGS: STRENGTHS + WEAKNESSES

STRENGTHS

- Proximity to the river and views west across a horizon of nature
- Pride in the city's history and architecture
- Riverfront Park's incremental implementation success
- Establishment of the Two Rivers Company focusing on downtown redevelopment
- Strong metropolitan economy and industrial growth
- Proximity to Austin Peay State University's young demographic and economic impact
- Proximity to Fort Campbell and its economic impact
- Five major churches downtown
- Developable church-owned and city-owned land downtown

WEAKNESSES

- Lack of Montgomery County presence downtown
- Lack of clear cohesion and communication of city and county regarding downtown
- Lack of community commitment to downtown
- Topographic disconnect of downtown plateau and river's edge
- The traffic, speed, and form of Riverside Drive
- Lack of connectivity between Austin Peay State University, Downtown and the River
- Few street trees and generally inadequate streetscape
- Lack of activated downtown investment incentives (tax increment financing)
- Low downtown residential population
- Inflexible building codes and lack of incentives to enable adaptive reuse
- Current Transit Center
- Limited downtown GIS information base
- Past inaction on the development of the Roxy Theater site
- Lack of downtown multi-generational entertainment venues
- Downtown lacks an urban grocery market and drug store
- Excessive surface parking lots and the resulting lack of walkability
- Two Rivers Company part-time leadership and an uncertain future funding source
- Very limited downtown green space (public or private)
- No downtown (branch) public library
- Vacant post-tornado sites
- Lack of communication between city and county government
- Greenway disconnection between southern and northern riverfront redevelopment
- Appearance of automobile dealerships across from Austin Peay State University

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FINDINGS: OPPORTUNITIES

OPPORTUNITIES

- Connect the District to the River through unique defined parallel and perpendicular
- Create and promote accessibility to the River
- Reinforce local character, heritage and history through guideline application, art and promotion.
- Promote use of TIF and PILOT programs for key demonstration projects
- Implement all recommendations of the 2010 Downtown Parking and Street Network Study
- Enlist corporate support for community enhancement
- Downtown market projects' viability of new luxury and student residences
- Redevelop available property downtown
- Relocate the Transit Center and develop the existing site
- Establish a Downtown Visitor Information Center
- Facilitate upper level residential in existing downtown buildings
- Encourage an entrepreneurial Housing Authority
- Encourage parking code flexibility
- Utilize multi-use liner buildings to conceal new parking structures
- Consider creating direct passage to Franklin Street from existing city parking garage
- Potential expansion of existing Cumberland Plaza city parking garage
- Vest pocket parks
- Promote bicycling
- Artist-type housing and work/live accommodation
- Construct a new city/county building for social services on or off Franklin Street
- Create affordable work force housing
- Complete the spatial definition of Courthouse Square with mixed-use, infill development
- Enhance connectivity between downtown, the river and the campus
- Consider building a downtown Magnet School at "The Top Spot"
- Consider building a downtown Conference Center and "Commons" at "The Top Spot"
- Consider a Downtown Kids' Discovery Center, perhaps with a splash park
- Consider adaptive reuse of the building at the end of Legion Street as a branch public library
- Consider finding an owner/operator and place for a downtown cinema
- Preserve existing historic architecture, including contributing structures
- Convert surface parking, where feasible, to structured parking with mixed use "liner buildings"
- Paint (and possibly light) the L & N Railroad Bridge
- Extend the "Peay Pickup" trolley route in downtown
- Recruit an urban food market
- Provide a better downtown location for the Farmer's Market
- Excursion or dinner train from Clarksville Station to the Cumberland Steam Plant
- A "Queen of Clarksville" excursion or dinner cruise on the river
- Explore church-related senior housing or assisted living
- Enhance public art venues in the downtown
- Extend Strawberry Alley one more block east and provide a civic visual terminus
- Completion of the 374 bridge could reduce Riverside Drive traffic by 30-40%
- Complete and expand the Upland Trail to the river walk and beyond
- Preserve "The West Bank" as a unique natural area with educational opportunities and trails.

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FINDINGS: THREATS

THREATS

- Public indifference toward Downtown
- Downtown business and government attrition
- Potential relocation of the Farmer's Market to a non-downtown, non-contributing site
- Vacating alleys and streets in the downtown grid

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WORKSHOP EVALUATION COMMENTS

(All recorded comments are verbatim with
comments solicited anonymously)

QUESTION ONE: What worked well in this workshop?
What would you not change?

“Group variation—variety of ideas—importance, etc.
Transitions from one topic to the next.”

“Random grouping, questions, time allotted for
questions.”

“Most aspects (worked well).
Format is good.”

“Loved the second part. I was not familiar with
Clarksville so I didn’t contribute much to the first half,
but it was nice to listen.
The people were great, outspoken, smart, creative...”

“Small group process around tables worked well—good
discussion.”

“Perfect amount of time in small groups.
Not too much food—just right.”

“Brainstorm worked well.
Not enough time.”

“Small groups—assigned tables
Two leaders / facilitators definite plus”

QUESTION TWO: What did not work well in these
workshops? What would you change?

“No “Post-it” sheets—difficult to transfer from one
sheet to the next and moving to the wall (ended up
having to pin-up sheets anyway).”

“Need bigger tables and to be better publicized next
time.”

“Combine threats and weaknesses.”

“Would suggest making process agenda available
to participants in advance. Some of us need
time to formulate ideas and articulate them into
constructive ideas.”

“Will we have access to what happens with these
ideas?”

“Same group got stale. Would like to work with
more of these wonderful people.”

“Good organized meeting.”

“Just a little confusion between what was said and
what was captured.
Good job!”

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URBAN DESIGN STUDY BACKGROUND

This urban design study of Downtown Clarksville and Its Adjacent Riverfront development was undertaken by the University of Tennessee Nashville Summer Program in Urban Design during a twelve week period of 2012. There were six students in the Urban Design Studio (hereafter referred to as “the studio”). The studio was comprised of five fifth year architecture students, and a third year interior design student, under the teaching guidance of Associate Professor Thomas K. Davis FAIA. The idea of having a sponsored academic teaching studio engaged to study Clarksville’s civic design was initiated by The Two Rivers Company (TRC), and proceeded in close cooperation with Philip Walker of the Walker Collaborative, Interim Executive Director of TRC. The Two Rivers Company is Clarksville’s downtown and riverfront revitalization entity.

The faculty and students, while based at the Nashville Civic Design Center, visited Clarksville frequently as part of their efforts over the twelve-week period. In addition, all other civic design related studies produced over the past 15 years were studied at the outset of the program to familiarize participants with various ideas which have emerged in the recent past, including the most recent City of Clarksville, River District Master Plan Phase II of 2010. Charles M. Waters and John L. Butler’s publication *Historic Clarksville 1784-2004* served as a valuable documentation of the city’s fascinating founding and development. Following the summer program, student research assistant Walker Westbrook continued working with T. K. Davis to assemble the study’s design proposals into this publication.

Parallel to the studio, Bob Murphy of RPM Transportation Consultants based in Nashville, who has conducted prior studies of downtown Clarksville’s parking and streetscape design, was engaged by the city to critique and coordinate one or more scenarios for providing an additional parking structure in the downtown. Two proposals for consideration are described in this document.

In addition, TRC engaged The Eisen Group (TEG) to conduct a “Downtown & Riverfront Redevelopment Strategy” which focuses on the economic and market potential of several strategic sites identified in the course of their study. This studio report overlaps in its design proposals with the strategic sites identified by TEG.

The studio assumed a 20-year outlook in proposing its ideas as “urban architecture” for strategic sites and programs. It also assumed downtown to be defined as south of College Street, north of Union Street, and west of University Avenue and the blocks that define its eastern edge. The ideas contained in this study are considered by the studio to be essentially aligned with the ideas of the RPM Transportation Consultants New Parking Garage Recommendations, and the Downtown & Riverfront Redevelopment Strategy of TEG commissioned by TRC.

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GENERAL OBSERVATIONS AND RECOMMENDATIONS

One definition of walkability (by Stephen Abley) is “the extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying or spending time in an area.” In this respect, downtown Clarksville is, with the exception of several streets, quite challenged. Walkability is achieved through factors such as street and sidewalk connectivity, land use mix, residential density in a downtown, interesting and continuous transparency at the ground floor for visual engagement with pedestrians, surveillance of the street from adjacent businesses and residences, law enforcement, sidewalk trees, street furniture, pedestrian crossing safety, as well as façade continuity along a street.

In our public workshop, many comments were directed towards the absence of connectivity between APSU, Downtown and the Riverfront. Several streets in the downtown, especially those down to the riverfront, have challenging slopes for walkers. There is a conspicuous absence of street trees on all but a few blocks of the downtown. Sidewalk continuity is, in some cases, lacking, and many sidewalks lack street parking or landscaped buffers.

Gaps in street frontage downtown are frequent, in some cases related to tornado damage. Numerous blocks of the downtown are given over to church parking lots, which are largely empty, for all but weekly church-related events. Parking lots have almost no landscaping, and are very uninteresting environments to traverse.

RECOMMENDATIONS

Make the downtown more “walkable” through street trees to be planted in accordance with the RPM Transportation Consultant’s Downtown Parking and Street Network Study of 2009.

Encourage landscaping of existing parking lots as a matter of civic pride, and require landscaping in any future parking lots.

Require all but institutional civic buildings to be built to the sidewalk, with parking behind (or to the side).

Infill building gaps in the Downtown.

Link Austin Peay State University (APSU) to the Riverfront with a double row of street trees forming a generous walkway from the campus, along College Avenue, aligned with the pedestrian bridge over Riverside Drive.

Reinforce University Avenue as a dignified boulevard gateway into both downtown and the APSU Campus “historic front door,” with residential buildings suited to a college or young professional market

Take advantage of the magnificent views up, across and down the river, with strong connections to the downtown plateau and to the riverfront, with major civic buildings and two stories of structured parking tied into the Upland Trail.



Pictured is an aerial view of Downtown Clarksville. The historic railroad trestle is in the lower right-hand corner and City Hall is pictured near the upper left. As the photograph shows, there are many parcels of land which are underdeveloped in comparison to their potential within the urban context of downtown.

This studio sought to suggest practical ways these sites can be further developed to create a better Clarksville.



Existing Conditions in Downtown Clarksville



Existing structures shown in gray/Potential new structures shown in magenta

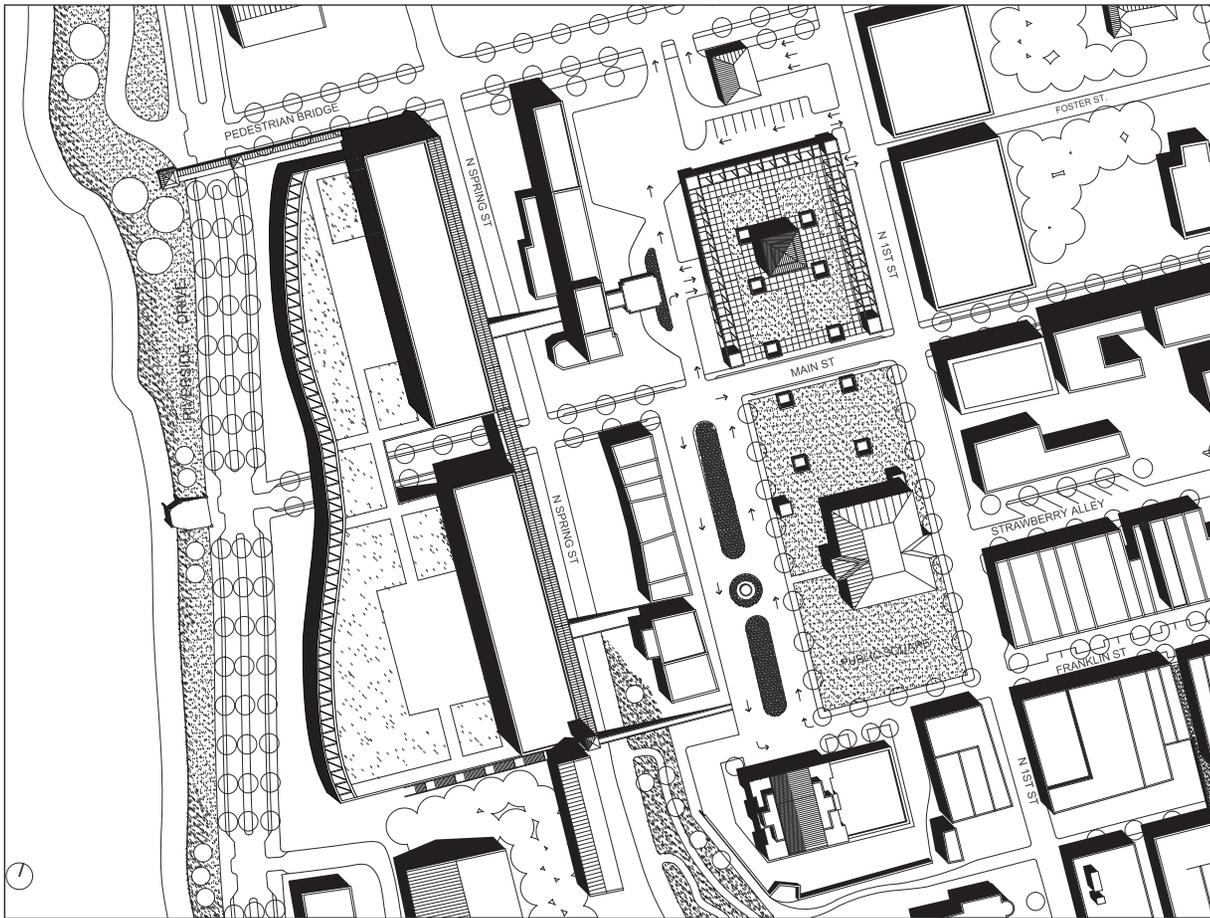


Existing structures shown in gray/Potential new structures shown in magenta

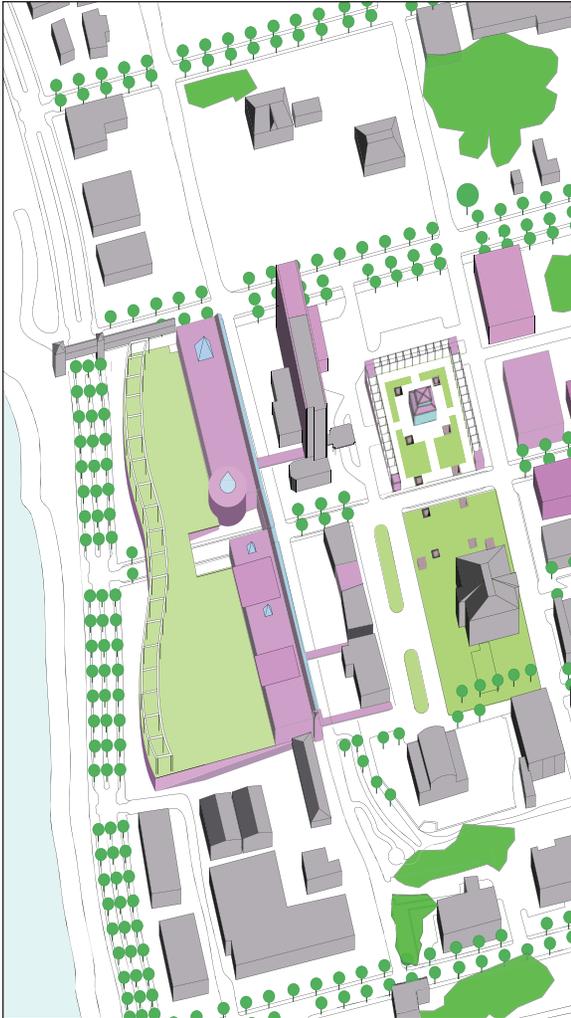
Clarksville's historic downtown central business district sits on a plateau well above the scenic Cumberland River. From the edge of the plateau and the Riverview Inn, as well as from the spatial gaps defined by College Avenue, Main Street, Franklin Street, and Commerce Street on the western edge of the plateau, remarkable panoramic views are created of the Cumberland, and its sweeping bends both north and south of the city. Views due west across the river uniquely encompass a virtually unbuilt agrarian plain to the horizon, with only the majestic historic railroad bridge and trestle picturesquely featured in this landscape.

Because this dramatic view is so precious to Clarksville's unique setting and history, it is our feeling that no new building should be encouraged on the west bank of the river, or beyond. In addition, if funds are available to paint the railroad bridge, we recommend consideration of silver as a color, with a careful professional study of how the bridge might be up-lit in the evening hours as an iconic symbol of Clarksville's unique history as a river city with an extensive heritage in railroads.

Riverfront Development:
The “Top Spot” Public Terrace
and Public Square Parking Structure



In January 2010, The River District Master Plan Phase II, prepared for The River District Commission, and following a series of public meetings to incorporate citizens' ideas and concerns regarding riverfront development, delivered "an ambitious 20 year vision that can both accommodate change and be accomplished in achievable steps." This major initiative notably identified "The Top Spot," a two block long stretch of Riverview Drive between College Avenue and Franklin Street, bordered to the east by North Spring Street. The Top Spot features "incorporation of a City Arts / Conference Center and Arts / Literature Magnet High School with strong connections to the riverfront linking the downtown to the River District both physically and metaphorically." This idea very notably includes a public terrace, as if a large drawer pulled out of the proposed buildings and hillside.

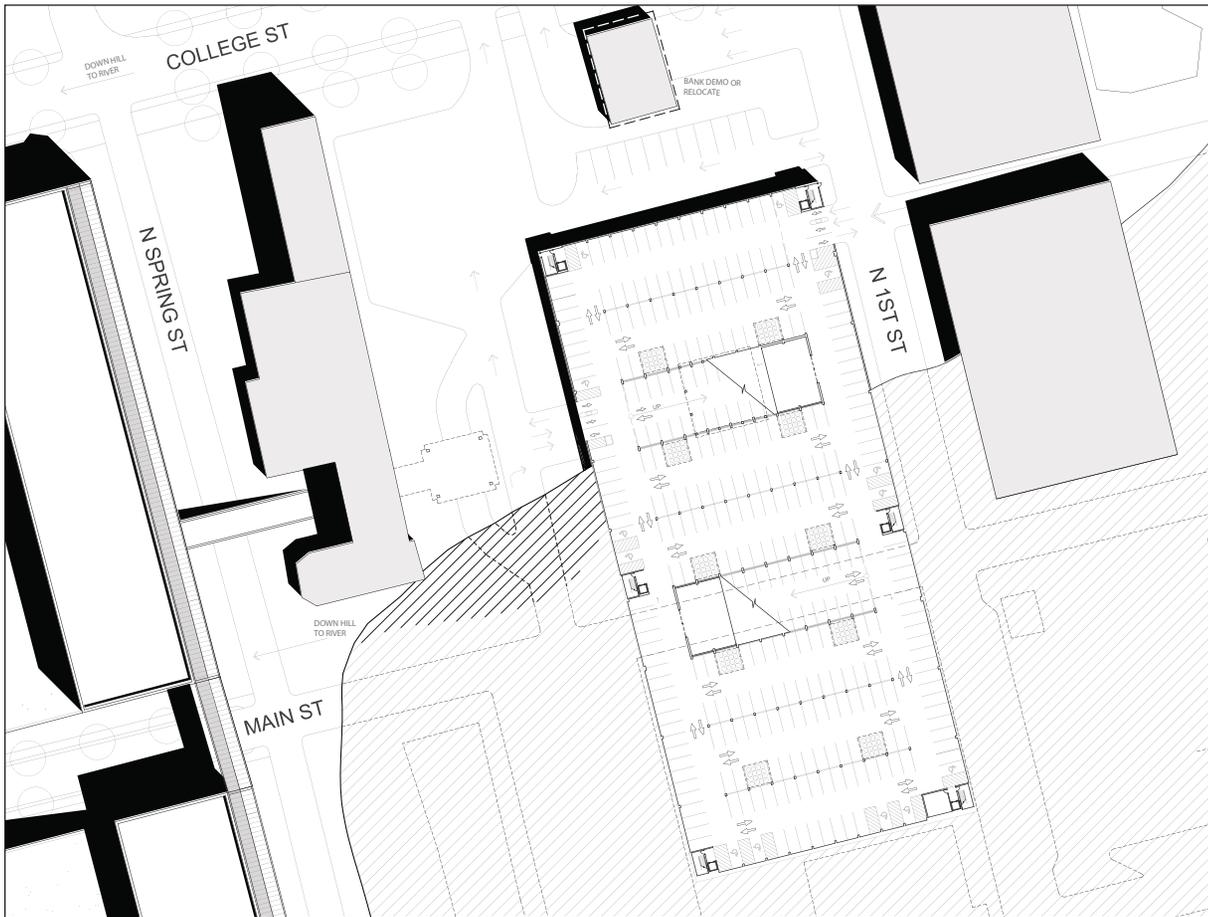


We see every reason to keep this vision alive in the context of a twenty-year time frame. Because this proposal is so ambitious, the specific programmatic elements of an arts center and magnet high school occupying a full linear block each along North Spring Street may not literally materialize as priorities for public investment in the immediately foreseeable future. In light of this vision that remains for us “on the table,” our study refrained from making any alternative massing proposals for this site. Indeed, the site’s unique potential is so significant that the City may well want to consider property acquisition to control its future development.

What is essential to realize is that this site is so unique as the “front porch” of the historic downtown, relative to the river, that it should someday incorporate a grand public terrace overlooking the river and its magnificent landscape to the west. Such a public terrace might ideally be activated by civic or institutional structures of significance, which could be feasible in the future. Their size may not be as large as an arts center or magnet school, although such uses would seem ideal, if politically deemed necessary and desirable by the community.

A two-block long public terrace could be activated simply by pavilion structures. The terrace would function as a linear public garden. The essence of the idea is to form a civic terrace celebrating views of the river. In other words, “The Top Spot” idea should not be narrowly seen as a “take it or leave it” proposal for an arts center and magnet school.

The great cities of Europe and elsewhere often feature splendid public terraces from which to display their topographic setting: in Italy, for example, The Pincio in Rome overlooking Piazza del Popolo and the Tiber, Piazzale Michelangelo in Florence above the Arno River, or Piazzale Monte Berico overlooking Palladio’s Vicenza, all come to mind. Here in America, consider the plateau above the river in Savannah, surveying an unbuilt landscape across the river as far as the eye can see—albeit compromised by a recent new convention center. Even in Knoxville, the City County Building is a two block long structure penetrated by a bridge on the main axis of downtown, culminating in a public terrace overlooking the Tennessee River.

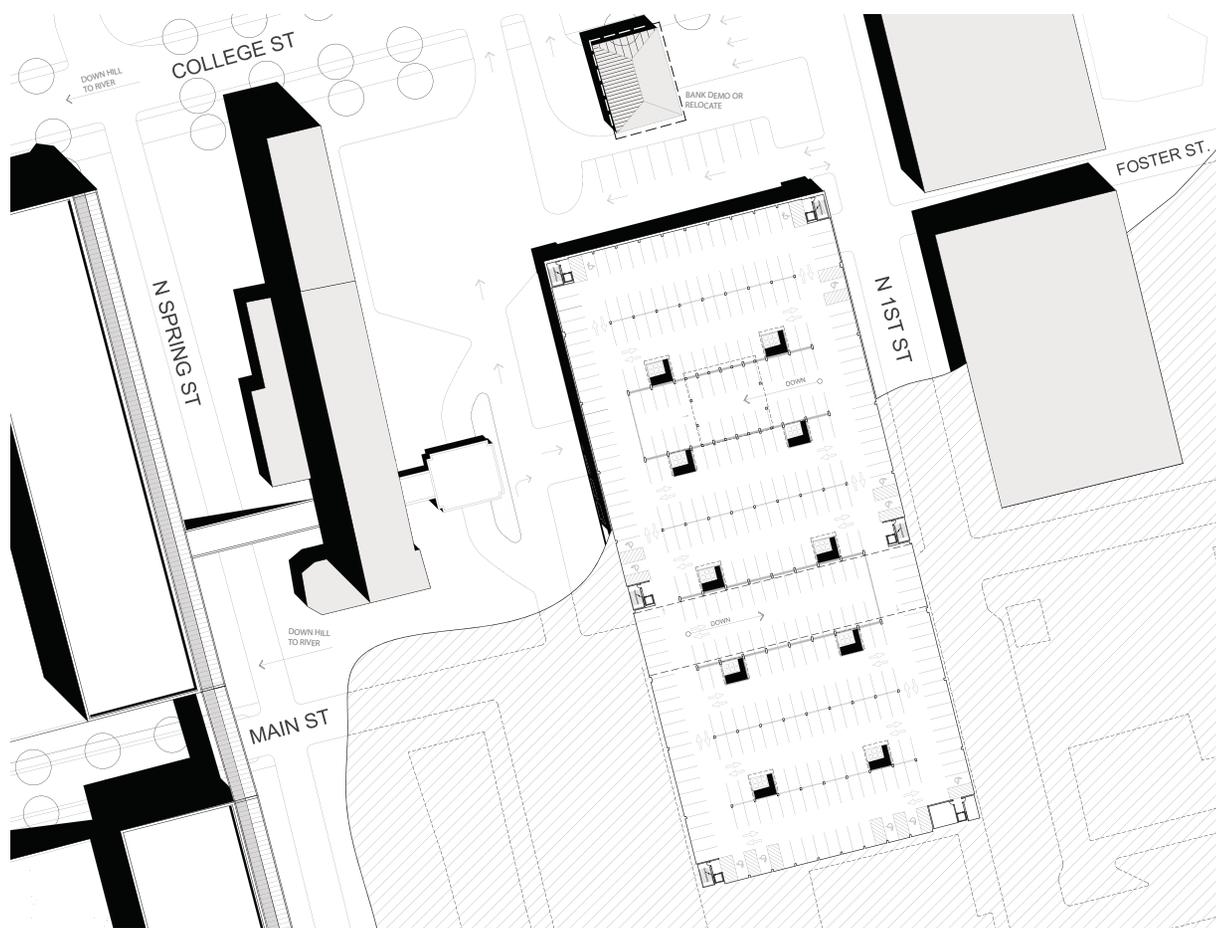


Lower Level

Since the River District Master Plan was released, Clarksville has experienced a significant flood event on the river, invoking anxieties about the viability of anew development along Riverside Drive. We would emphasized that there are ways to overcome such concerns, given a unique site opportunity. For example, on such a site condition, the bottom floor(s) of any building could be parking decks with an elevated lobby, placing all occupiable spaces well above the 500-year flood zone.

Potential Public Square Parking Structure

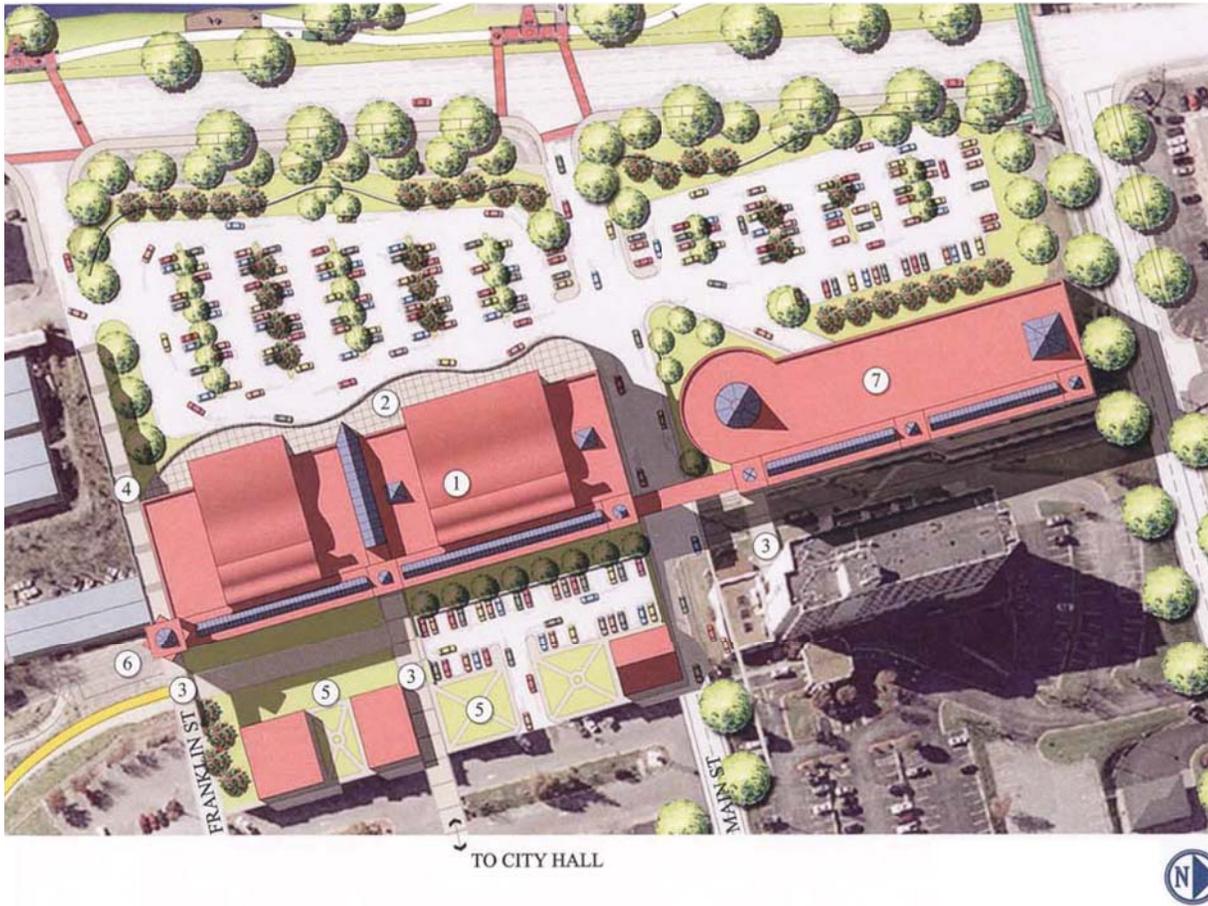
Aggressive efforts should be make to occupy the upper floors of older buildings on the public square. There is a potential to expand the hotel but the expansion should be a co-planar extension of the existing building to allow 180 degree views up, down and across the river. The current area contains approximately 260 parking spaces. The addition of a 680 space garage below grade with a total gain of 420 new parking spaces would allow for a greater number of visitors to access the downtown area and the potential to remove surface lots. The removal of surface lots provides the opportunity to create a truly landscaped public square. The Public Square would engage the City Hall and extend north past Main Street. This idea is endorsed by the parking garage consultant RPM as one of two priority opportunities for a new structured parking garage.



Upper Level

The Public Square presents an opportunity to relocate the Farmers' Market on top of the new parking structure. The addition of an arcade would structure pedestrian circulation, and a multi-function pavilion similar to the one found at Chattanooga's Miller Plaza. The green roof above the terrace would be designed to accommodate vehicles associated with the farmer's market, and would serve as a public garden emphasizing views up the river.

North 1st Street and College Street opposite the hotel is an excellent opportunity for high-visibility Class A office space. With parking adjacent, this becomes an even more prime location. The building could also accommodate supplementary parking on-site. This site is currently a plumbing supply warehouse, which is not a contributor to the general ambience of downtown Clarksville. Its placement fronting College Street and its close proximity to the river make this a site with much more potential than it is currently contributing.



Source: River District Master Plan Phase II

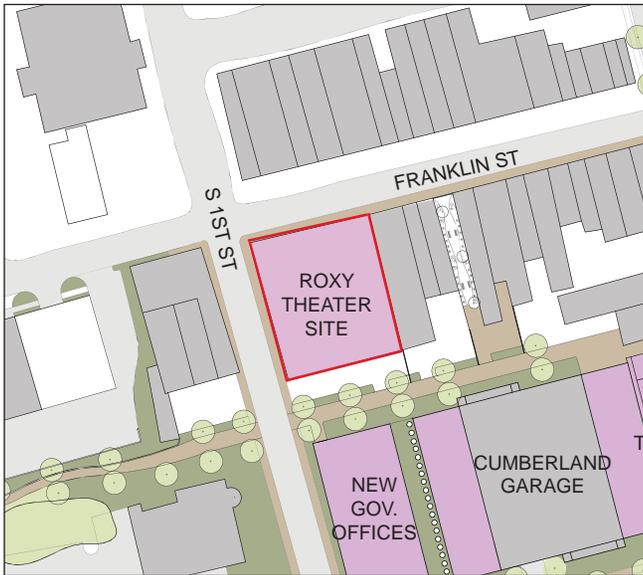
In addition to admiring the conceptual intention of “The Top Spot” proposal, we further urge consideration of improving the streetscape of Riverview Drive, and calming its precarious traffic speeds, over a 1,700 foot length between Commerce Street and College Avenue. This would entail a narrow median strip in the center of the drive, and two lanes of traffic in each direction, lined by closely spaced trees, with trees perhaps also included in the median strip. A pathway along the river’s edge to extend the River Walk north and south would be highly desirable, as would a proposed overlook at the river’s edge at the level of Riverside Drive on the axis of Main Street. Such a limited length “alpha test” of remaking Riverside Drive into a boulevard could prove popular, and lead to further improvements north and south. Such an improvement would no doubt involve the Tennessee Department of Transportation and its “complete streets” initiative.



THE TOP SPOT

Source: River District Master Plan Phase II

The Roxy Theater



The Roxy Theater

We anticipated the city should commission an in-depth, professional study by a design firm specializing in both preservation and theater programming to assess the viability of this site as a Regional Performing Arts Center, with related cultural components, in the heart of Clarksville. The Eisen Group report offers an alternative program scenario to that assumed in the past. Due to the specialized technical issues of historic preservation and theater acoustics, the studio deferred recommendations for the future of this site. Although this building is functionally obsolete and would need to be redeveloped, the front portion should be saved and integrated into any



Existing Transit Center Site
Redevelopment
and Potential New Civic Square



Existing Transit Center Site

Given its prime location as a site, it might be strategic to relocate the transit center, and develop the site as housing around a courtyard or glass covered atrium. The housing would be located all above a parking floor, with thirty-foot deep retail space accessible on grade off Franklin Street. An alternative program mix could have a floor of office space around a courtyard above the parking level, with two floors of housing at levels three and four.

New Mixed-Use Development

Potential New Square

Existing Transit Center Site Redevelopment



Ground Level Plan

The new location for the Transit Center could be one of two potential priority sites: the former Henley School site on Main Street west of University Avenue, or the former A&P site on Main Street east of University Avenue. The Henley School site would require more site work than the A&P site, given its contours, but would be closer to the core of Downtown Clarksville, and encourage pedestrian movement on Franklin Street towards University Avenue.



Main Level Plan

The proposal shown has 36 units of 0-2 bedroom apartments located above 36 parking spaces. The new development would account for the loss of 49 existing parking spaces in the existing parking garage. The proposal has 3,600 square feet of commercial space and 54,550 square feet of residential space.

The proposal would capture new property tax base off an existing city owned site, and extend the activated pedestrian experience of Franklin Street further eastward.



Third Level Plan



Fourth Level Plan



Potential North 3rd Street Elevation

With further study of this student design proposal, its large glazed area (left image) could be brought into conformance with existing design guidelines. In addition, the south facade fronting Franklin Street (lower image) could be better integrated with the historical facades adjacent.



Potential Franklin Street Elevation



Potential Cross Section



Potential North Elevation

With further study of this student design proposal, its character could be better integrated with its historic context through recesses, projections, and pilasters, etc. expressing more vertically oriented bays.



Elevation on South 3rd Street



Ground Level Plan

If the Bank of America was ever to relocate from its current location, the studio suggests the possible demolition of its present building to convert its square block between Main and Legion Streets to form a new park square space as a tree-lined “oasis within the downtown.”

The studio also suggests constructing a new city garage on the existing city parking lot, with a commercial and residential “liner building” at North 3rd Street and Main Street frontages.



Second Level Plan



Third Level Plan

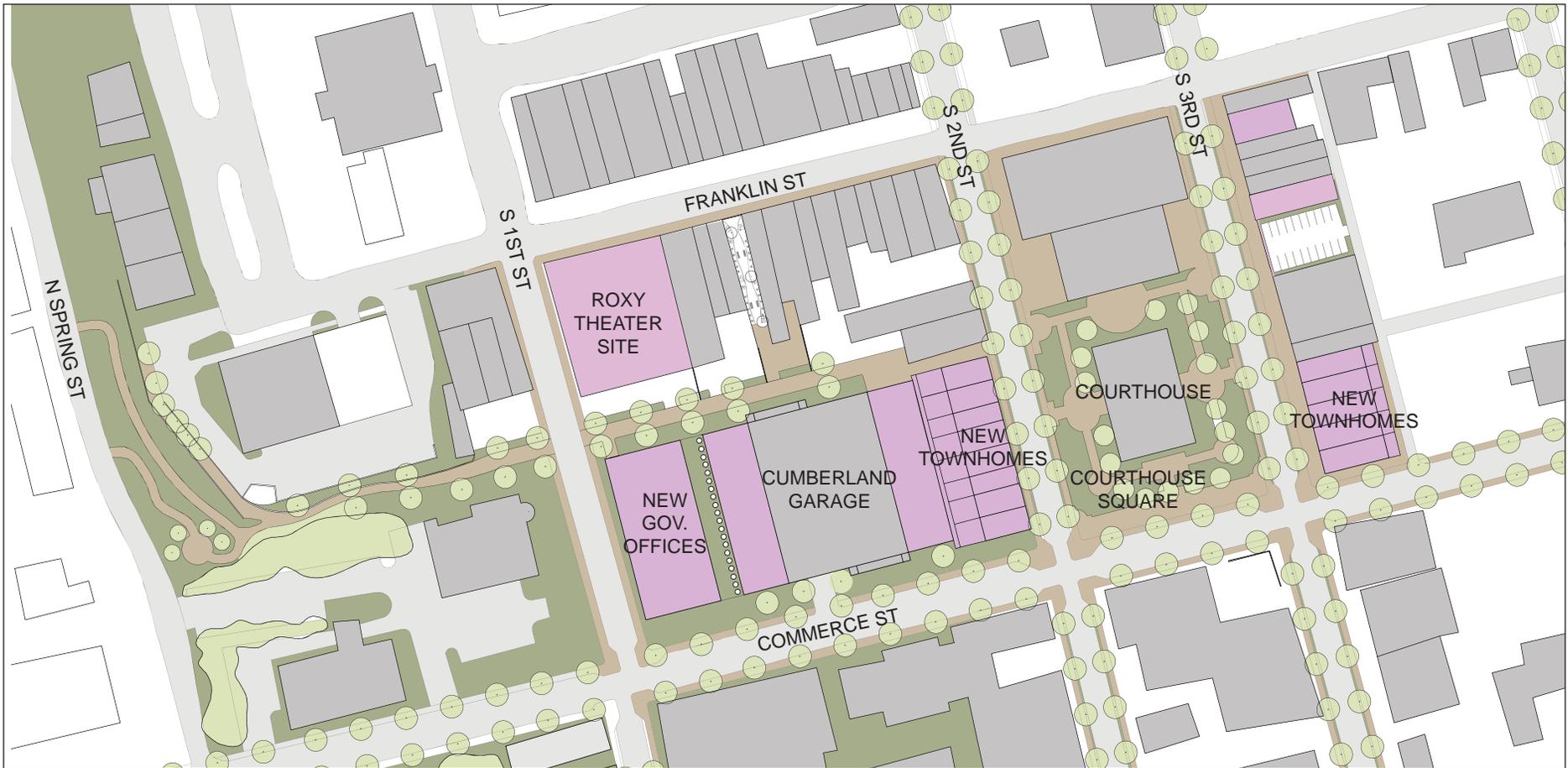


North 3rd Street Elevation



Cross Section of the Potential New City Square

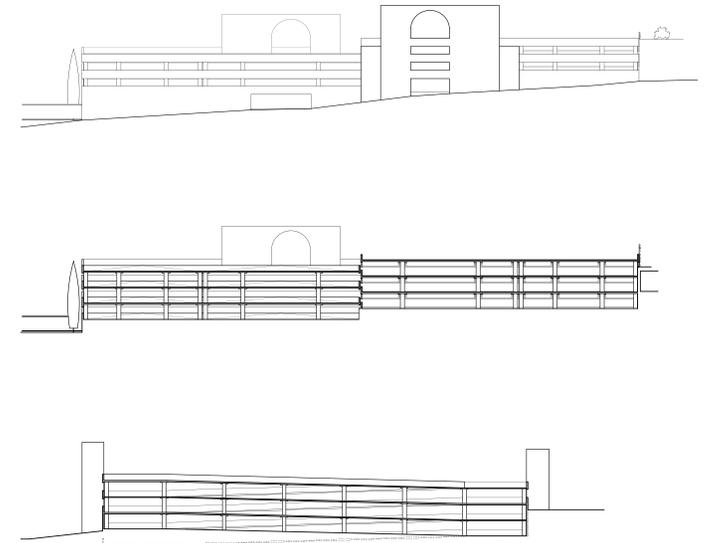
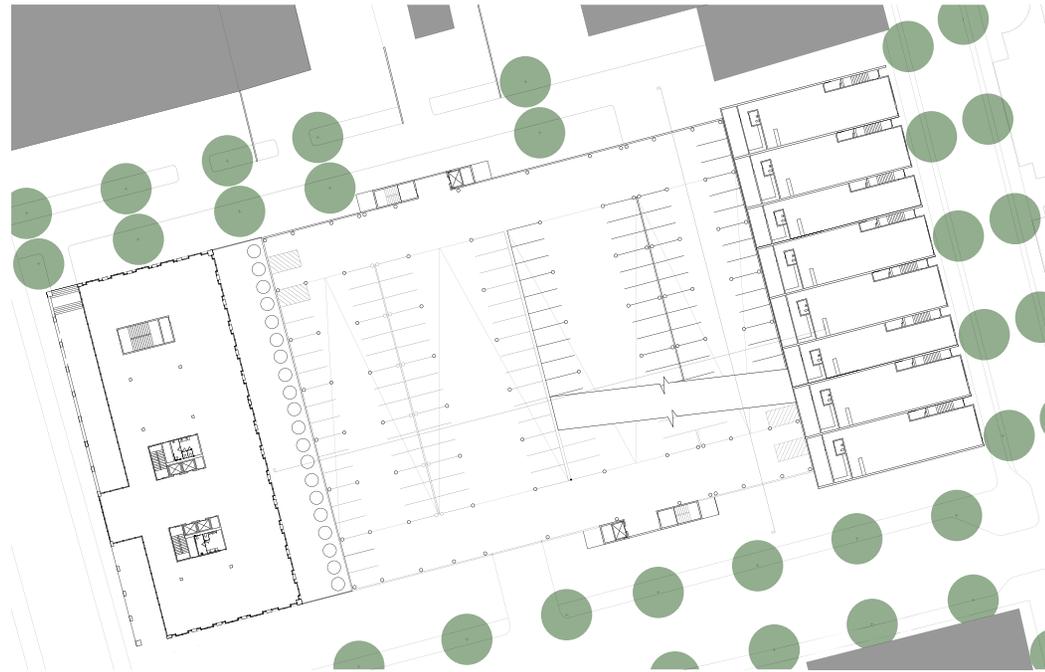
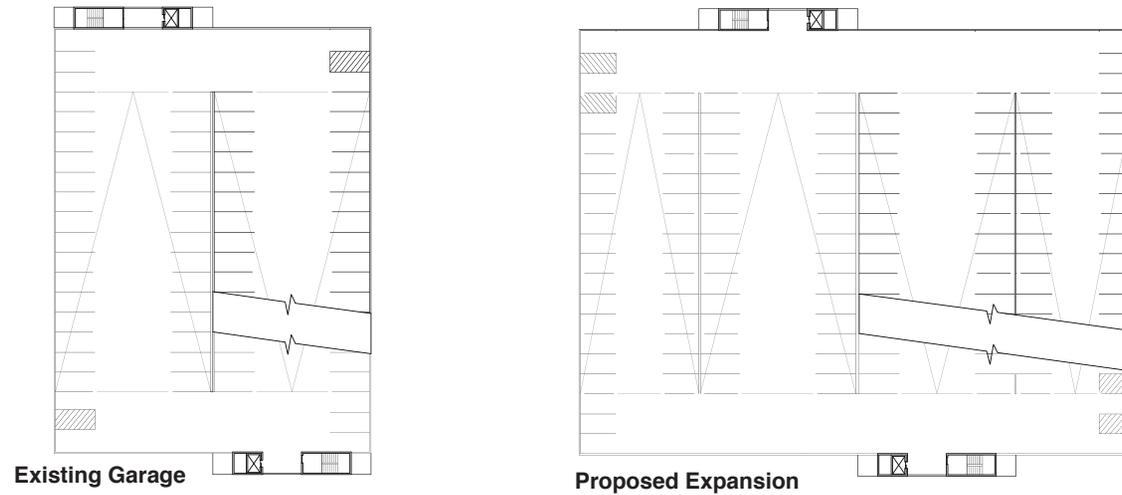
Courthouse Square and New Infill Development



Infill Redevelopment on Commerce Street and South 3rd Street

Cumberland Parking Garage Expansion

The Cumberland Parking Garage expansion includes a potential addition of two new parking decks on the east and west faces of the existing garage providing the addition of more parking spaces and mixed-use development fronting the streets. The addition of new parking spaces to the four stories of the structure could provide 328 new spaces. This opportunity was endorsed by RPM consultants as the second of two priority garage expansion projects.



Infill Development

Different levels of infill are possible on 2nd and 3rd Streets. At the South 3rd Street site you have a potential for a more scattered infill where the voids between existing buildings can be filled. The studio recommends three story upscale live/work units or two-story residential over commercial units to help define the courthouse square. The units could utilize alley access “tuck under” parking.

The 2nd Street infill development is the potential for a single “liner building” facing the Historic Courthouse on 2nd Street. The studio proposes to develop three story upscale live/work or residential duplexes over commercial space on what is now city-owned land to help define the Courthouse Square.



Gallery

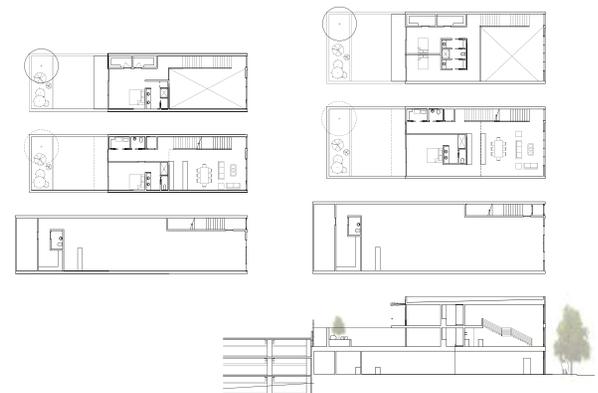
Lower gallery space with 2 bedroom living space above.

Parking

Existing parking will be lined with a facade that has a similar rhythm as the other lining buildings.

Work/Live

5 Buildings will line the courthouse to give a more defined “square”. There is 2,900 sq ft of commercial space and 3,600 sq ft of residential space with 3 bedrooms.



Work/Live

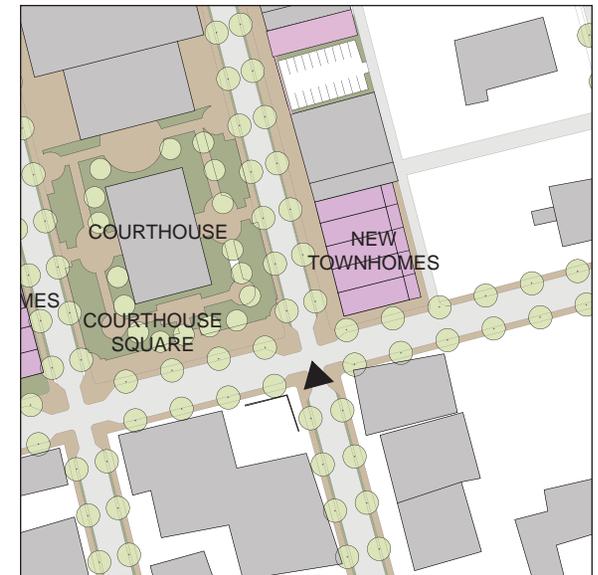
8 buildings will line the courthouse to give a more defined “square”. There is commercial space on the lower level and residential space on the 2 levels above ground. There is an enclosed garden above ground for residents.

South 3rd Street Elevation

South 2nd Street Elevation



View Up South 3rd Avenue

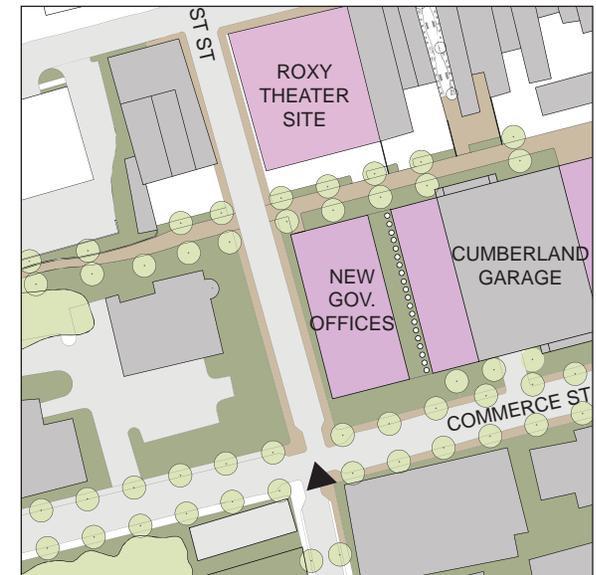


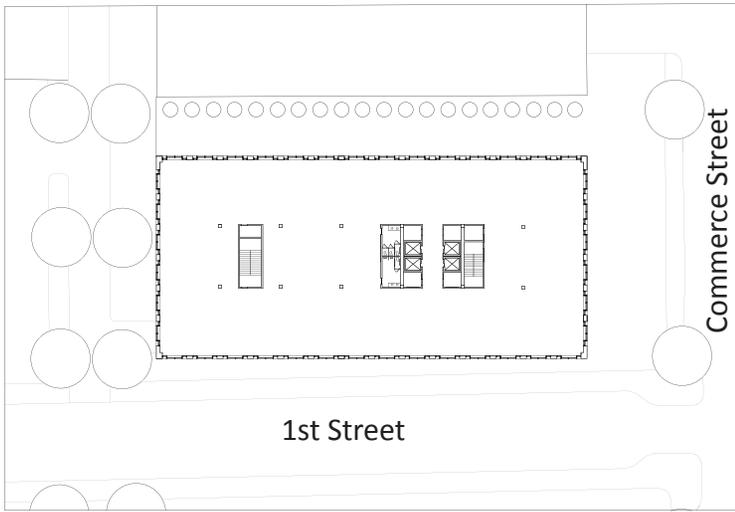


View north up South 1st Street : Before and After

Potential Government Office Building

On the site immediately to the West of the Cumberland Parking Garage Expansion the studio suggests a four story office building for City and/or County social services. This move would allow government employees to become more engaged with downtown Clarksville.

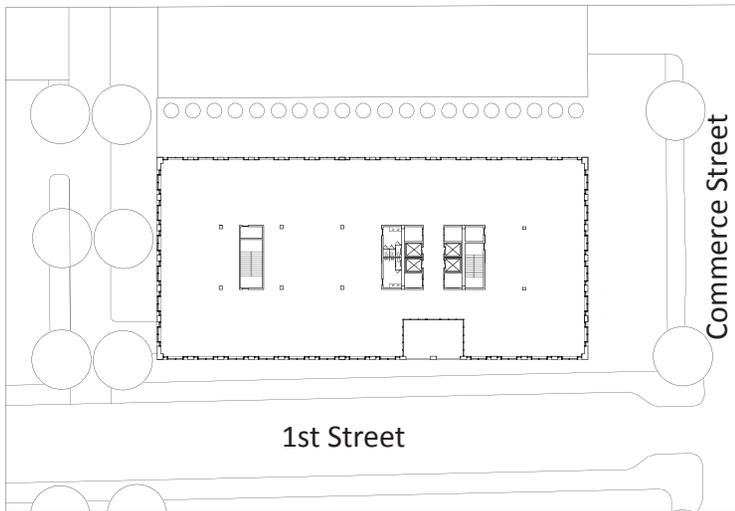




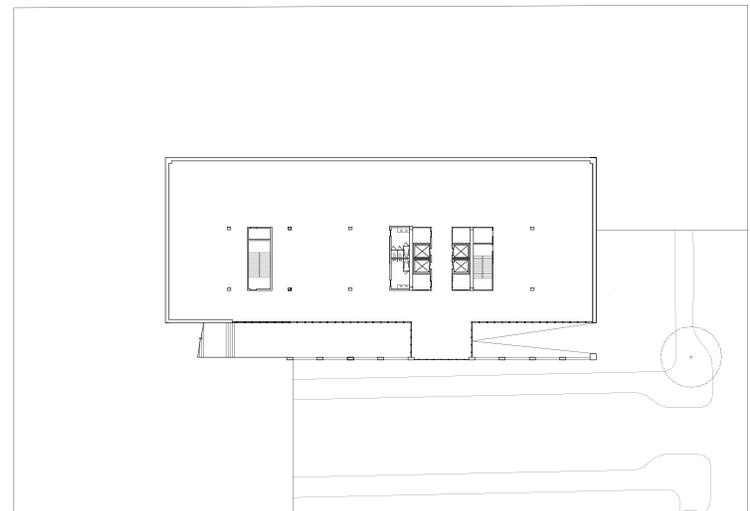
Level Four



Level Two



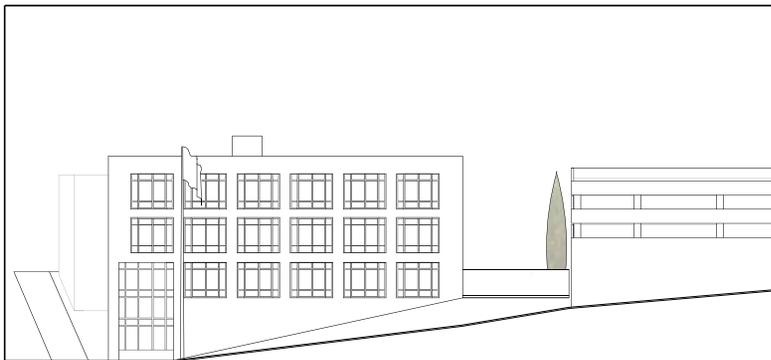
Level Three



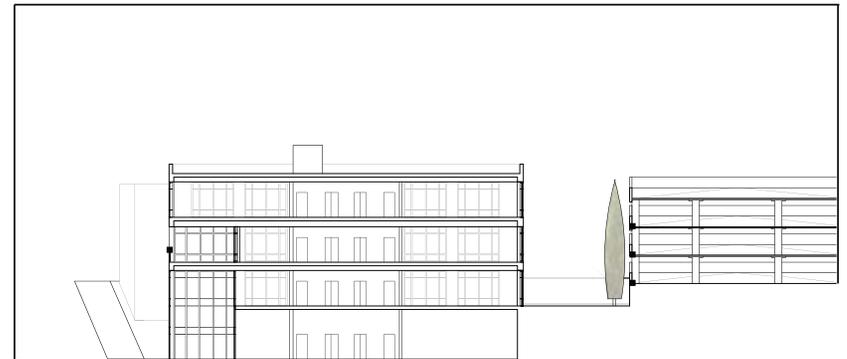
Level One at South 1st Street and Commerce Street



South 1st Street Elevation



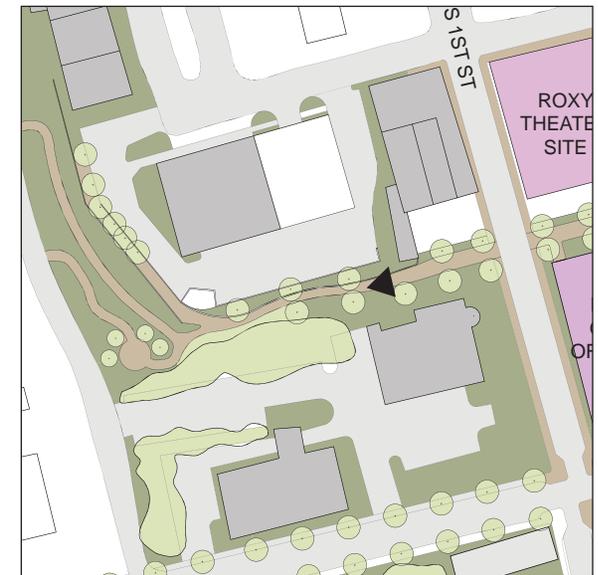
Commerce Street Elevation



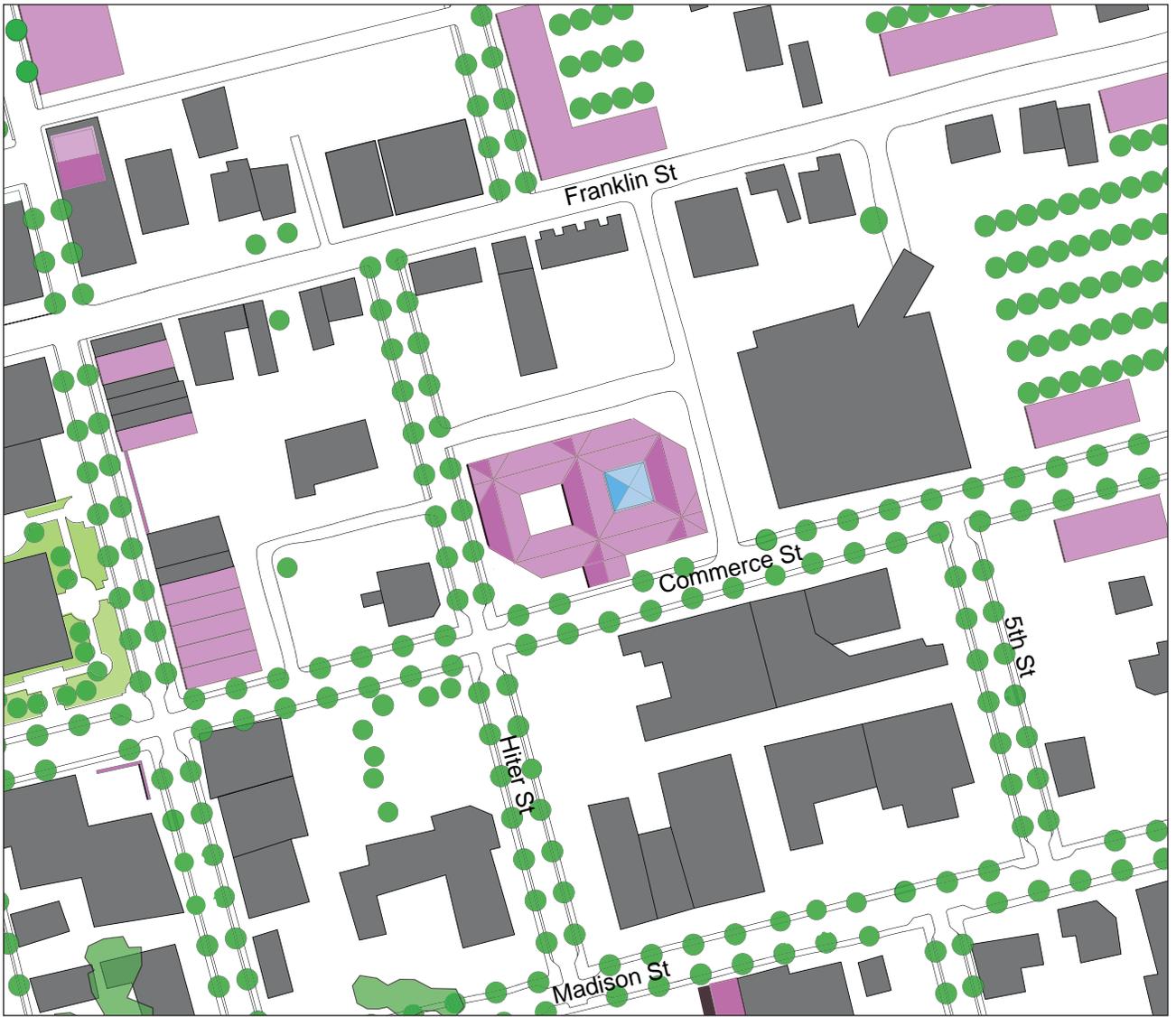
Cross Section

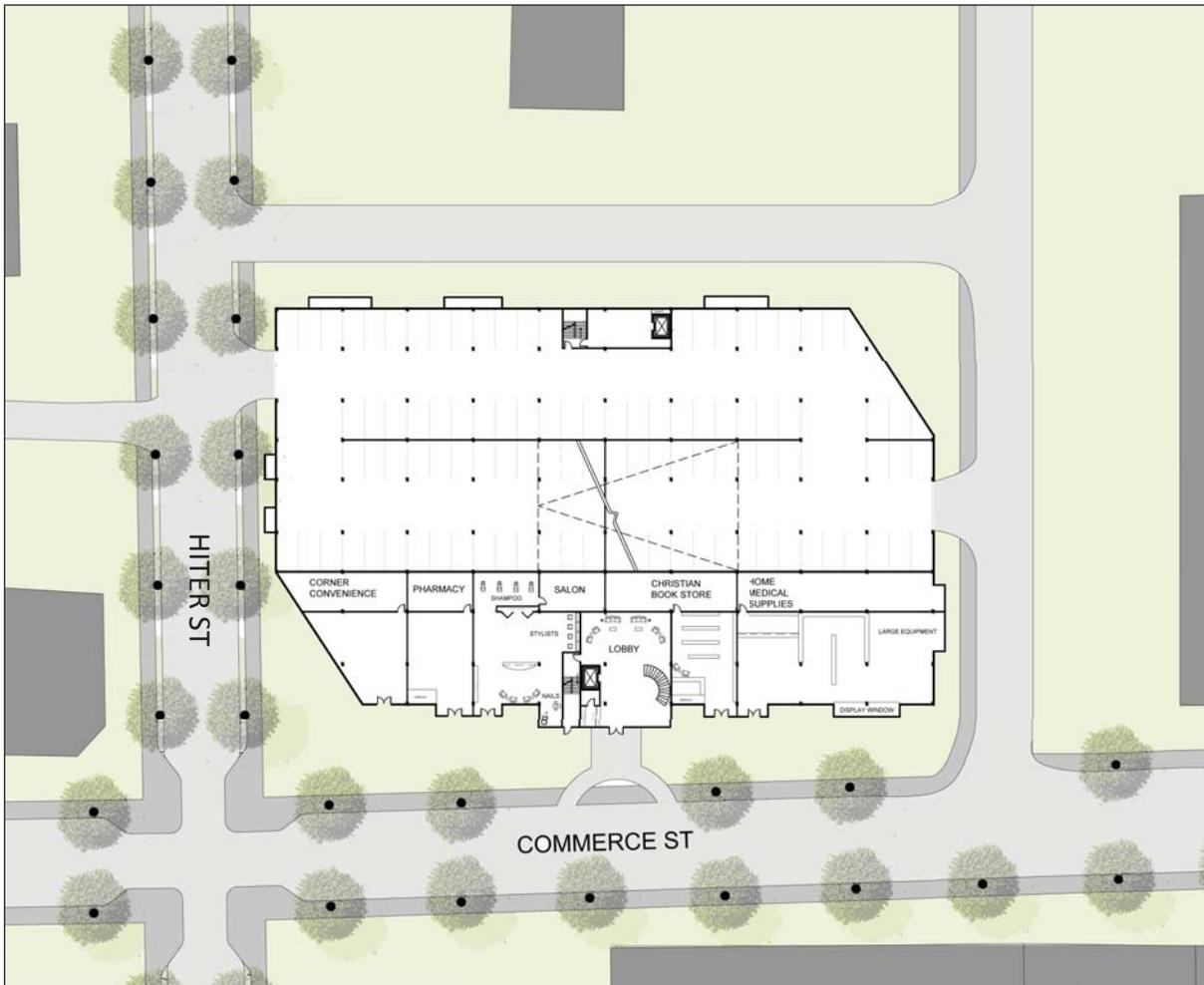


Before and After



Potential Assisted Living Center

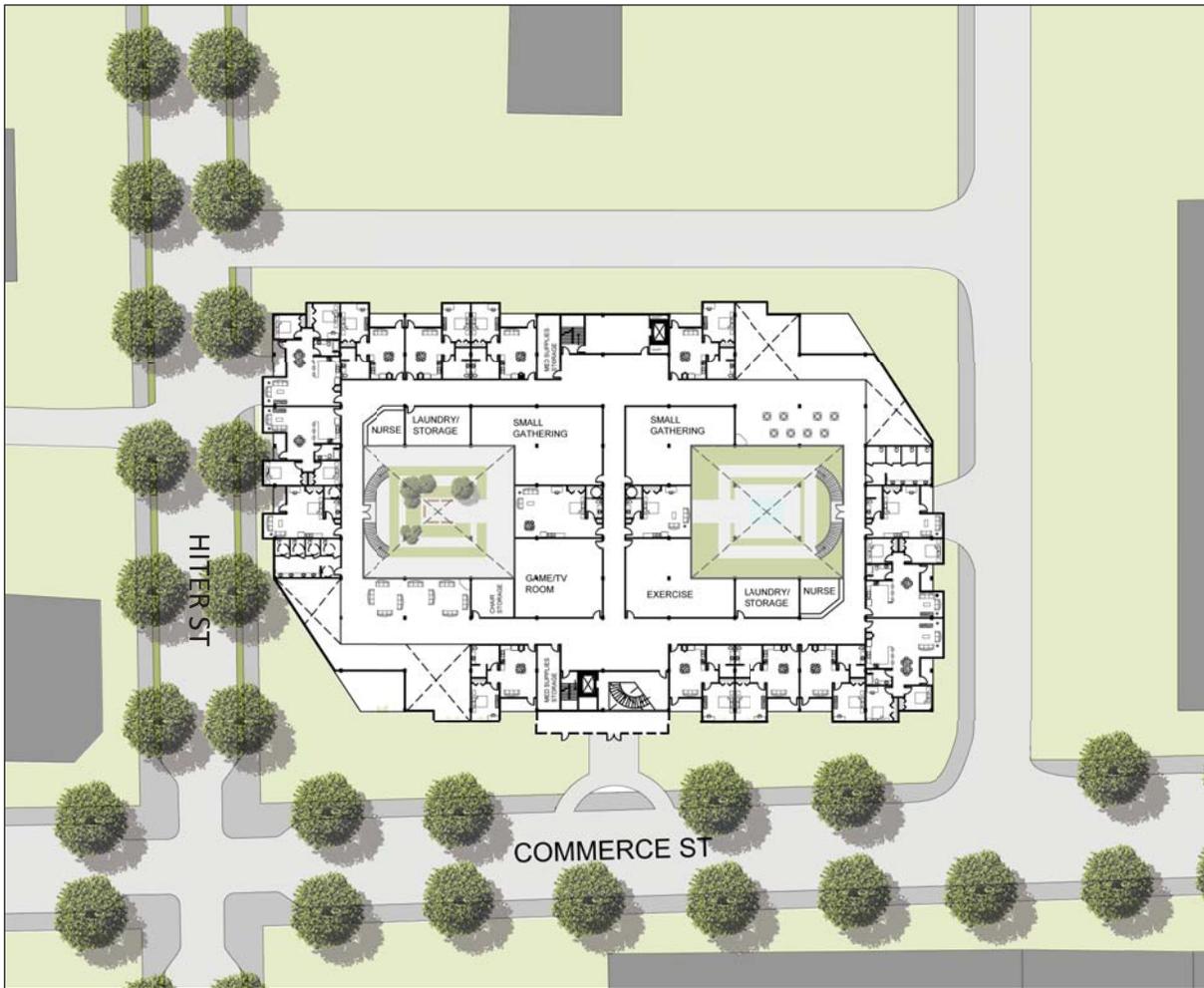




Ground Level Plan

The studio proposes that church leadership consider a three or four story assisted living facility on the site adjacent to the First Baptist Church of Clarksville. The building would function under a church-affiliated partnership for senior parishioners to work with the staff.

The proposed assisted living facility depicted shows two levels of parking beneath the Assisted Living Center. The ground level of parking should be lined with senior and church-related commercial space, with the side fronting Commerce Street most preferable.



Fourth Level Plan

On the upper floors of the Assisted Living Center, the studio proposes two courtyards. The courtyards would be lined by the public functions of the building, such as entertainment and exercise areas.

The outside perimeter of the building would be lined with rooms for the residents with balconies on each room.



The two courtyards will each have separate identities, the west being a more open-air condition and the east being a closed, atrium-style courtyard. The dual nature to the courtyards allows them to be utilized year-round so that residents can always get fresh air and sunlight.

Aerial View

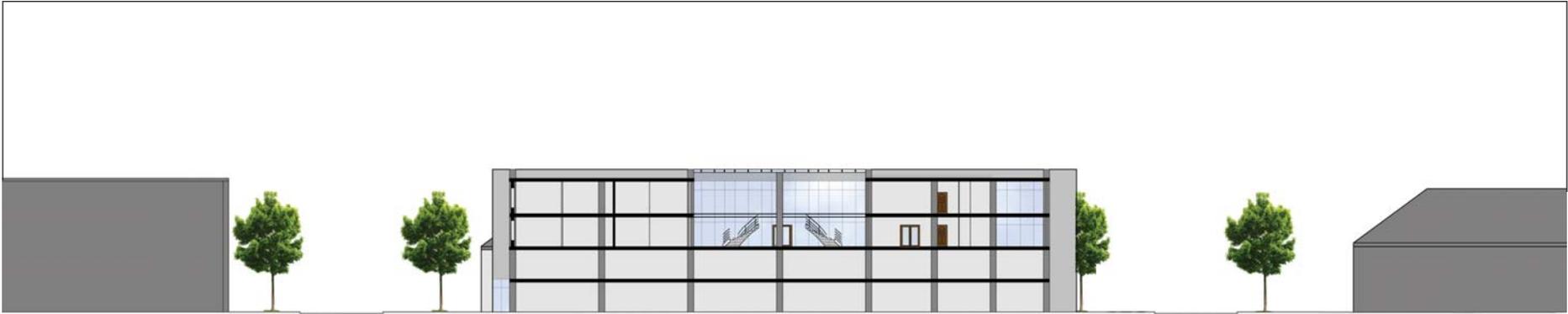


Hiter Street Elevation

With further study of this student design proposal, its large glazed areas (lower image) could be brought into conformance with existing design guidelines. In addition, the north facing facade fronting Hiter Street (left image) would benefit from more windows.



Commerce Street Elevation



Cross Section



Longitudinal Section



View East on Commerce Street



View northeast from the corner of Hiter Street and Commerce Street

Appendix

An Urban Design Study of Downtown Clarksville and Its Adjacent Riverfront

Appendix A: Additional Suggestions

University Avenue Scattered Site Housing

The studio proposes three to four-story apartment buildings with 0-2 bedroom units, and light commercial on grade at the corners of blocks. The development should take place over time, based on the absorption rate of the development.

This housing would enhance the appearance and activity of University Avenue as a gateway boulevard into north downtown and Austin Peay State University.

Surface parking would be located behind the new buildings, which are built up to the sidewalk level. The buildings should incorporate shared parking with the churches behind the units and these lots should incorporate trees and landscaping.

The potential market for these apartment buildings would be Austin Peay University students and young professionals working in the Downtown Clarksville area.

Alternative Farmer's Market Site

at the Madison Business Circle Parking Lot

The studio proposes this location as an alternative site for the Farmer's Market. A resurfaced parking lot at the Madison Business Circle would be lined by a twenty-foot deep covered outdoor arcade to structure pedestrian movement. This structure would unify the disparate buildings now present on the site and culminate the axis of Hiter Street.

Downtown Public Branch Library

The studio suggests that the city considers the acquisition of all or some of the one story law office building on North Third Street. The site terminates the axis of City Hall beyond Strawberry Alley and Legion Street, and could house a new Downtown Branch Public Library, perhaps with limited second story development as the upper level of a Reading Room, and façade improvements.

A public library of 14,000 square feet or more would serve to terminate the axis of Strawberry Alley with a civic use.

An Urban Design Study of Downtown Clarksville and Its Adjacent Riverfront

Appendix B: Related Studies

Related Urban Design Studies:

Clarksville-Montgomery County
Economic Development Council 2011
Economic Growth Summit
Local Incentives
June 2011

The City of Clarksville
River District Master Plan Phase II
Prepared for The River District Commission
by Lyle-Cook-Martin Architects Inc.
and Hodgson Douglas, L.L.C.
January 2010

City of Clarksville, Tennessee
Downtown Parking and Street Network Study
Tunnell-Spangler-Walsh & Associates and RPM
Transportation Consultants, LLC
October 2010

Clarksville Smart Growth Plan 2030
Betsch Associates
BLF Marketing
RKG Associates
Wilbur Smith Associates
2010

Central improvement District Streetscape Plan
Clarksville, Tennessee
Hodgson and Douglas, LLC
August 2000

City of Clarksville, Tennessee Strategic Plan
Liberty Advocates
Development Strategies for Clarksville, Montgomery
County, Tennessee
Odell Associates
June 2007

Clarksville Land Use Master Plan
Downtown District Partnership Clarksville
Business Development Group
Everton Oglesby Askew Architects
ZHA , Incorporated, Economic Consultant
Hodgson Douglas , Landscape Architect
RPM & Associates, Traffic Consultant
September 2002

Downtown Parking Study
Clarksville, Tennessee
Desman Associates
April 2009

TEG Report 2012
October 2012 (draft)

RPM Transportation Consultants Parking Structure
Location Report
March 2013 (pending)

The Two Rivers Company
Strategic Report
2011

Additional Bibliography:
Butler, John L. and Charles M. Waters. Historic
Clarksville 1784-2004. Clarksville, TN: Historic
Clarksville Publishing Company. 2004. Print.