

**CENTRAL IMPROVEMENT DISTRICT STREETSCAPE PLAN
CLARKSVILLE, TENNESSEE**

PREPARED BY: HODGSON AND DOUGLAS, LLC

August 31, 2000

**CENTRAL IMPROVEMENT DISTRICT STREETSCAPE PLAN
CLARKSVILLE, TENNESSEE**

Prepared For:

CLARKSVILLE-MONTGOMERY COUNTY PLANNING COMMISSION

Prepared By:

HODGSON AND DOUGLAS, LLC

LANDSCAPE ARCHITECTURE, PLANNING AND URBAN DESIGN

NASHVILLE, TENNESSEE

615/327-4447

August 31, 2000

ACKNOWLEDGEMENTS

This Master Plan was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration and the Tennessee Department of Transportation.

The design consultants met several times with the Downtown District Partnership (Design Overlay Review Committee) and the Physical Plant Group. We wish to acknowledge the efforts of all of the community volunteers who participated in the planning process. We would like to particularly acknowledge the individuals listed below who so generously gave of their time and resources:

The Honorable Johnny Piper, Mayor

Ms. Susan Barnes

Mr. Dick Batson

Mr. Joe Bishop

Mr. Ronnie Camp

Mr. Tom Cassety

Mr. Les Crocker

Mr. Steve Crozat

Mr. Garry Hamm

Mr. Ross Hicks

Ms. Feleesha Johnson

Mr. Rudy Johnson

Mr. Miles Kimball

Mr. Frank Lott

Mr. Lane Lyle

Dr. Joyce Mounce

Mr. Tommy Murphy

Mr. Edwin Neely

Mr. William Ogles, Jr.

Mr. Joe Pitts

Mr. David A. Riggins

Mr. Richard Rossetti

Mr. Ron Smithfield

Mr. Richard Swift

Mr. Gary Violette

Mr. Wayne Wilkinson

Mr. Stan Williams

1. RECOMMENDATIONS

Downtown Clarksville has come a long way in developing important long-lasting improvements. The redevelopment of Franklin Street and the development of Riverfront Park are major accomplishments that have begun a process of revitalization and stabilization of the downtown. Clarksville possesses a unique resource with a solid infrastructure of historic commercial and residential structures in the Central Business District (CBID). The University, and its influence, provides a stable anchor for the northern edge of the district. The city is returning to its greatest natural and visual resource, the Cumberland River. Riverfront Park is creating the opportunity to enhance the river's edge and reserve it for future generation's use.

Clearly, Clarksville is rising to the challenge of overcoming the tremendous physical and psychological damage that was inflicted by the tornado in January of 1999. As many cities discover, the tornado is providing the opportunity to clean up, renovate and improve the entire downtown area. Eleven years after the devastating Hurricane Hugo hit, historic Charleston, South Carolina is probably in the best shape it has ever been in. This can be true of Clarksville as well.

This master plan has been developed in response to the need to expand on the success of Franklin Street and Riverfront Park. Specific recommendations are offered for each block within the 40-block study area. These plans should be implemented over a phased period as indicated in this report. Following are a list of strategic recommendations that should be considered:

- Design Guidelines

The city should take great care to follow the Design Guidelines that were prepared by Odell Associates, Inc. and the guidelines that are included in this report. It will be tempting to "bend the rules" from time to time, but care must be taken not to, or a dangerous unraveling process could begin. Buildings should be carefully infilled in a manner that will address the street, and not be set back with parking in a suburban manner. On-street parking must be maintained, as it is the lifeblood of many of the small downtown businesses. The Design Review Board should take their responsibility seriously.

- Maintenance of Urban Form

If possible, vacant lots should be redeveloped as buildings with store fronts and not surface parking (such as the corner of 3rd Street and Commerce Street, along the Public Square and Franklin Street). Cutting holes in the urban fabric of the Central Business District should be avoided. Existing setbacks should be followed.

- **Marketing**

The CBID must continue to remember that they are to a certain extent, competing with nearby commercial development and suburban shopping malls. Downtown Clarksville needs to be prepared to maintain their position in this market place of competition. New businesses should continue to be attractive, focusing on the amenities and convenience of downtown. Existing marketing brochures should be updated.

- **Fund Raising**

This project must be kept in the public's eye by developing fund raising opportunities with local downtown groups. Coverage by the local media should be encouraged.

- **Overhead Utilities**

An aspect that was not included in the scope of the project, but needs to be considered as part of streetscape improvements is the burial or relocation of existing overhead utility lines. They create visual clutter and create conflicts for street tree planting. Before Phase I or II are implemented, discussions should occur with various utility agencies such as: electric, telephone and cable. Feasibility for line burial or relocation should be discussed or prioritized.

- **Develop a Financial Plan for Implementation**

It will be important for the CBID to establish an Ad Hock Implementation Committee to see the recommendations contained in this report implemented. This committee should include major stakeholders, owners of neighborhood businesses, institutional and city leaders as well as representatives from the mayor's office. This committee should:

- Uphold the Core Values Goal Statement:¹
 1. To maintain all development, improvements or redevelopment within the CBID to a high aesthetic standard.
 2. To respect and celebrate the unique historic fabric of Downtown Clarksville.

¹ From: Design Guidelines Central Business Improvement District,
Clarksville, Tennessee, December 1999, by Odell Associates, Inc.

- Outline the financial benefits of all Phases
- Begin to test/establish comfort levels for acceptable property owner fair share participation. Test/establish comfort levels with state officials and T-DOT for fair share participation and identify funding sources.
- Maintain on-street parking
- Maintain vehicular circulation and avoid pedestrian malls

2. INTRODUCTION

Hodgson and Douglas was retained to provide a Concept Plan for streetscape and pedestrian improvements for the Central Improvement District of downtown Clarksville, Tennessee. This Concept Plan was based upon the "Design Guidelines for the Central Business Improvement District, Clarksville, Tennessee" prepared by Odell Associates, Inc. in December 1999. The Hodgson and Douglas plan should form an addendum and amplification to the Odell study.

The limits of work for our plan include the following: M^cClure St. on the north, Second St. and University Ave./Sixth St. on the east, Crossland Ave. on the south and Riverside Dr. on the west. This Streetscape Plan has been coordinated with recent streetscape design work that is planned for: for Riverside Drive and Second St., College St. and University Ave./Sixth St. The goal is to provide a seamless transition between these projects.

This streetscape plan should provide a clear direction for site improvements within the study area. A phasing plan has been included that will include priorities for implementation. Streetscape improvements previously considered voluntary under the Main Street Guidelines are now mandatory.

In most cases improvements have been limited to the Public Right of Way. However, in some areas, we are suggesting improvements that will extend on to private property, such as parking lot screening.

3. SCOPE OF PROJECT

In order to provide the required plan, H&D provided the following Scope of Work:

PUBLIC MEETINGS

Two public meetings were held to discuss the scope of the project and to gain public input regarding construction materials. Attendees included members of the public and private sector, utility agencies, stakeholders and committee members. The first meeting was conducted to discuss overall project goals / expectations and review of previously completed studies. The second meeting was held to review the Inventory and Analysis and Preliminary Concept Plan. Comments from this meeting were incorporated into the Final Concept Plan.

SITE INVENTORY AND ANALYSIS

Street by street, inventories were conducted for the entire site. This work included a review of existing sidewalks, vegetation, lighting, views, parking, pedestrian circulation and gateways. A complete photographic inventory was provided of the study area. Plans for other relevant downtown projects were reviewed including: the Riverside Drive and Second Ave. Improvements, 6th St./University Ave. improvements, College St. overhead pedestrian connector, proposed pedestrian connector from Valleybrook Park to the Public Square, Montgomery County Courthouse and Courts Complex improvements, APSU Campus improvements and proposed downtown Conference Center.

DISTRICT PLAN

In an attempt to better understand the study area, we reviewed it in terms of land use districts that currently exist. This "Districting Plan" helped determine how streetscape improvements should be developed and phased. Following is a description of each major district:

- **Central Core** – This area comprises most of the Central Business District and includes the historic building infrastructure of Franklin St., the Public Square, the Courthouse and Museum. Most of this area consists of retail, office, government and church uses. The two major green spaces in downtown, the Public Square and the Courthouse are located within this area. The greatest concentration of surface parking occurs around the edges. This area has the greatest concentration of pedestrian activity. The

proposed College St. overhead pedestrian connector and the Valleybrook park pedestrian connector will provide important access for circulation from Riverfront Park and Valleybrook Park into the core. The Central Core is roughly bounded by Main St. (north), Fourth St. (east), Madison St. (south) and Spring St. (west).

- **Scattered Infill**

Areas to the north and east of the Central Core include a more random pattern of urban infill. These areas are characterized by auto dealers, small freestanding businesses, the large First Baptist Church Complex and large bank buildings. There are large surface parking lots that service the downtown area. These areas tend to be less pedestrian friendly with more narrow walks and wider roads. There is a lack of cohesion in these areas and a temptation to 'suburbanize' them in future development by creating building footprints set back from the street, surrounded by surface parking. This area is bordered by: College St. south to Main St., east to University Ave./Sixth St., south again by the railroad track and west to Fourth St. Most of the area north of College St. is included in this district as well.

- **Industrial**

These are areas which include active industrial uses or warehouses with some strip retail. They are not generally pedestrian friendly with narrow or non-existent walks, considerable truck traffic and poor views. The two major areas include the land within Riverside Dr. on the west, Main St. on the north, Spring St. on the east and Commerce St. on the south. This area has great potential for redevelopment as it lies between the historic buildings on the Public Square (with excellent views towards the river) and the emerging Riverside Dr. corridor. There is a row of historic warehouses on Spring St. in this area. The second area of industrial development is the southwest corner of the study area located to the south of the railroad tracks.

- **Historic Warehouses**

This area consists of warehouses; many are historic and relate to the early tobacco industry in Clarksville. While many of the characteristics listed above are also true of this area, there is potential for renovation and readaption in this area. Sidewalks need to be more clearly established and better lighting provided.

- **Dog Hill Neighborhood**

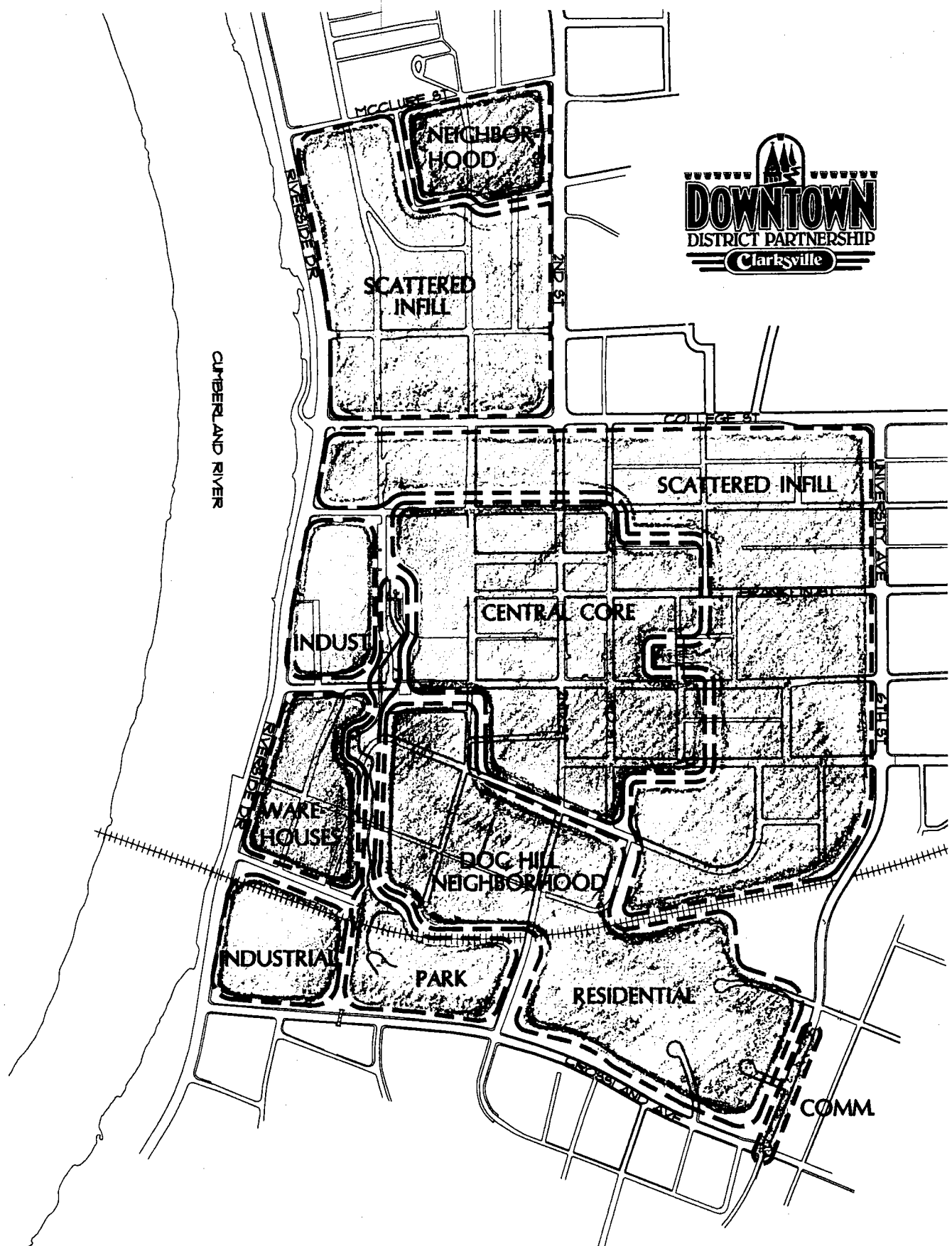
This is Clarksville's most significant urban historic residential neighborhood and consists primarily of single-family detached dwellings on individual lots. This neighborhood is intact with many beautifully preserved homes. Sidewalks are in varying states of repair and consistent street lighting is needed.

- **McClure St./Madison St. Neighborhood**

This area is located in the northeast section of the site and includes single-family detached dwellings. Sidewalks are in poor shape and consistent street lighting is needed. The Smith Trahern Mansion forms the northern boundary of this area.

PRELIMINARY CONCEPTUAL PLAN

A Preliminary Conceptual Plan was prepared based upon comments at the Public Meeting, the Inventory and Analysis and the Districting Plan. It included conceptual layout of sidewalk improvements, crosswalks, street tree planting and screening, street furniture and lighting. This plan was presented in a public working session meeting. Comments were taken and incorporated into the final plan.



**CLARKSVILLE, TENNESSEE
CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN**

DISTRICT PLAN

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4. FINAL CONCEPT PLAN

The Preliminary Concept Plan was presented at a public meeting. Review comments were taken that resulted in the Final Concept Plan. Following is a description of improvements recommended for each district. A phasing Plan and Estimate of Cost follow this section. Detailed composite descriptions of improvements for each street are included. A colored fold out plan is included in the back of this report. Explanations of detailed areas with photographs are included in this section.

Sidewalks

New or improved walks should conform to the width of existing ones. ADA requirements should be taken into consideration, providing handicap ramps at all intersections. Walks should be constructed of the following options: brick (to match Franklin St.), broomswept concrete with brick borders, or broomswept concrete. We do not recommend the use stamped concrete or exposed aggregate pavement due to maintenance, safety and appearance considerations.

- **Brick walks** should be continued all the way down Franklin St. from the Public Square to University Ave. Landscape islands should be incorporated at street corners and mid-block between parallel onstreet parking spaces to break up the block and to ease pedestrian circulation. Brick pavers should be set hand tight in an asphalt bed with concrete curb and gutter to match the existing pavers on Franklin St. Brick walks should also be extended on both sides of Second and Third Streets from Commerce St. to Franklin St. (It should be noted the brick walks around the Courthouse and Courts Complex will be installed as a part of the renovation of this block presently under way). Brick walks should be included in the Public Square block (see Public Square) along Main St., First St., and the Public Square.
- **Concrete and brick walks** should be constructed on selected streets radiating out from the core. The construction will include a border of brick pavers on the front and back sides of the broomswept concrete walk.
- **Concrete walks** should be constructed to replace deteriorating walks and in locations indicated where no walks exist. These walks are proposed in areas primarily in the periphery of the core. All of the residential neighborhoods should have these walks.

Landscaping

Where possible, we recommend that street trees be planted in islands of grass or groundcover. Two exceptions are recommended on Franklin St. and Madison St. Trees on these streets should be planted in 4' x 4' openings in walks with tree grates. A separate addendum chapter will be issued indicating specific species of trees and shrubs that are recommended.

Street trees should be planted along specific streets to lend scale, focus views, create shade and to create a sense of place. Selection of specific species has been coordinated with the Clarksville Urban Forester and are indicated in the report. Tree species are to match on a block by block basis. Care should be taken to plant small flowering trees in areas under overhead wires to avoid conflicts. In some cases, vertical species will be needed on narrow walks close to buildings.

Screen plantings are indicated around existing parking lots. These would include evergreen shrubs and small flowering trees. Where possible, existing and proposed parking lots should be broken up with trees in islands. Small interior square islands can be provided that will not lose parking spaces. Improvements on private property are indicated on the master plan and would need to be coordinated with individual property owners. If possible, we recommend that irrigation be installed for all new plantings in major public properties, such as the Public Square.

Street Furniture

Street furniture shall conform to the Odell Guidelines and include the following. They should match the green color presently used on Franklin St.

Trash receptacle:	Pennsylvania Avenue #102 by Canterbury International
Bench:	Renaissance by Timber Form
Bollard:	1890 by Canterbury International
Planter:	Jardin Planters by Canterbury International
Bicycle Rack:	Match existing

Furnishings should be located on corners, in park areas and along walks indicated on plan. Newspaper boxes should be grouped in composite metal containers, rather than in individual boxes. They should be located out of the pedestrian's way. Planters should be planted with seasonal annuals.

Lighting

Lighting should match the existing fixtures on Franklin St. and conform to the Odell Guidelines. New lighting has been suggested on all streets in the core area, primary streets around the core and in historic residential neighborhoods.

Three types of fixtures are recommended for use:

- A - 10' height ornamental pole lights to match those presently on Franklin St.
- B - light and traffic signal or "pedestrian walk" signs at intersections
- C - 25' poles that are proposed for University Ave.

Specific locations are indicated in the plan.

STREETSCAPE INVENTORY

Following is a street-by-street inventory of proposed improvements:

North of College Street:

McClure Street:

Lights: Fixture A
Trees: Red Maple (planted behind walk on private property)
Walk: Concrete (north side from Spring St. to Second Ave. and both sides from Spring St. to Riverside Dr (include landscape strip where possible).

Marion Street:

Lights: Fixture A
Walk: Repair existing concrete (both sides)

First Street:

(McClure St.
to College St.)

Lights: Fixture A
Walk: Concrete (from Marion St. to Jefferson St. –
west side only)

Spring St.:
(McClure St.
to College St.)

Lights: Fixture A
Trees: Small flowering Yoshino Cherries, staggered spacing
Walk: Concrete (from Jefferson St. to College St.)

Jefferson St.:
(Riverside Dr.
to Second St.)

Lights: Fixture A
Walk: Concrete

College St.:
(Riverside Dr.-
University Ave.)

Lights: Fixture C/B
Trees: Tree grates, Chinese Pistache and Redbud
Sugar Maples on APSU Campus
Walk: Concrete with brick bands
Site Furnishings: Benches, trash receptacles, planters at corner.

South of College Street

Main Street:

Lights: Fixture A/B
Trees: Plant on outside of walk (private property), Zelkova
and Ginkgo (alternating blocks)
Walk: Concrete/brick: (Riverside Dr. to Public Square)
Brick: (Public Square to First St.)
Concrete: replace existing (Third St. to University Ave.)
Site Furnishings: Benches, trash receptacles, planters (Public Square)

Legion Street:

Lights: Fixture A
Trees: in planters – Columinaire Red Maple
Walk: Concrete/brick

Franklin Street:

Lights: Fixture A/B

Trees: in planters (no tree grates). Willow Oaks and
"Little Leaf" Linden

Walk: Brick

Site Furnishings: Benches, trash receptacles, planters

Commerce Street:

Lights: Fixture A/B

Trees: plant on outside of walk (private property), Allee Elms

Walk: Brick/concrete (Riverside Dr. to Fourth St.)

Concrete: (Fourth St. to University Ave.)

Site Furnishings: Benches, trash receptacle, planters (at Courthouse)

Madison Street:

Lights: Fixture A/B

Trees: Tree Grates – Ginko

Walk: Concrete/brick

Site Furnishings: Benches, trash receptacle

Union Street:

Lights: Fixture A

Walk: Concrete (replacement and new)

W. Washington Street:

Lights: Fixture A

Walks: Concrete

Crossland Avenue:

Trees: Redbud and Golden Raintree (alternate blocks) (between walks and curb)

Spring Street:

Lights: Fixture A

(College St. -

Walk: Concrete

Washington St.)

Trees: Sugar Maple and Redbud

Cooper Place:

Walk: Concrete

First Street:

Lights: Fixture A/B
Trees: In islands (Littleleaf Linden and Sugar Maple)
Walk: Brick (College St. to Franklin St.)
Concrete: (Commerce St. to Washington Ave.)
Site Furnishings: Benches, trash receptacles, planters (between Main St. and Franklin St.)

Second Street:

Lights: Fixture A/B
Trees: Littleleaf Linden, Norway Maple
Walk: Brick/concrete: (College St. to Franklin St.)
Brick: (Franklin St. to Commerce St.)
Brick and concrete: (Commerce St. to Madison St.)
Concrete: (Munford St. to Union St.)
Site Furnishings: Benches, trash receptacles, planters (Courthouse)

Third Street:

Lights: Fixture A/B
Trees: Littleleaf Linden, Norway Maple
Walk: Concrete/brick: (Main St. to Franklin St. and Commerce St. to Madison St.)
Brick: (Franklin St. to Commerce St.)
Concrete: (Madison St. to Union St.)
Site Furnishings: Benches, trash receptacles, planters (Courthouse)

Fourth Street:

Hiter St.

Lights: Fixture A/B
Trees: Allee Elms
Walk: Concrete: (Main St. to Commerce St.)
Concrete/brick: (Commerce St. to Madison St.)

Cumberland Drive

Lights: Fixture A
Walk: Concrete

University Avenue

Lights: Fixture C/B
Trees: Redbud
Walks: Concrete/brick



CLARKSVILLE, TENNESSEE CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN

SIDEWALK MATERIALS PLAN

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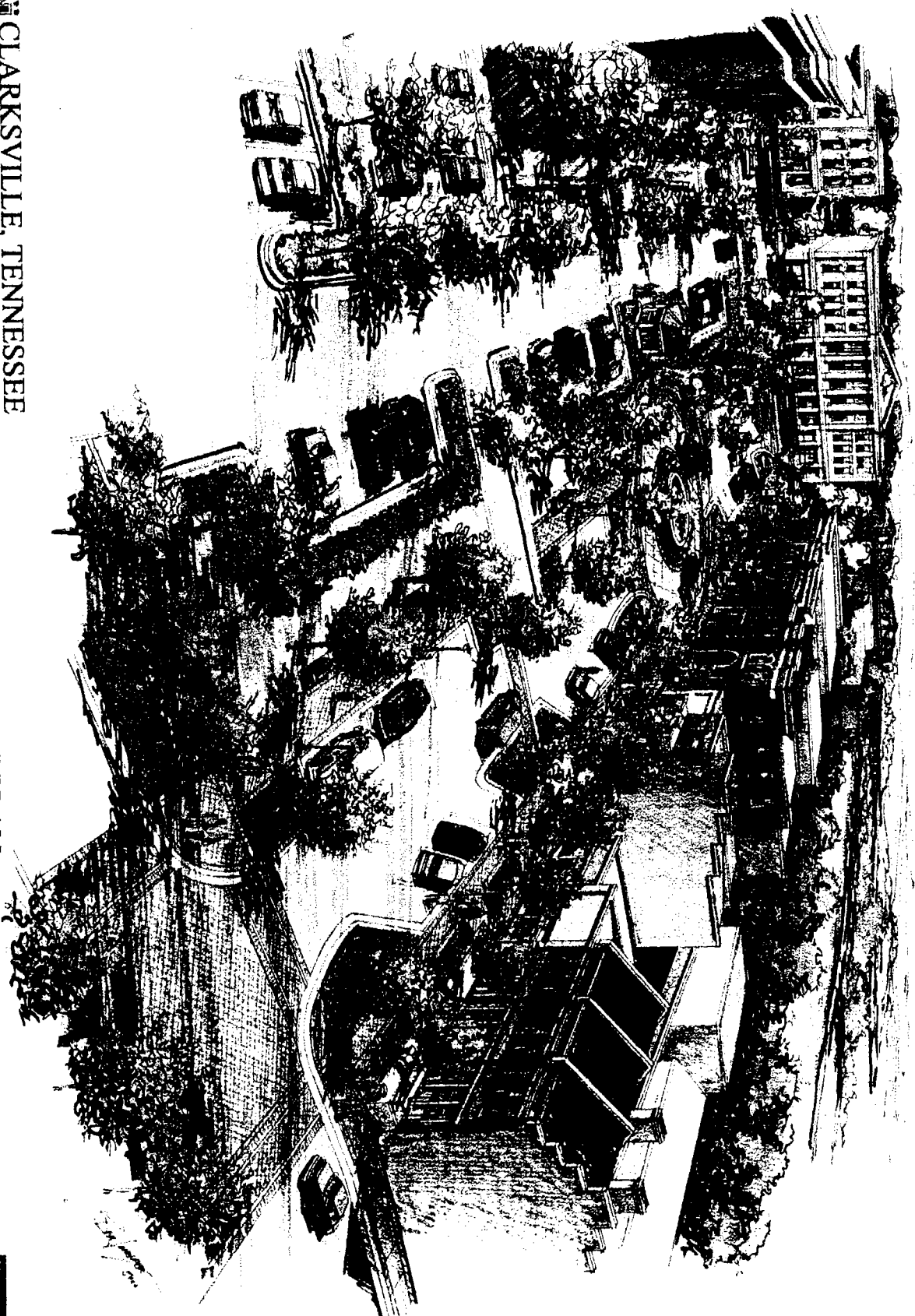
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Public Square

The Public Square represents one of the major open spaces in downtown Clarksville. It was the site of the original Montgomery County Courthouse. There is an existing historic row of buildings that exist on the west side of the Public Square. Historic Franklin St. forms the southern edge of the Square. City Hall will be moving into the bank building located to the east of the Square. In order to emphasize the importance of this space and to better utilize it, the master plan suggests a major redesign. The existing configuration includes a green island median in the middle of two lanes of traffic with on-street parking. The median contains a wooden gazebo and several monuments. Sidewalks are narrow on either side and pedestrian circulation is restrictive. The plan suggests creating a new major water feature in the center of a radial drive. New open space would be created on the outside (sidewalk) side of the road, creating a more pedestrian friendly environment. On-street parking would be maintained but broken up by planter islands. Crosswalks and intersections on Main St., Public Square and Second St. would be set with concrete brick pavers. All of the sidewalks around the square would be replaced with brick. Street trees would be added. Benches, planters and ornamental streetlights would be placed around the square. The existing gazebos and monuments would be relocated to pedestrian areas on either side of the water feature circle.

There are plans for a new bank to be constructed on the south end of the Public Square. We would recommend that this entrance be established on axis with the Public Square.



CLARKSVILLE, TENNESSEE
CENTRAL IMPROVEMENT DISTRICT STREETSCAPE PLAN



PUBLIC SQUARE

THE CLARK COUNTY DISTRICTS LLC

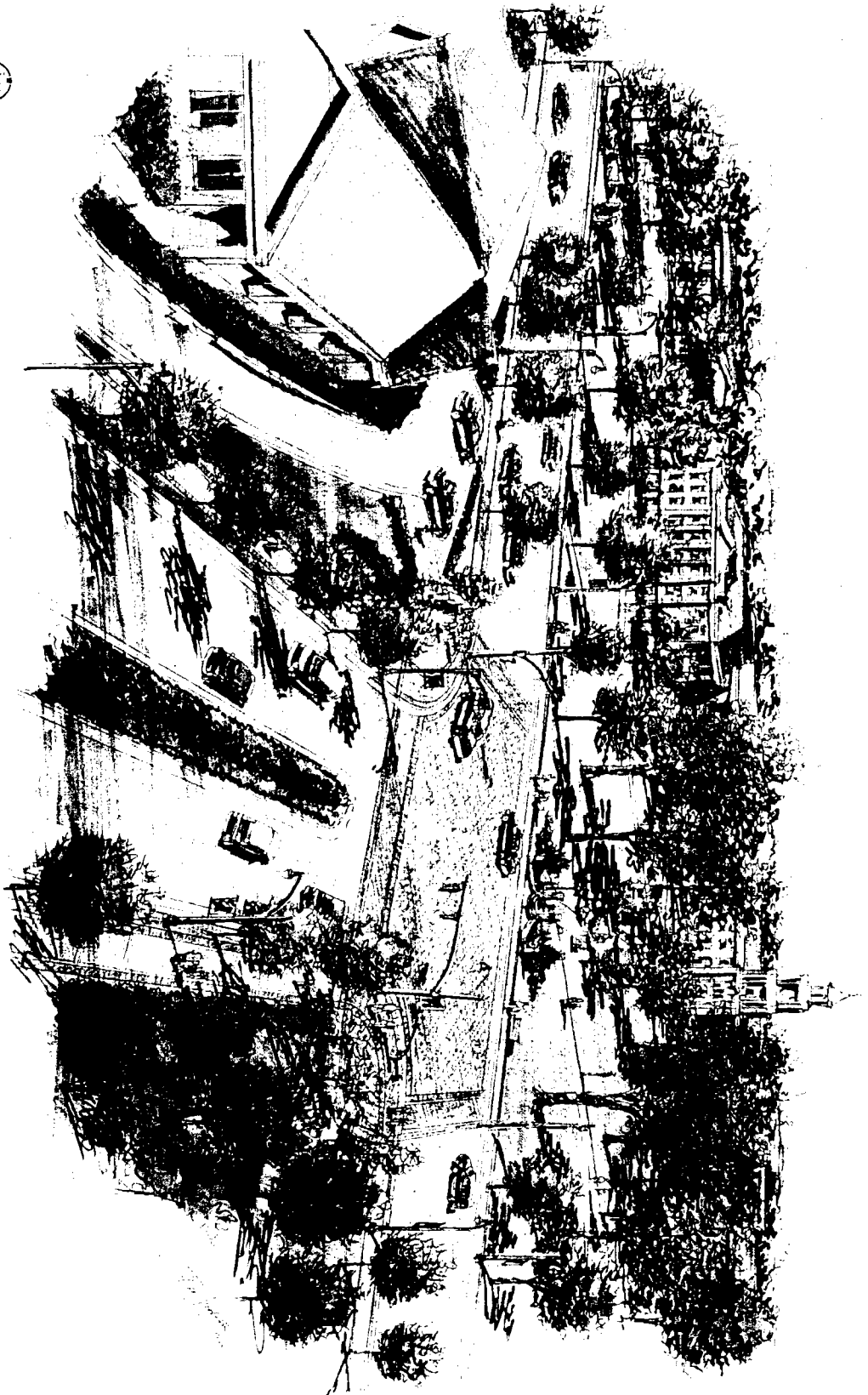
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NARRATIVE, IMPROVEMENT
ARCHITECTURE

University Ave. and College St.

Presently, College St. serves as a major gateway into the downtown area. It is characterized by large automobile dealership lots and some strip retail on the south side. The proposed Convention Center will be located adjacent to the hotel and an overhead pedestrian connector is presently under construction across Riverside Dr. to the River Park.

In order to emphasize the importance of College St. as a gateway, it is suggested that the streetscape treatment that is planned for the western terminus be continued all the way up to the University Ave. intersection. This streetscape would include small flowering trees planted on the backs of the walks with brick pavers on sand around the trees. Brick bands would extend on either side of the new concrete walk. Ornamental streetlights would replace the existing Cobra headlights on College St. and University Ave. The intersection of College St. and University Ave. would be paved with concrete brick pavers in the center and the crosswalks. This would serve as a traffic calming measure and emphasize pedestrian circulation. Low brick seat walls should be placed on the intersecting corners to serve as pedestrian gathering.

Sidewalks on University Ave. should include brick bands on the concrete walks with ornamental streetlights. Low plantings of evergreen shrubs and flowers should be planted in the median to add interest and color, but not trees that would block the views towards Browning Hall on the APSU campus.



CLARKSVILLE, TENNESSEE
DOWNTOWN
DISTRICT PARTNERSHIP
UNIVERSITY DRIVE
CENTRAL IMPROVEMENTS DISTRICT STREETSCAPE PLAN

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August 2005



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COLLEGE STREET

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Commerce and Third Street

Plans are presently underway to rebuild the Montgomery County Courthouse and to construct a new Courts Complex on Franklin St. A new landscaped plaza will be constructed as a part of this renovation effort. This study recommends that all of the streets in the block around the Courthouse be paved with brick with concrete brick intersections and crosswalks. Ornamental lights should be used with benches and trash receptacles. The vacant lot on the corner of Third and Commerce Streets should be developed into a temporary park with landscaping, walks and benches until it can be redeveloped with buildings.



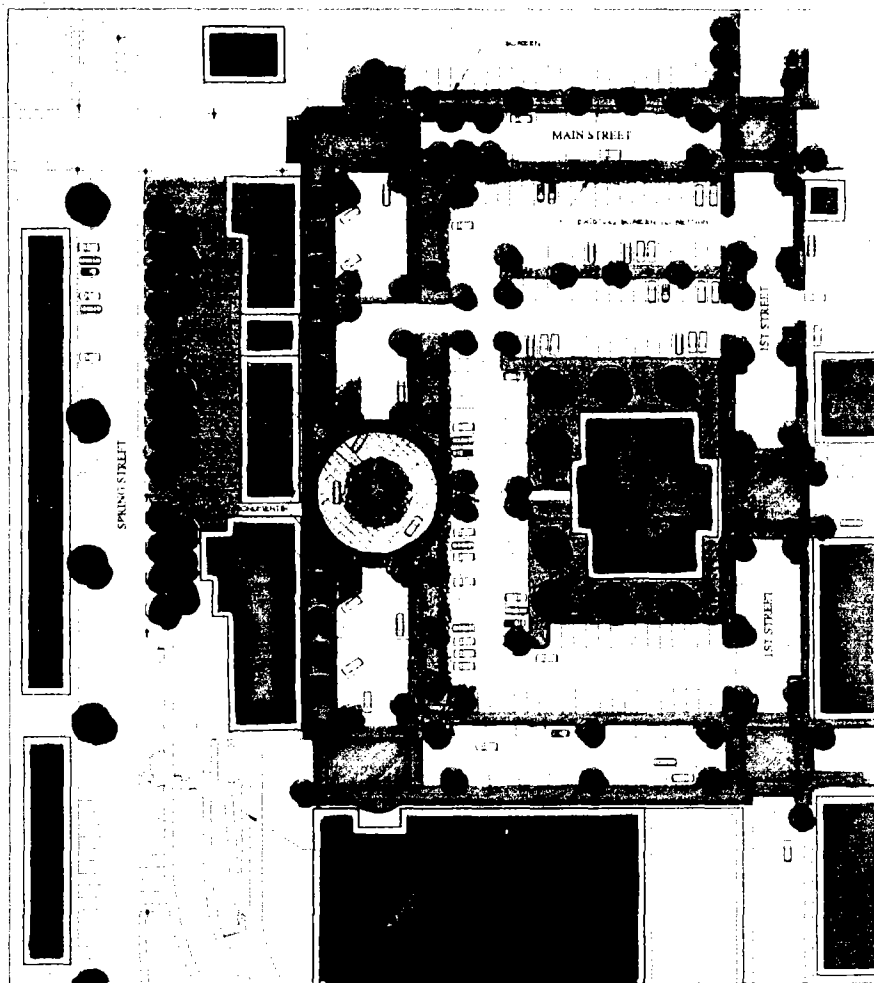
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COMMERCE STREET AND THIRD STREET

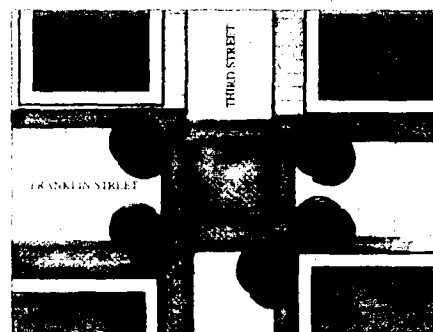
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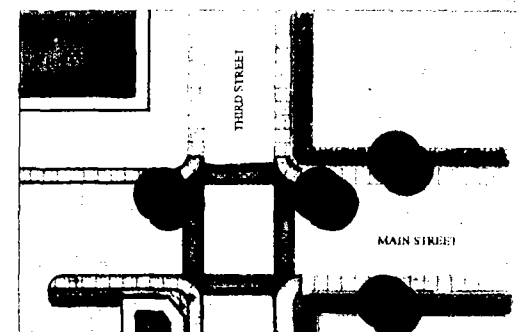
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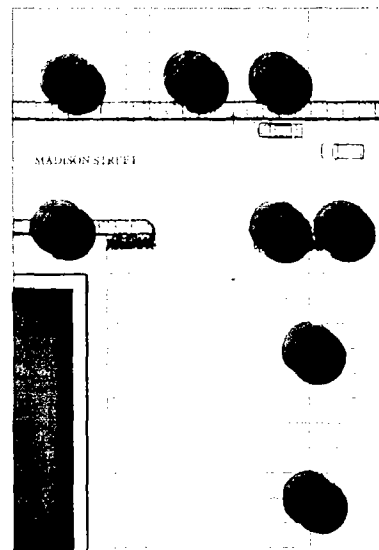
PUBLIC SQUARE
SCALE: 1"=40'



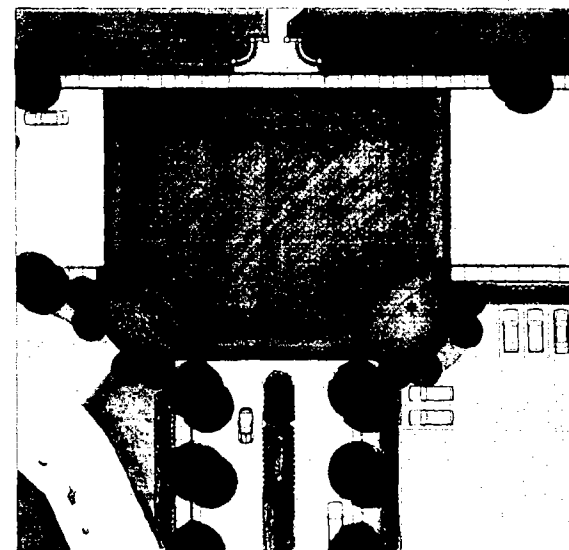
FRANKLIN STREET AND THIRD STREET
SCALE: 1"=40'



MAIN STREET AND THIRD
SCALE: 1"=40'



MADISON STREET
SCALE: 1"=40'



UNIVERSITY AVENUE AND COLLEGE STREET
SCALE: 1"=40'



CLARKSVILLE, TENNESSEE CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN

DETAIL PLANS

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5. PHASING PLAN

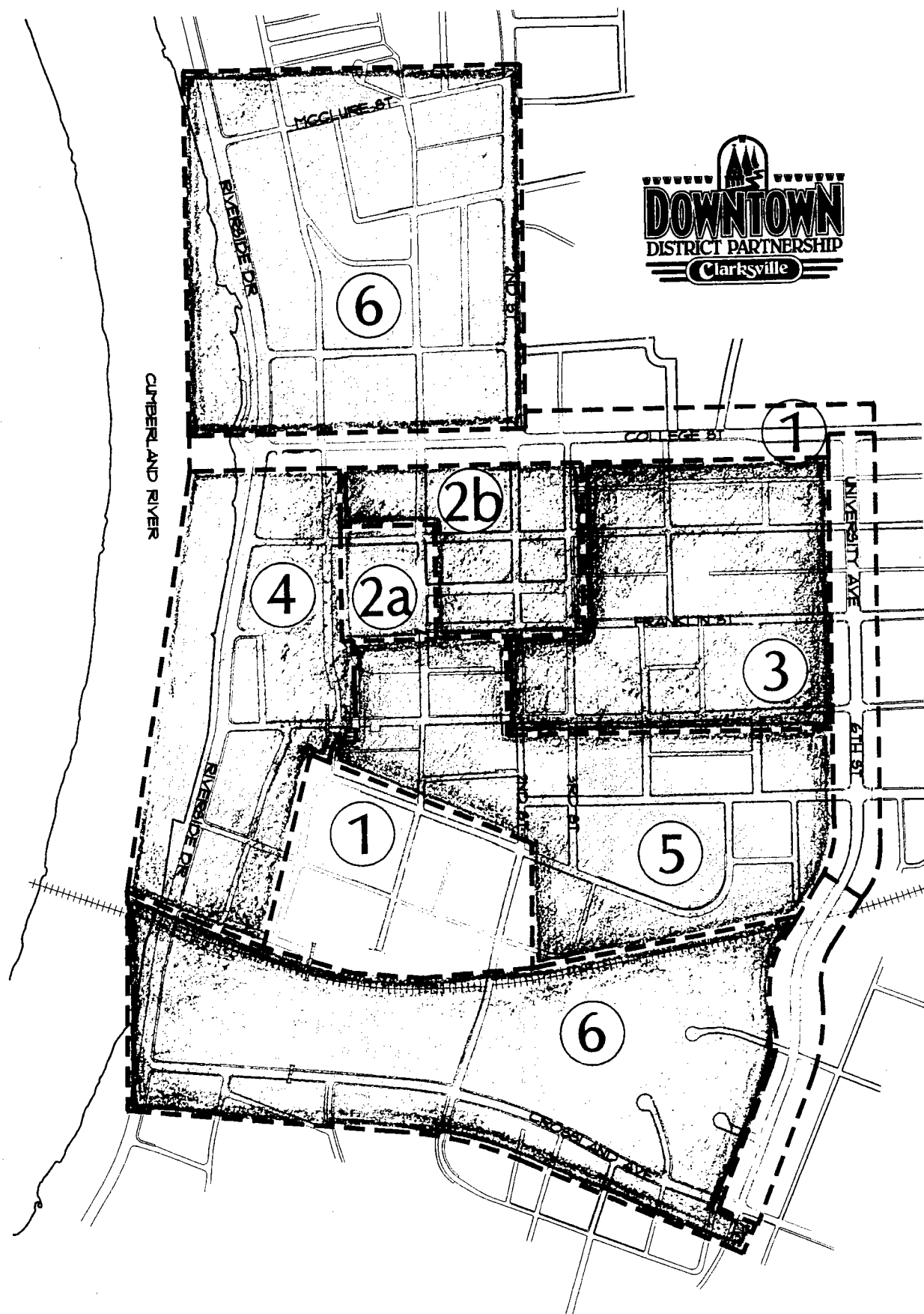
In order to implement the master plan, incremental phasing is recommended. This phasing would allow portions of the master plan to be implemented over time. We would recommend that a goal be set to implement the entire program in a 12-year time period.

Following is an outline of proposed phases:

1. College St. and University Ave./Sixth St.
These improvements should be incorporated into work presently under way on these jobs.
Doghill Neighborhood
Entire urban housing neighborhood
- 2a. Public Square
- 2b. Central Core
Including areas bound by College St., Third St., Franklin St. and First St.
3. Area East of Core
Extension of Franklin St. and includes area bound by: College St., University Ave., Commerce St. and Third St.
4. Area West of Core
Area south of Public Square, bound by College St., the railroad track and Riverside Dr.
5. Area South of Core
Bound by Franklin St., Commerce St., University Ave., railroad track, Union St. and the future pedestrian walkway to the Park.

6. **South of the Railroad**
Crossland Ave. and Cumberland Dr.

North Area
Bound by Riverside Dr., M^cClure St., Second St., and College St.



CLARKSVILLE, TENNESSEE CENTRAL IMPROVEMENT DISTRICT STREETSCAPE PLAN

PHASING PLAN

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6. COST ESTIMATE

Following is an estimate of probable construction cost to implement the full project. Cost for improvements have been broken down by phase. This estimate is based upon schematic plans. Construction Bid Documents would need to be prepared and estimates could be fine-tuned. Costs reflect anticipated 2000 construction costs and were based on comparable recent projects. These costs are estimates and are not based on actual hard bids. Costs are only included for improvements within the Public Right of Way only and do not include costs for improvements on private property such as parking lot screening or parking lot trees. This estimate does not include any cost for overhead utility line burial or relocation, or underground utility work. If the City of Clarksville was able to provide "in kind" labor or materials (such as paving work, demolition, etc.) these costs could go down. We have included a 20% contingency for unknown circumstances. This is important and should always be included, as streetscape projects such as this run into unforeseen items such as hidden vaults in walks, etc. This cost estimate does not include ongoing maintenance costs, which will be incurred and should be considered separately.

CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN

Estimate of Probable Cost

PHASE 1 - COLLEGE STREET					
1.0 DEMOLITION	QUANTITY	UNITS	UNIT COST	SUBTOTAL	TOTAL
1.1 Concrete Walks	42,000	s.f.	1.50	\$ 63,000	
1.2 Concrete curbs	5,200	l.f.	1.00	\$ 5,200	
1.3 Asphalt	18,000	s.f.	1.00	\$ 18,000	
2.0 SITE IMPROVEMENTS					
2.1 Concrete and brick border walk	42,000	s.f.	8.00	\$ 336,000	
2.2 Curb and Gutter	5,200	l.f.	12.50	\$ 65,000	
2.3 Concrete brick pavers in street	18,000	s.f.	13.00	\$ 234,000	
3.0 SITE FURNISHINGS					
3.1 Benches	6	each	1000.00	\$ 6,000	
3.2 Trash Receptacles	6	each	600.00	\$ 3,600	
4.0 LANDSCAPING					
4.1 Small Flowering Tree	81	each	350.00	\$ 28,350	
5.0 ELECTRICAL					
5.1 Light Fixture "B"	8	each	3500.00	\$ 28,000	
5.2 Light Fixture "C"	23	each	3500.00	\$ 80,500	
6.0 COST BY OTHERS					
6.1 Landscape Screening					
Construction Subtotal					\$ 867,650
Contingency 20%					\$ 173,530
Design Fee 7.5%					\$ 78,000
Phase Total					\$1,119,000

CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN

Estimate of Probable Cost

PHASE 1 - UNIVERSITY AVENUE					
1.0	SITE IMPROVEMENTS	QUANTITY	UNITS	UNIT COST	SUBTOTAL TOTAL
1.1	Concrete and brick border walk	11,900	s.f.	8.00	\$ 95,200
1.2	Concrete brick pavers walk	9,800	s.f.	13.00	\$ 127,400
1.3	Seat wall	80	l.f.	200	\$ 16,000
2.0	SITE FURNISHINGS				
2.1	Benches	4	each	1000.00	\$ 4,000
2.2	Trash Receptacles	4	each	600.00	\$ 2,400
2.3	Planters	6	each	400	\$ 2,400
3.0	LANDSCAPING				
3.1	Street Trees	127	each	450	\$ 57,150
3.2	Small Flowering Tree	4	each	350	\$ 1,400
3.3	Shrubs in Boulevard	260	each	45	\$ 11,700
4.0	ELECTRICAL				
4.1	Light Fixture 'B'	2	each	3,500	\$ 7,000
5.0	COST BY OTHERS				
5.1	Landscape Screening				
	Construction Subtotal				\$325,000
	Contingency 20%				\$ 65,000
	Design Fee 7.5%				\$ 29,000
	Phase Total				\$ 419,000
Note: demolition of lights, curb, asphalt and gutter in project underway.					
Paving cost would be reduced by concrete walk in current job.					

CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN

Estimate of Probable Cost

PHASE 1 - CUMBERLAND DRIVE					
1.0	DEMOLITION	QUANTITY	UNITS	UNIT COST	SUBTOTAL
1.1	Concrete Walks 6' width	12,000	s.f.	1.50	\$ 18,000
1.2	Concrete curbs	2,000	l.f.	1.00	\$ 2,000
2.0	NEW CONSTRUCTION				
2.1	Concrete walkwith intragal curb	16,000	s.f.	3.00	\$ 48,000
3.0	ELECTRICAL				
3.1	Light Fixture "A"	17	each	3,000	\$ 51,000
	Construction Subtotal				\$ 119,000
	Contingency 20%				\$ 24,000
	Design Fee 7.5%				\$ 11,000
	Phase Total				\$ 154,000

CENTRAL IMPROVEMENT DISTRICT STRETSCAPE PLAN

Estimate of Probable Cost

PHASE 1 - DOG HILL						
1.0	DEMOLITION	QUANTITY	UNITS	UNIT COST	SUBTOTAL	TOTAL
1.1	Concrete Walks 4' width	18,000	s.f.	1.50	\$ 27,000	
1.2	Concrete curbs	4,500	l.f.	1.00	\$ 4,500	
2.0	NEW CONSTRUCTION					
2.1	Concrete walkwith intragal curb	22,000	s.f.	3.00	\$ 66,000	
3.0	ELECTRICAL					
3.1	Light Fixture "A"	50	each	3,000	\$ 150,000	
	Construction Subtotal					\$ 248,000
	Contingency 20%					\$ 50,000
	Design Fee 7.5%					\$ 22,000
	Phase Total					\$ 320,000

CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN

Estimate of Probable Cost

PHASE 2a - PUBLIC SQUARE					
	QUANTITY	UNITS	UNIT COST	SUBTOTAL	TOTAL
1.0 DEMOLITION					
1.1 Concrete Walks	23,000	s.f.	1.50	\$ 34,500	
1.2 Concrete curbs	3,200	l.f.	1.00	\$ 3,200	
1.3 Asphalt	80,000	s.f.	1.00	\$ 80,000	
1.4 Median removal	2		lump sum	\$ 10,000	
1.5 Relocate Monuments	5		lump sum	\$ 10,000	
1.6 Relocate Pavilion	1		lump sum	\$ 15,000	
2.0 SITE IMPROVEMENTS					
2.1 Top Soil 3' depth	2,000	c.y.	25.00	\$ 50,000	
2.2 Brick walk paving	30,000	s.f.	10.00	\$ 300,000	
2.3 Curb and Gutter	4,500	l.f.	15.00	\$ 67,500	
2.4 Concrete brick pavers and walk	21,500	s.f.	13.00	\$ 280,000	
2.5 Asphalt	12,700	s.f.	1.25		
2.6 Fountain	1		lump sum	\$ 100,000	
2.7 Handrail	75	l.f.	80.00	\$ 6,000	
2.8 Steps	100	s.f.	125.00	\$ 13,000	
2.9 Grading		LS		\$ 75,000	
3.0 SITE FURNISHINGS					
3.1 Benches	24	each	1000.00	\$ 24,000	
3.2 Trash Receptacles	24	each	600.00	\$ 14,400	
3.3 Planters	18	each	400	\$ 7,200	
4.0 LANDSCAPING					
4.1 Large Canopy Tree	75	each	450.00	\$ 33,750	
4.2 Small Flowering Tree	15	each	250.00	\$ 3,750	
4.3 Groundcover	21,000	each	2.60	\$ 54,600	
4.4 Irrigation	40,000	s.f.	0.75	\$ 30,000	
5.0 ELECTRICAL					
5.1 Light Fixture "A"	27	each	3000.00	\$ 81,000	
5.2 Light Fixture "B"	12	each	3500.00	\$ 42,000	

CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN

Estimate of Probable Cost

PHASE 2a - Public Square cont.					
6.0	COST BY OTHERS				
6.1	Bury Utility Lines				
6.2	Landscape Screening				
	Construction Subtotal				\$ 1,615,000
	Contingency 20%				\$ 322,000
	Design Fee 7.5%				\$ 145,000
	Phase Total				\$ 2,080,000

CENTRAL IMPROVEMENT DISTRICT STREETSCAPE PLAN

Estimate of Probable Cost

PHASE 2b - CENTRAL CORE					
1.0	DEMOLITION	QUANTITY	UNITS	UNIT COST	SUBTOTAL
1.1	Concrete Walks	39,500	s.f.	1.50	\$ 59,250
1.2	Concrete curbs	5,100	l.f.	1.00	\$ 5,100
1.3	Asphalt	8,800	s.f.	1.00	\$ 8,800
2.0	SITE IMPROVEMENTS				
2.1	Top Soil 3' depth	140	c.y.	25.00	\$ 3,500
2.2	Brick walk paving	5,500	s.f.	10.00	\$ 55,000
2.3	Concrete and brick border walk	4,900	s.f.	8.00	
2.4	Curb and Gutter	5,100	l.f.	15.00	\$ 76,500
2.5	Concrete brick pavers (crosswalk)	4,900	s.f.	13.00	\$ 64,000
3.0	SITE FURNISHINGS				
3.1	Benches	24	each	1000.00	\$ 24,000
3.2	Trash Receptacles	24	each	600.00	\$ 14,400
3.3	Planters	10	each	400	\$ 4,000
4.0	LANDSCAPING				
4.1	Large Canopy Tree	11	each	450.00	\$ 4,950
4.2	Small Flowering Tree	36	each	250.00	\$ 9,000
4.3	Groundcover	4,500	each	2.60	\$ 11,700
5.0	ELECTRICAL				
5.1	Light Fixture "A"	43	each	3000.00	\$ 129,000
5.2	Light Fixture "B"	4	each	3500.00	\$ 14,000
6.0	COST BY OTHERS				
6.1	Bury Utility Lines				
6.2	Landscape Screening				
	Construction Subtotal				\$ 483,000
	Contingency 20%				\$ 97,000
	Design Fee 7.5%				\$ 44,000
	Phase Total				\$ 624,000

CENTRAL IMPROVEMENT DISTRICT STREETSCAPE PLAN

Estimate of Probable Cost

PHASE 3 - AREA EAST OF CORE					
1.0	DEMOLITION	QUANTITY	UNITS	UNIT COST	SUBTOTAL
1.1	Concrete Walks	36,000	s.f.	1.50	\$ 54,000
1.2	Concrete curbs	12,000	l.f.	1.00	\$ 12,000
1.3	Asphalt	18,000	s.f.	1.00	\$ 18,000
2.0	SITE IMPROVEMENTS				
2.1	Top Soil 3' depth	1,500	c.y.	25.00	\$ 37,500
2.2	Brick walk paving 8' width	45,200	s.f.	10.00	\$ 452,000
2.3	Concrete sidewalk 6' width	21,000	s.f.	3.00	\$ 63,000
2.4	Curb and Gutter	12,000	l.f.	12.50	\$ 150,000
2.5	Concrete brick pavers (crosswalk)	17,200	s.f.	13.00	\$ 224,000
2.6	Tree grates	54	each	1,200.00	\$ 64,800
3.0	SITE FURNISHINGS				
3.1	Benches	54	each	1,000.00	\$ 54,000
3.2	Trash Receptacles	54	each	600.00	\$ 32,400
4.0	LANDSCAPING				
4.1	Small Flowering Tree	193	each	250.00	\$ 48,250
5.0	ELECTRICAL				
5.1	Light Fixture "A"	104	each	3,000.00	\$ 312,000
6.0	COST BY OTHERS				
6.1	Bury Utility Lines				
6.2	Landscape Screening				
	Construction Subtotal				\$ 1,522,000
	Contingency 20%				\$ 304,000
	Design Fee 7.5%				\$ 136,000
	Phase Total				\$ 1,963,000

CENTRAL IMPROVEMENT DISTRICT STREETSCAPE PLAN

Estimate of Probable Cost

Phase 4 - AREA WEST OF CORE					
1.0	DEMOLITION	QUANTITY	UNITS	UNIT COST	SUBTOTAL
1.1	Concrete Walks	22,500	s.f.	1.50	\$ 33,750
1.2	Concrete curbs	3,750	l.f.	1.00	\$ 3,750
1.3	Asphalt	800	s.f.	1.00	\$ 800
2.0	SITE IMPROVEMENTS				
2.1	Concrete sidewalk	22,500	s.f.	3.00	\$ 67,500
2.2	Curb and Gutter	3,750	l.f.	12.50	\$ 46,875
3.0	SITE FURNISHINGS				
3.1	Benches	3	each	1,000.00	\$ 3,000
3.2	Trash Receptacles	3	each	600.00	\$ 1,800
4.0	LANDSCAPING				
4.1	Large Canopy Tree	19	each	450.00	\$ 8,550
4.2	Small Flowering Tree	29	each	250.00	\$ 7,250
5.0	ELECTRICAL				
5.1	Light Fixture "A"	32	each	\$ 3,000.00	\$ 96,000
6.0	COST BY OTHERS				
6.1	Bury Utility Lines				
6.2	Landscape Screening				
	Construction Subtotal				\$ 269,000
	Contingency 20%				\$ 54,000
	Design Fee 7.5%				\$ 24,000
	Phase Total				\$ 347,000

CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN

Estimate of Probable Cost

PHASE 5 - AREA SOUTH OF CORE						
1.0 DEMOLITION	QUANTITY	UNITS	UNIT COST	SUBTOTAL	TOTAL	
1.1 Concrete Walks	66,800	s.f.	1.50	\$ 100,200		
1.2 Concrete curbs	16,500	l.f.	1.00	\$ 16,500		
1.3 Asphalt	9,200	s.f.	1.00	\$ 9,200		
2.0 SITE IMPROVEMENTS						
2.1 Top Soil 3' depth	200	c.y.	25.00	\$ 5,000		
2.2 Concete and brick border walk	36,000	s.f.	8.00	\$ 288,000		
2.3 Concrete sidewalk 6'width	6,300	s.f.	3.00	\$ 18,900		
2.4 Curb and Gutter	12,600	l.f.	12.50	\$ 157,500		
2.5 Concrete brick pavers (crosswalk)	800	s.f.	13.00	\$ 10,400		
2.6 Asphalt for alley	8,400	s.f.	1.00	\$ 8,400		
3.0 SITE FURNISHINGS						
3.1 Benches	6	each	1,000.00	\$ 6,000		
3.2 Trash Receptacles	6	each	600.00	\$ 3,600		
3.3 Tree grate	47	each	1,200.00	\$ 56,400		
4.0 LANDSCAPING						
4.1 Large Canopy Tree	26	each	450.00	\$ 11,700		
4.2 Small Flowering Tree	44	each	350.00	\$ 15,400		
5.0 ELECTRICAL						
5.1 Light Fixture "A"	128	each	3,000.00	\$ 384,000		
5.2 Light Fixture "B"	4	each	3,500.00	\$ 14,000		
6.0 COST BY OTHERS						
6.1 Bury Utility Lines						
6.2 Landscape Screening						

CENTRAL IMPROVEMENT DISTRICT STREETSCAPE PLAN

Estimate of Probable Cost

PHASE 5 - AREA SOUTH OF CORE					
	Construction Subtotal				\$ 1,105,000
	Contingency 20%				\$ 221,000
	Design Fee 7.5%				\$ 99,000
	Phase Total				\$ 1,425,000

CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN

Estimate of Probable Cost

PHASE 6 - NORTH AREA AND AREA SOUTH OF THE RAILROAD					
1.0 DEMOLITION	QUANTITY	UNITS	UNIT COST	SUBTOTAL	TOTAL
1.1 Asphalt	2,400	s.f.	1.00	\$ 2,400	
2.0 SITE IMPROVEMENTS					
2.1 Top Soil	270	c.y.	15.00	\$ 4,050	
2.2 Concrete sidewalk	6,000	s.f.	3.00	\$ 18,000	
4.0 LANDSCAPING					
4.1 Large Canopy Tree	40	each	450.00	\$ 18,000	
4.2 Small Tree on Crossland	163	each	350.00	\$ 57,050	
5.0 ELECTRICAL					
5.1 Light Fixture "A"	75	each	3,000.00	\$ 225,000	
6.0 COST BY OTHERS					
6.1 Bury Utility Lines					
6.2 Landscape Screening					
Construction Subtotal					\$ 324,000
Contingency 20%					\$ 65,000
Design Fee 7.5%					\$ 30,000
Phase Total					\$ 419,000

CENTRAL IMPROVEMENT DISTRICT STREETScape PLAN

Estimate of Probable Cost - Summary

PHASE 1-COLLEGE STREET	\$ 1,119,000
PHASE 1-UNIVERSITY AVENUE	\$ 419,000
PHASE 1-CUMBERLAND DRIVE	\$ 154,000
PHASE 1-DOG HILL	\$ 320,000
PHASE 2a-PUBLIC SQUARE	\$ 2,080,000
PHASE 2b-CENTRAL CORE	\$ 624,000
PHASE 3-AREA EAST OF CORE	\$ 1,963,000
PHASE 4-AREA WEST OF CORE	\$ 347,000
PHASE 5-AREA SOUTH OF CORE	\$ 1,425,000
PHASE 6-NORTH AREA & SOUTH OF THE RAILROAD	\$ 419,000
 GRAND TOTAL	 \$ 8,870,000

7. **IMPLEMENTATION**

The final and important part of this process, is implementation or how to make it happen. There are several options to consider for funding those improvements that are included below:

- **Transportation Equity Act for the 21st Century (TEA-21)**

This continues the Intermodal Surface Transportation Efficiency Act which was established in 1991. Funding is channeled through a block grant program to individual states and applies to improvements for environmental value to transportation systems. Tennessee was allocated \$15 million in 2000. Applications must be submitted by local governments (cities or counties). Streetscape improvements would be eligible under this program. There are several categories within the ISTEA grant program that might be eligible for use:

- Pedestrian Improvements
- Landscape improvements which enhance aesthetic improvements along highways
- Historic Preservation
- Control and removal of outdoor advertising

The grant program is administered by the Tennessee Department of Transportation. To be funded, enhancements must be included in the Tennessee metropolitan and statewide transportation improvement programs. It will be important to lobby for this project through the local Metropolitan Planning Organization. Up to 80% of a project can be financed with Federal Funds. A minimum of 20% must come from other sources.

- **Community Development Block Grants**

This is a program that provides federal funding directly to communities for projects that will improve urban living conditions through environmental changes. The cities of Murfreesboro and Shelbyville were able to use this grant program for streetscape improvements including sidewalks and landscaping. This funding can also be used to make utility improvements. These funds are distributed through the Tennessee Office of Community Development. These are usually administered in the form of bonds.

- **Property Owner's Fair Share**

This is a program where property owners within the improvement area are assessed a pro-rata share improvement contribution based upon their linear footage of land ownership along the streets receiving improvement. This provides a means by which those who most directly benefit from improvements to help to pay for them. Tax exempt bonds could be used for this purpose. This method was used to realize streetscape improvements in both downtown Franklin and Murfreesboro.

- **TDOT (Tennessee Department of Transportation)**

The State of Tennessee sets aside funds (STP Funds – Surface Transportation Program) for each community to use at their discretion for roadway improvements. These funds could be used for street resurfacing, sidewalk improvements, and utility improvements.

- **Foundations/Special Donors**

These funds are provided from a variety of local sources and provide the greatest opportunity for “grass root” participation and involvement. Other communities have developed benefit concerts, balls, street festivals, fairs, etc. to generate funds. Festivals can happen several times a year and can involve local citizens and merchants. These events demonstrate tangible evidence of community pride and volunteer involvement. Funds from these events can be applied to specific projects such as street furnishings, public art or street trees. Many communities allow for the provisions of small plaques to announce donor's name or memorials.

- **Tax Increment Financing**

Tax revenue from a new development in a specific area can be earmarked for financing public improvements within that same area. This is defined by establishing a specific “base line” tax base of the existing development. Improvements are financed from public funds or bonds, then by new development.

8. MAINTENANCE GUIDELINES

It will be important to provide a careful ongoing program of maintenance for the proposed streetscape improvements. Following is an outline of recommended maintenance guidelines.

I. LANDSCAPING:

Landscaping will consist of street trees, park trees, shrubs, flowers and lawns.

A. Street Trees

1. Supplement watering in summer (particularly trees in tree grates).
2. Fertilize twice a year with 12-6-8 (Fall and Spring).
3. Prune dead and diseased branches (late winter).
4. Remove succor growth.
5. Inspect trees once a month for disease/pests and treat accordingly.
6. Remove holiday lights as quickly as possible.
7. Spray small flowering trees as required for pests.

B. Shrubs

1. Supplement watering in summer.
2. Fertilize twice a year with 12-6-8 (Fall and Spring).
3. Prune dead and diseased branches (late winter).
4. Remove succor growth.
5. Inspect trees once a month for disease/pests and treat accordingly.
6. Provide selective pruning; not shearing.
7. Weed shrubs.

III. SITE FURNISHINGS

A. Banners

1. Change out seasonally and properly store.

B. Trash Receptacles, Benches, kiosks, Gateway Signage

1. Repair and replace as needed. Maintain all painted surfaces.
2. Remove graffiti quickly.

IV. STREET LIGHTS

- A. Repaint chipped or damaged area.
- B. Change out light bulbs