CLARKSVILLE HISTORIC RESOURCES SURVEY UPDATE

CLARKSVILLE, MONTGOMERY COUNTY, TENNESSEE

REPORT PREPARED FOR THE CITY OF CLARKSVILLE, TENNESSEE

THOMASON AND ASSOCIATES, PRESERVATION PLANNERS

NASHVILLE, TENNESSEE

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SECTION I: INTRODUCTION & PROJECT LOCATION

Introduction

The Tennessee Historical Commission (THC) is the state's historic preservation agency, and one of its important programs is the architectural and historical inventory of the state's cultural resources. This inventory is a significant part of historic preservation and community planning since it provides basic data on the location, condition and architectural character of buildings and structures. Montgomery County was originally surveyed in 1981. Since that time numerous properties have been listed in the National Register of Historic Places, and mid-20th-century buildings have attained the fifty-year mark.

In 2019, the THC awarded the City of Clarksville a federal historic preservation grant to fund a survey of downtown Clarksville. The inventory was conducted between May and September of 2020. This survey was completed by Thomason and Associates of Nashville, Tennessee (Contractor).

The scope of the survey included updating the existing inventory from 1981 and identifying properties that have reached fifty years since their dates of construction. For this survey, the end date of 1969 reflects the fifty-year time period from 2019. To assist the Contractor with this survey, the Clarksville Planning Commission's GIS Department provided property maps identifying pre-1970 parcels based on Montgomery County tax records. This mapping enabled the Contractor to cross-reference city parcels with previously surveyed properties in the THC's inventory and revisit and re-evaluate National Register-listed properties. Montgomery County surveys were assigned numbers with the prefix "MT" upon original survey in the 1980s. The Contractor, as instructed by THC survey director Peggy Nickell, assigned temporary numbers (beginning with "TMT-1") to new surveys.

The survey project paid particular attention to the development and transformation of downtown Clarksville in the years following World War II. Since its rise and decline as a port city for the Cumberland River Valley tobacco market, Clarksville downtown has been dramatically altered. A great number of historic warehouses and industrial buildings have been lost with the development of Riverside Drive, as well as hundreds of dwellings within the city core. Within the re-survey boundary, there were approximately 400 historic properties previously surveyed. Of that number, approximately 225 properties (56.25%) are no longer extant. The Contractor identified and surveyed 139 new properties that have attained the 50-years mark.

Project Location

Clarksville is the seat of Montgomery County, located in northern Middle Tennessee along the state line with Kentucky. In 1980, the approximate time of the initial survey, the city of Clarksville had a population of 54,777, and Montgomery County had 83,342 residents. Over the past forty years the city and county have recorded substantial growth. In 2019, the City of Clarksville had an estimated population of 158,146 residents, while the population of the county was 208,993.

Founded in 1785, Clarksville is sited on a series of hills at the confluence of the Cumberland and Red Rivers. The city is home to dozens of industries and serves as the gateway to neighboring Fort Campbell. Montgomery County boasts fertile lands and produces wheat, corn, soybeans, livestock, and tobacco. Access to Clarksville is via Interstate 24, US Highway 41A, US Highway 79, and various state routes. The CSX Railroad (originally the Louisville and Nashville Railroad) provides rail connections to the city. Clarksville is the home of Austin Peay State University, located northeast of the downtown area.

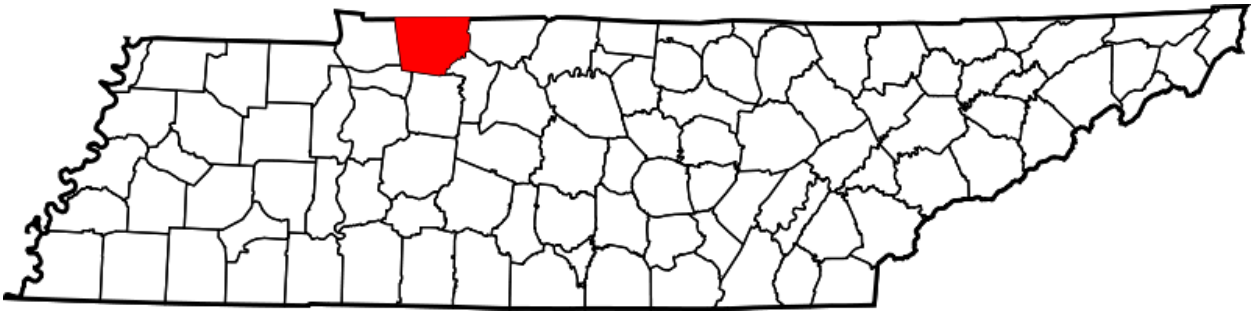

Figure 1: Location of Montgomery County, Tennessee.

Clarksville is Tennessee's fifth largest city after Nashville, Memphis, Knoxville, and Chattanooga. With a land area of 97.6 square miles, Clarksville averaged 1,361.9 persons per square mile in the year 2010.[1] The Historic Review Area surveyed in 2020 was confined to Clarksville's Central Business Improvement District (CBID). This contiguous area represents approximately 600 acres, or less than one square mile. Thus, the area surveyed accounts for approximately one percent of the city limits.

[1] U.S. Census Bureau State and County Quick Facts website accessed September 13, 2020 at https://www.census.gov/quickfacts/fact/dashboard/clarksvillecitytennessee,US/PST045219?.

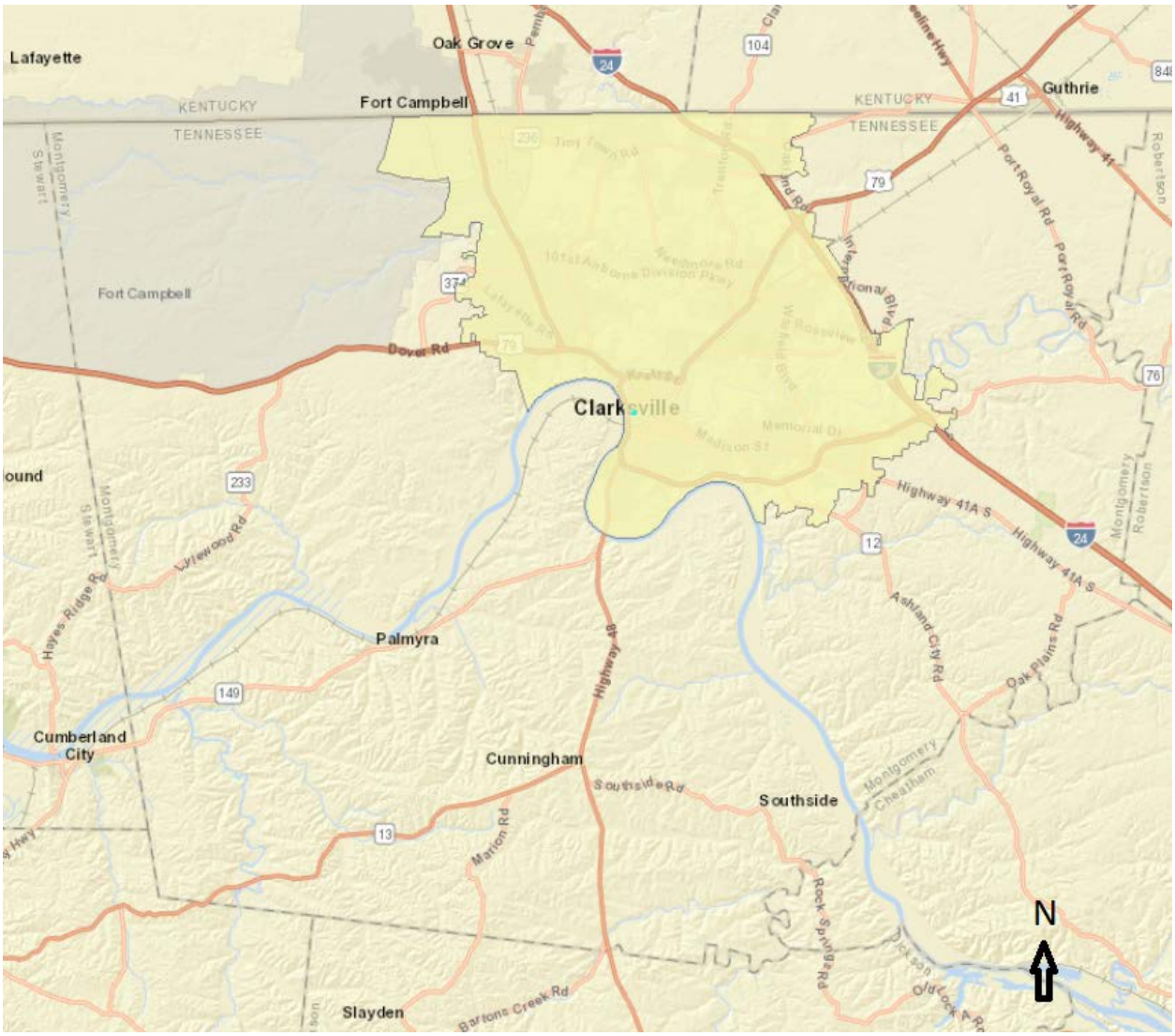

Figure 2: Montgomery County boundaries with the City of Clarksville shaded in gold (courtesy of Montgomery County GIS).

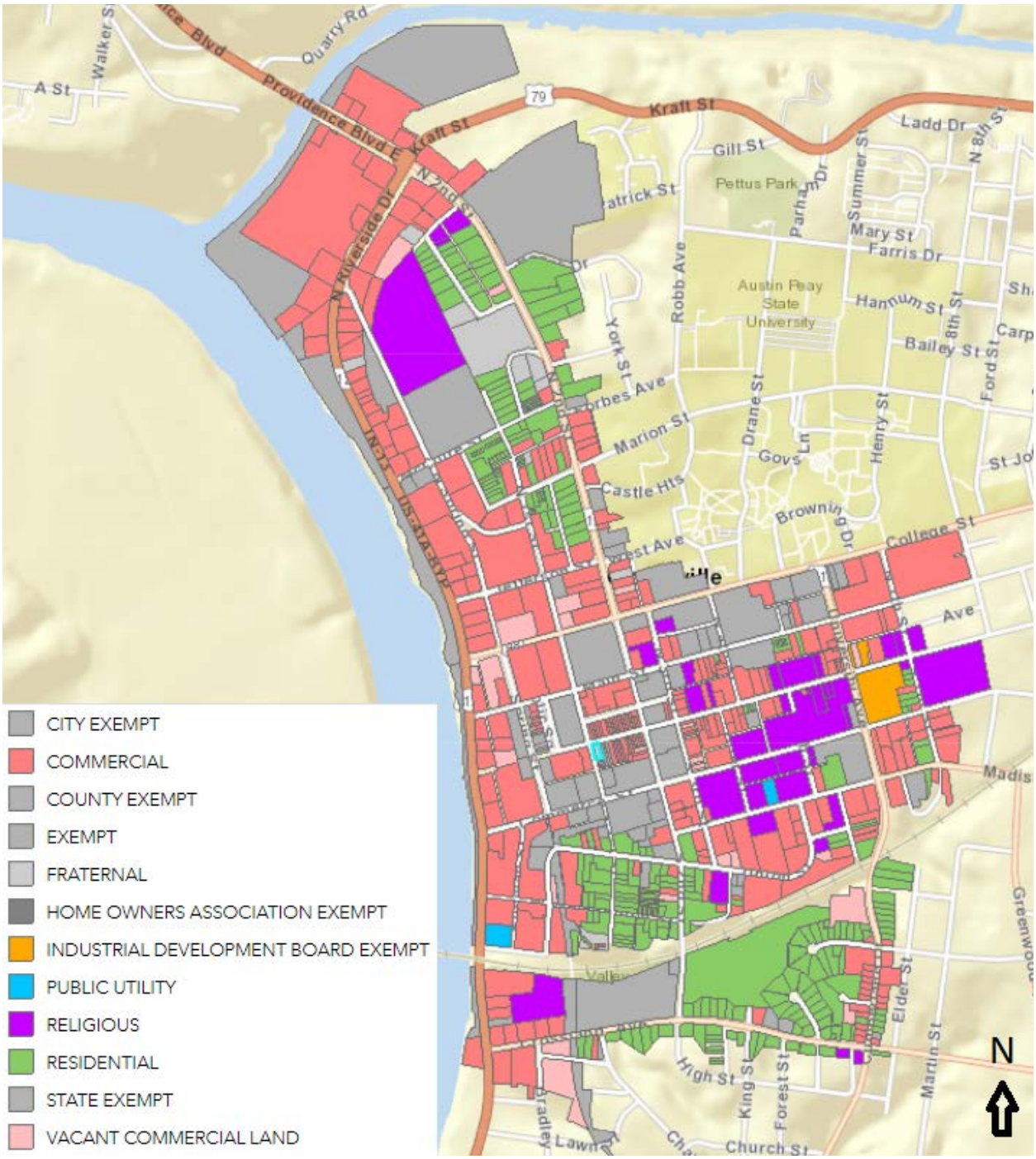

Figure 3: Clarksville Central Business Improvement District (BID), color-coded by property classification (courtesy of Montgomery County GIS).

SECTION II: METHODOLOGY

The purpose of this Historic Building Assessment project was to update the City of Clarksville's historic resources inventory through an intensive survey of the defined Historic Review Area. Prior to initiating fieldwork, the Contractor obtained USGS quad maps and historic Sanborn Fire insurance Maps of Clarksville from 1888 to 1947 from the Tennessee State Library and Archives. The Contractor also reviewed previously published histories, National Register-listed resources, and historic photos of Clarksville.

The City of Clarksville's Planning Department provided the Contractor with a detailed parcel map delineating the project area boundaries and parcels within it. The Planning Department determined that the Historic Review Area included a total of 830 individual parcels, of which 392 included buildings dating from 1969 or before.

The field survey included the driving or walking of streets in Clarksville's CBID, completing digital photography of previously surveyed and new survey properties, and noting alterations to previously surveyed properties and losses of razed properties surveyed in 1981. Another aspect of the project was to revisit each of the National Register-listed properties to ascertain their condition and update photography. Finally, the project included the review and recommendation of any potential boundary increases to existing National Register historic districts. For those properties intensively surveyed, the Contractor completed electronic inventory forms from the Tennessee Historical Commission (THC) along with digital photography. This work resulted in the completion of approximately 200 electronic forms updating existing surveys and 125 forms for properties not previously surveyed. The surveys were only of the exteriors of buildings. At each property intensively inventoried the Contractor attempted to interview occupants or left a questionnaire for occupants to complete and return.

Aiding the survey were maps created by the Clarksville-Montgomery County GIS department. These maps extracted specific data to highlight properties by date of construction. The Contractor cross-referenced County GIS maps with THC Viewer maps to create a spreadsheet of existing surveyed properties in the project area. Field survey commenced in March 2020 and was completed in September 2020. Project Manager Phil Thomason was assisted in completing survey forms, photographing properties, updating the 1981 survey descriptions, and interviewing available residents by Andra Kowalczyk Martens.

Buildings were candidates for intensive survey that were identified by GIS data as constructed before 1970. The GIS data were compared with Sanborn maps if discrepancies arose and/or to note changes to a building's footprint, height, or other aspects about each property. Dates of construction were also guided by familiarity with architectural trends regarding styles, forms, and building materials and their periods of popularity.[2] Outbuildings such as sheds, garages, and carports were also photographed

[2] A common reference for such information is *A Field Guide to American Houses* by Virginia McAlester updated in 2013.

as above and noted within the survey form of its primary structure. Detached outbuildings, however, were rare, as most carports and garages were attached and/or integral to the dwelling.

An important goal of the survey project was the evaluation of buildings for eligibility for listing in the National Register of Historic Places. This evaluation was conducted on an individual basis at each property site and in consideration of existing or potential, new historic district. Within Clarksville, there are currently four historic districts and 13 individually listed properties with National Register designation.

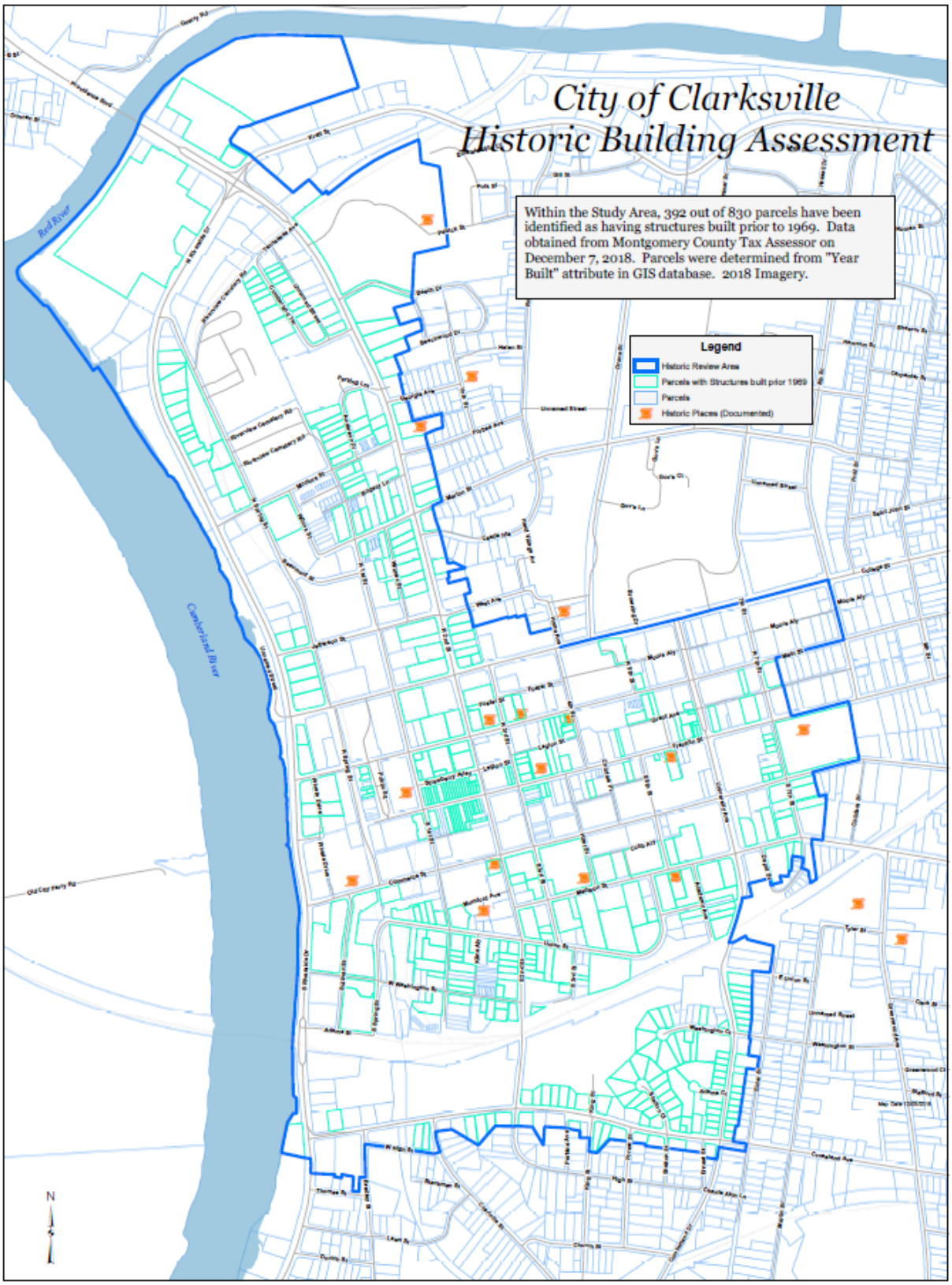

Figure 4: City of Clarksville Historic Review Area with pre-1970 parcels color-coded in aqua, post-1970 parcel, in blue (courtesy of Montgomery County GIS).

SECTION III: HISTORICAL OVERVIEW

Clarksville is a city rich in history and tradition dating from its founding in 1785. The initial European settlement of Clarksville occurred when Colonel John Donelson's group reached the site in 1780. While Donelson continued south with most of the group to present-day Nashville, Moses Renfroe established Renfroe's Station at the confluence of the Red and Cumberland Rivers. As more settlers moved into the area, John Montgomery and Martin Armstrong surveyed and platted a two-hundred-acre town on a bluff overlooking the Cumberland River in January of 1784. A fort was built near a spring on the bluff, and the site was named Clarksville in honor of General George Rogers Clark, frontier fighter, Revolutionary War hero, and brother of William Clark of the Lewis and Clark Expedition. The North Carolina Legislature established Clarksville as a town in December of 1785 and appointed Commissioners to govern the community. Over the next decade, settlement of Clarksville remained sparse due to continual hostilities with the Creek and Cherokee nations.

Clarksville was laid out in a grid pattern on the east bank of the Cumberland River. Original east/west streets included Commerce, Franklin, Main, Washington (now College), and Jefferson Streets. In a north/south direction, Water Street was laid out next to the Cumberland River followed to the east by Spring Street, First, Second, and Third Streets. The original town plat was enlarged in 1797 when an additional 640 acres was subdivided south of Commerce Street by Peter Roberts. A public square was set aside between Main and Franklin Streets, and water for the community was supplied by a spring near the corner of Spring and Commerce Streets.

Clarksville was initially the county seat of Tennessee County, but in 1796 the county was divided into Montgomery and Robertson Counties. A small courthouse was built on the Public Square and replaced with a two-story brick building in 1811. Clarksville was incorporated in October of 1819, and a market house was built on the public square. Over the next two decades Clarksville slowly grew as the governmental and commercial center of the county. Roads were improved to connect Clarksville with Nashville and Hopkinsville, Kentucky.

Clarksville was described in 1826 as having a population of 215 "white" inhabitants and a smaller number of African American slaves. Within the city were fifty buildings including one large tobacco warehouse. The buildings were clustered primarily around the Public Square and along Madison, Franklin, and College Streets.

The rise of steamboat traffic in the 1820s and 1830s contributed to Clarksville's growth and development as a port city. Steamboats provided reliable access to the New Orleans market, and Clarksville became a major shipping port for tobacco and tobacco products. This commodity became the primary cash crop of the region in the early 1800s.

Dark fired tobacco croplands extend from Southern Kentucky into Montgomery and Robertson Counties. This tobacco was highly prized for pipes and cigars in both America and Europe. Clarksville became a leading port city for tobacco shipped overseas, via New

Orleans. Annually, Clarksville shipped 7,000 hogsheads to New Orleans during the early 1820s. Area farmers began planting more acres in tobacco.

By 1835, Clarksville’s built landscape included three churches, several common schools and academies, two cabinetmakers, twelve stores, a bank, and three taverns. A city cemetery established north of the downtown and was later named Riverview Cemetery. Accounts of the period describe the city as "prosperous," largely due to the tobacco industry.

By 1840 the county produced over two and one-half million pounds. To support this trade, merchants built numerous stemmeries to separate the leaf from stems, and warehouses for the storage and housing of tobacco. By the 1830s, dozens of steamboats arrived each month in Clarksville to unload goods from New Orleans and other cities in exchange for Clarksville's tobacco. Several wharf and landing companies built facilities along the Cumberland River at Clarksville.

Clarksville's early years were also marked by the organization of a diversity of religious denominations. The Trinity Episcopal, First Presbyterian, Cumberland Presbyterian, Methodist, Baptist, First Christian and Catholic congregations were established between 1810 to 1842, worshipping in private homes, the 1811 courthouse, and Masonic Temple. The first permanent church building, the Clarksville Methodist Church, was erected in 1831. It was followed by construction of the Episcopal Church in 1834, First Presbyterian in 1840, Catholic Church in 1844 and First Christian Church in 1851.

A new market house on the square was built in 1838, and a new brick courthouse was constructed in 1842. Several brick commercial buildings were constructed in these early decades on or near the Public Square. One of these was the Poston Block, constructed for John H. Poston in 1843. The building was constructed with three separate storefronts and still exemplifies the Federal style (NR, 1972).

In 1846, Clarksville’s population was 2,128, one-third of which were African Americans slaves. During the 1840s and 1850s, Clarksville's commerce continued to increase, and numerous large tobacco warehouses were built during these decades. The Grange and Elephant Warehouses along Water Street were among the largest tobacco warehouses ever built in America. As the tobacco industry flourished, several merchants built brick homes in the Greek Revival and Italianate style on Madison, College, and Franklin Streets.

The *"William's Clarksville Directory"* of 1859 stated that Clarksville contained 400 dwellings in the city of approximately 5,000 inhabitants. At that time, the directory listed nine large tobacco stemmeries and two sizeable tobacco warehouses, as well as twenty-eight buyers of tobacco and tobacco related products. There were seven church buildings in the city. Of these seven, only the 1831 Clarksville Methodist Church (MT-624) has survived.

Figure 5: HABS photo of Poston Block.

Figure 6: HABS photo of the Grange Warehouse covering an entire city block.

Attesting to the city's national and international importance in the worldwide tobacco industry were two downtown hotels. The Arlington/Montgomery Hotel (MT-701) was a three-story, brick building constructed in 1887. At 119 Main Street, the hotel served commercial travelers to the city. The hotel became the Montgomery Hotel circa 1930. The building was razed in 1973, and the site became a city parking lot. The Washington/Southern Hotel at 119 N. Second Street (MT-584) was another historic hotel serving the city's robust travel industry. The antebellum building was converted into offices for the Rudolph Hach & Co.'s and the People's Tobacco Warehouse in the 1880s and remained in service to the mid-20th century. It was razed in the early 1980s for the construction of the Riverview Hotel. As noted in its HABS survey, this one-story, brick building "has association with Clarksville's mid-19th century prominence as a port on the Cumberland River."

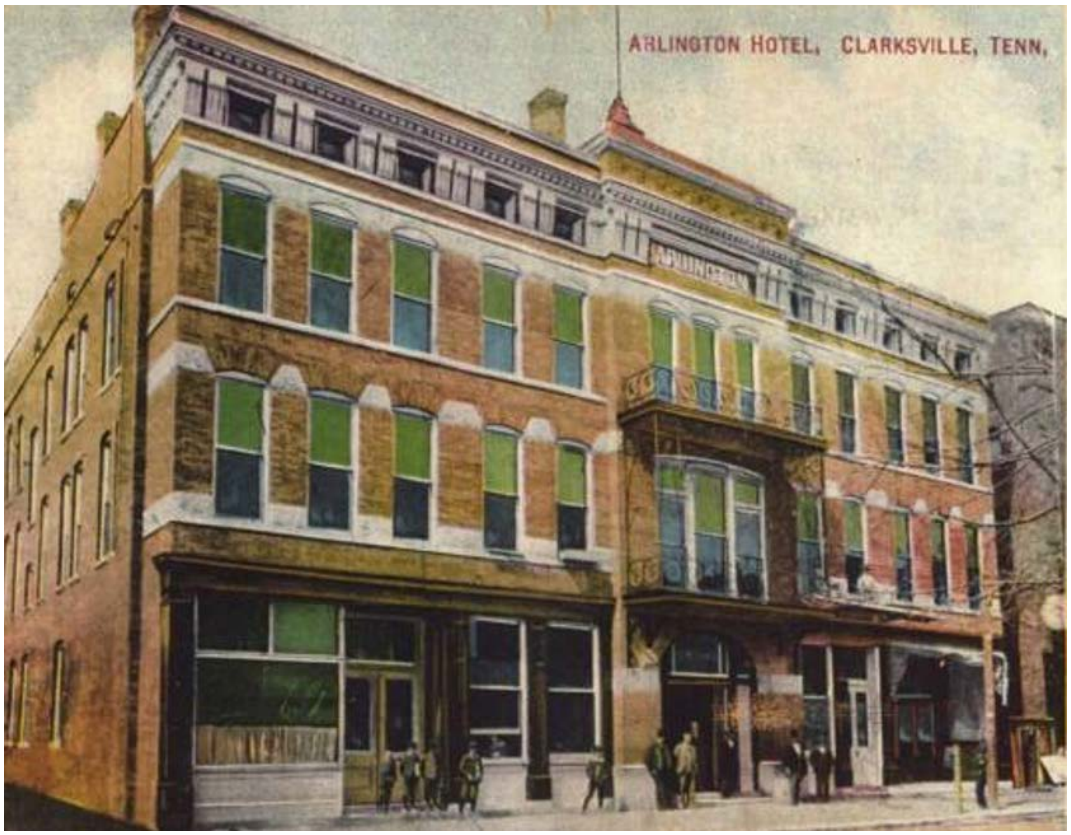

Figure 7: A ca. 1900 photo of the Arlington Hotel on Main Street.

Figure 8: HABS photo of the Washington/Southern Hotel (MT-584).

Optimism over Clarksville's commercial trade increased during the late 1850s when the Memphis, Clarksville, and Louisville Railroad was built through the city. This railroad extended west to connect with the Memphis and Ohio Railroad and northeast to connect with the Louisville and Nashville (L&N) Railroad. Completion of the railroad and its bridge over the Cumberland River was one of the last great events in the city before the Civil War.

The celebration of the opening of the railroad in April of 1861 was tempered by secession of Tennessee from the Union and the beginning of the Civil War. Clarksville voted overwhelmingly to leave the Union and sent hundreds of men into the Confederate ranks. Many men were mustered into the 14th Tennessee Regiment, which fought in the Tennessee Brigade in the Army of Northern Virginia. Brigadier General William A. Quarles organized the 42nd Tennessee infantry at the city, and elements of both the 49th and 50th Tennessee came from Clarksville and Montgomery County.

Figure 9: Gen. Quarles House (MT-749) at 102 Union Street in 2020.

The Confederate Army built a fort overlooking the Cumberland River to guard the city against Union gunboats. Named Fort Defiance, the fortification was begun in 1861 and hastily finished in early 1862. On February 19, 1862, federal gunboats arrived at the city following the surrender of Fort Donelson. As Confederate troops evacuated the city, they burned the railroad bridge over the Cumberland River to deny its use to the Union army. The city was formally surrendered by prominent citizens Cave Johnson, Judge Thomas Wisdom, and Mayor C. G. Smith. Clarksville remained in the hands of occupying Federal forces until the end of the war, with no serious fighting in or near Clarksville.

Following the war, citizens were concerned with economic recovery and rebuilding. In December of 1865, the first shipment of Montgomery County tobacco since 1861 was sent downriver to New Orleans, the Cumberland River Bridge was rebuilt, and rail connections were once again opened with Memphis. Several new industries were opened in the city including the Clarksville Cooperage Company, the Clarksville Planing Mill, and Clarksville Brass and Iron Foundry.

In 1877, a map of Clarksville and Montgomery County was made by the D. G. Beers Company of Philadelphia. The public square and adjacent streets showed a large number of commercial buildings with dwellings extending east past Fifth Street. Another concentration of dwellings was along Madison Street. The African American area east of Ninth Street was called "Scufftown" and the area north of College Street was known as "North Clarksville."

Much of the downtown buildings and nearby residences were of frame construction when the fire of April 1878 occurred. This fire began near Franklin and First Streets and spread east until finally stopping at Third Street. The fire consumed fifteen acres of the downtown area including the 1842 courthouse, the Central Hotel, and several tobacco warehouses. Damages totaled over one-half million dollars, and the city mandated "fireproof" construction of brick or stone when rebuilding within the downtown area.

The disastrous fire drew numerous architects and builders to Clarksville to help rebuild the city. C. G. Rosenplaenter supervised the construction of the Montgomery County Courthouse. He later designed the four-story Tobacco Exchange Building on the Public Square, numerous residences, and both the Immaculate Conception and First Methodist Churches. Other noted architects and builders of the late 19th century included Samuel Hogsdon and G. B. Wilson.

Clarksville’s post-war rebound was evident from a doubling of the population between 1880 and 1890, from 3,880 to 8,056 residents. By 1890, Clarksville boasted four hotels, a theater, five banks, several brick manufactures producing 80,000 bricks per day, a telephone exchange, and dozens of industries. Construction of large brick tobacco warehouses continued during this decade.

The fire-damaged sections of Clarksville were largely rebuilt in the 1880s with many brick commercial buildings and dwellings. This construction resulted in solid rows of two- to three-story brick commercial buildings along Franklin, First, and Second Streets off the Public Square. The majority of the buildings in the district were constructed between 1878 and 1900 and reflect the Commercial Italianate style of the period. This style is characterized by arched windows, metal hood moldings, corbelled brick and metal cornices at the roofline and decorative banding of brick patterns and stone. Many of the buildings retain their original cast iron columns and pilasters at their storefronts. This area is the most significant concentration of historic commercial buildings in the city and was listed in the National Register in 1976.

The prosperity of the city’s tobacco merchants and other businessmen led to the construction of many Italianate and Queen Anne brick and frame dwellings near the downtown area and east along Madison, College, Franklin, and Commerce Streets. The area known as "Dog Hill" directly south of the commercial area became a preferred residential section of the city. These and nearby dwellings were built by Clarksville's leading citizens of the period such as Mayor M. C. Northington, who built the house at 512 Madison Street in 1886, and Dr. Charles McCauley who constructed his residence at 401 Franklin Street, also in 1886.

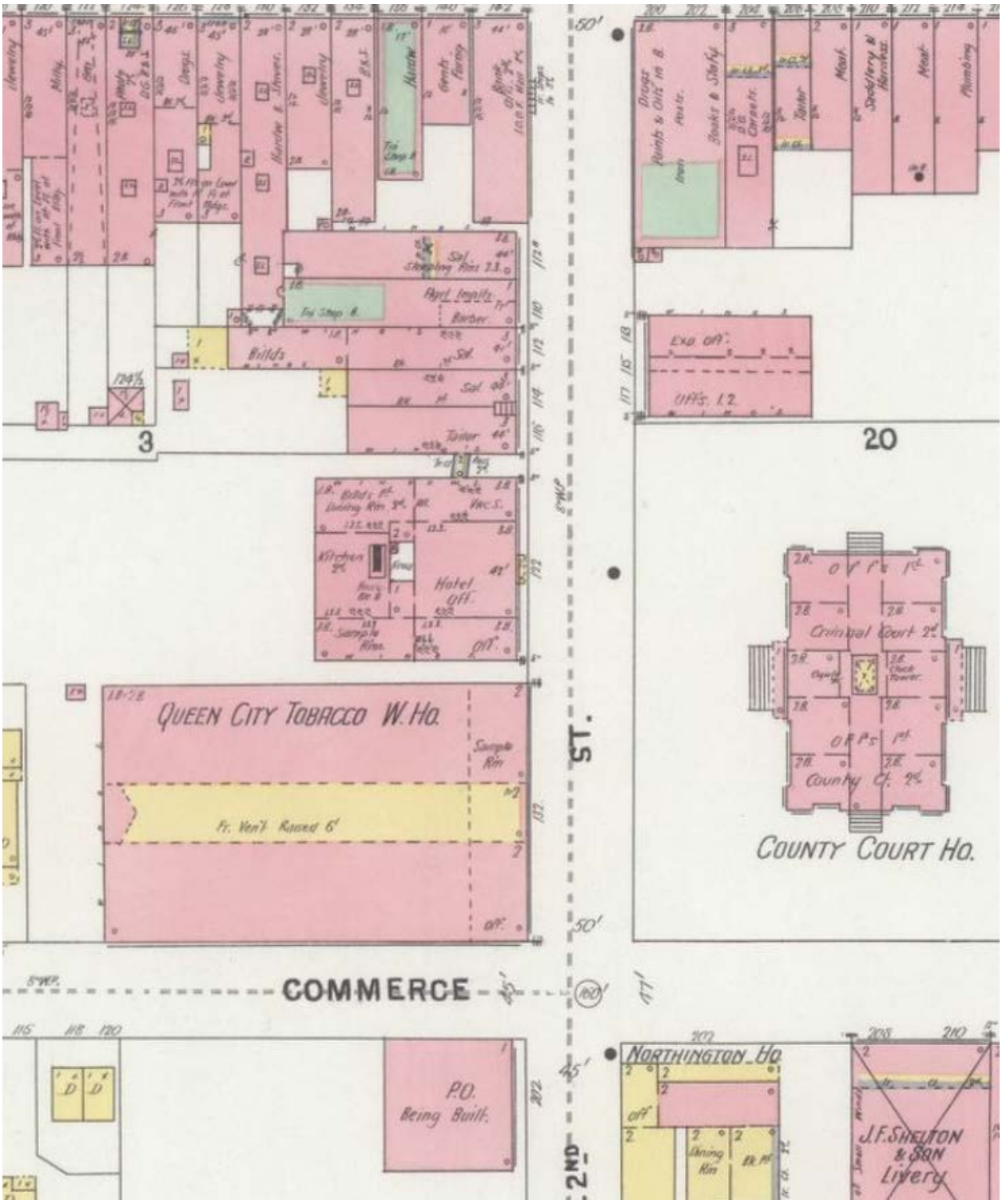

Figure 10: Section of the 1898 Sanborn Map with the county courthouse diagonally across Commerce Street from the Post Office “being built” and densely developed Franklin Street to the north.

Figure 11: Historic photo of 94-96-98 Franklin Street, the Bowling Building.

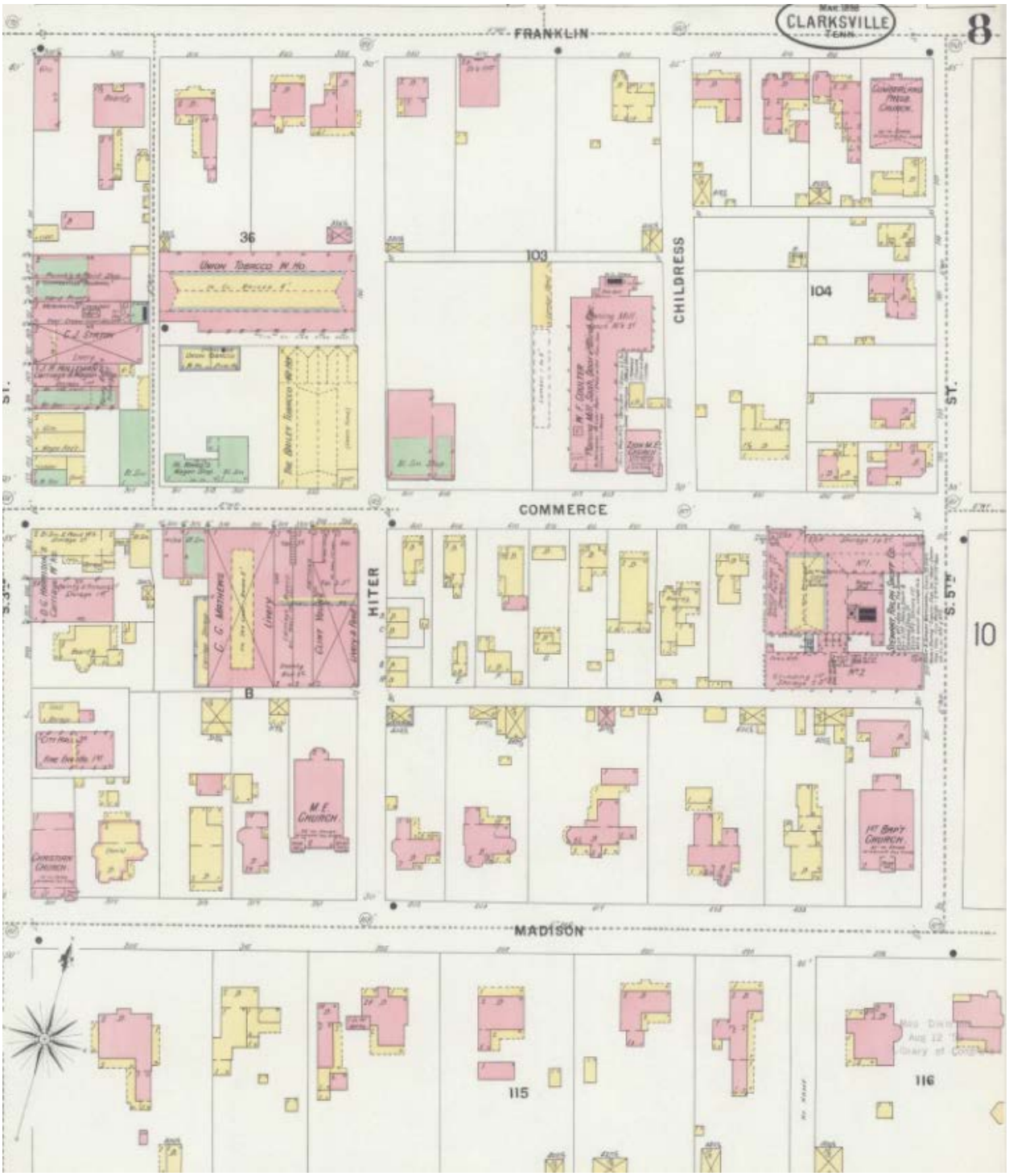

Figure 12: Section of the 1898 Sanborn Map with intermingled commercial and residential buildings along Franklin, Commerce, and Madison Streets between S. Third and Fifth Streets.

During the late 19th century, earlier frame churches were replaced with brick buildings, and new congregations also formed and constructed substantial new buildings. Five of the existing churches in the city were built between 1873 and 1889 and retain much of their original character. These five churches reflect local interpretations of the Victorian Gothic style which was popular for religious buildings in the late 19th century. They were listed on the National Register in 1982 as part of the "Nineteenth Century Churches in Clarksville Thematic Resources" National Register nomination. These churches include: the St. Peter A.M.E. Church built in 1873 at 518 Franklin Street; the First Presbyterian Church, built in 1876 at 213 Main Street; the Trinity Episcopal Church, completed in 1879 at 317 Franklin Street; the Immaculate Conception Church, constructed in 1880 by the Roman Catholic congregation at 716 Franklin Street, and; the Madison Street Methodist Church, completed in 1882 at 319 Madison Street. By 1895, there were thirteen church buildings in Clarksville.

Notable public buildings in Clarksville from this period include the Montgomery County Courthouse, the Clarksville City Hall, and the Clarksville Federal Customs House Building (1898). The Montgomery County Courthouse is a brick Second Empire building completed in 1879 and dominates a large block in the downtown area. This courthouse burned in 1900 but was rebuilt within the walls of the 1879 building. Badly damaged during the 1999 tornado, the courthouse was again rebuilt within its original walls.

Figure 13: HABS photo of the Federal Customs House

On the Public Square is the City Hall, which was remodeled into its present Victorian Romanesque form in 1914. The entrance to the building is distinguished by its large brick arch. The prosperity of the city's tobacco industry was largely responsible for the construction of the Federal Customs House. This building was appropriated by the federal government for the city due to the high volume of foreign mail occasioned by the city's tobacco business. It was completed in 1898, blending Chateauesque and Victorian Romanesque detailing. This brick building was designed with a series of gable dormers on each facade and with a central pyramidal tower. The building was used as the city's post office until the 1930s and for several decades after, it housed the Clarksville Electrical Department. The Montgomery County Courthouse, City Hall and Federal Customs House are within the Clarksville Architectural District, listed in the National Register in 1976.

Railroad consolidation after the war led to the purchase of the Memphis, Clarksville and Louisville Railroad by the L&N Railroad in 1873. A second line, the Tennessee Central Railroad, was completed from Nashville to Clarksville by 1908. This railroad built its line from Nashville through Clarksville to Hopkinsville, Kentucky. Its route through the city ran along Spring Street, with a Freight Depot at 103 N. Spring Street and a passenger station in the Tobacco Exchange Building on the Public Square. These railroad connections shifted commercial development away from the riverfront, and the volume of traffic carried by steamboats greatly decreased. Industries that relocated away from the river at the turn of the century included the Dunlop Milling Company, which built a large complex on Franklin Street and the Red River Road location of the Clarksville Foundry and Machine Works.

During the early 20th century, numerous new public utilities and businesses helped transform Clarksville into the modern era. In 1907, the first automobile was seen on city streets, and city-wide electrical service was introduced in 1912. The tobacco industry continued to dominate the local economy, and businesses such as the American Snuff Company on Commerce Street expanded operations. Other small industries also located in the Clarksville from 1900 to 1920, such as clothing manufacturers and lumber mills. New commercial buildings replaced older residences in the downtown area, and residential areas extended to the south and east.

Architects in Clarksville in the early 20th century included J. H. Ellerson, who practiced in the city from 1910 to 1929. Ellerson designed residences, schools, garages and stores. Clarksville native Architect G. Tandy Smith, Jr., opened his architecture firm here in 1912. He designed the City Hall and the residences of Adolph Hach, John Smith Jr., Max Adler, Elliot Buckner, and Hunter Meriweather. He also designed the Howard Studio, the First Trust and Savings bank (1915-1916), a tobacco factory for Rudolph Hach and Company, and the Northern Bank Improvement Building.

From 1900 until 1920, Clarksville's population remained stable at just over 8,000 residents. The tobacco industry continued as a significant economic base for the community, and Clarksville increasingly became an important commercial center. The construction and designation of US Highways 79 and 41A, and State Route 13

contributed to increased automobile traffic through Clarksville in the 1920s. A new steel truss and concrete bridge was constructed over the Red River in 1924 to carry traffic for the federal highways. These improvements resulted in the establishment of numerous automobile related businesses such as gas stations, repair shops, and motels. Stewart College served Clarksville well into the 20th century and in 1929, Austin Peay State Normal College opened its classes in the original campus buildings. Over the next several decades this college grew to an enrollment of several thousand students.

New residential subdivisions were developed across 19th-century estates north and east of the downtown area. Representative of these developments was the residential neighborhood on Anderson Drive. Here and elsewhere in Clarksville, numerous dwellings were constructed in the 1910s and 1920s in the Colonial Revival, Tudor Revival, and Bungalow styles.

Like most other Tennessee communities, little construction took place in Clarksville during the Depression and World War II. While unemployment rose during the Depression, the tobacco industry remained relatively stable. In 1937, the city experienced its worst flood, which engulfed the first and second floors of many of the waterfront tobacco warehouses and other adjacent industries. The flood forced the closure of the city's waterworks system and ultimately caused more than one million dollars in damage.

The creation of Camp Campbell in 1942 had a major effect on Clarksville's economy and development. Established as a training ground for Army armored divisions, thousands of troops trained on this large reservation during World War II. This site was chosen due to its rolling hills and the available work force to construct the base. Some 68,000 acres in Tennessee were acquired, and the main gate was established eight miles northwest of Clarksville. After the war, the base was made a permanent installation and renamed Fort Campbell in 1950. In 1956, the 101st Airborne Division was moved from South Carolina to Fort Campbell, which continues to be the division’s headquarters and training area.

After World War II, Clarksville grew rapidly from a population of 11,831 in 1940 to 16,246 in 1950. The major direction of annexation of the city in the post-war years was east along Madison Street (US 41A). The highway became the most heavily used traffic corridor in the city. Numerous subdivisions of Ranch and Split-Level style houses, as well as commercial strip areas, developed along 41-A after the war. One of the most significant post-war construction projects in the downtown area was the completion of the Royal York Hotel, opened in June of 1947. This six-story building remains as one of the tallest in downtown Clarksville and was designed with influences of the Art Deco style. The building operated as a hotel for many years and today is used as an apartment building.

In 1950, Clarksville was still described as the world's largest dark fired tobacco market, with eighteen tobacco warehouses and four tobacco dealers. After 1950, however, the city's tobacco industry began a decline due to consolidation of small companies by firms such as R. J. Reynolds and Brown and Williamson. Independent producers and warehouses were closed as tobacco increasingly was transported to large centralized warehouses in Louisville and other cities.

The historic fabric of Clarksville was transformed during the 1950s and 1960s. The most significant development of this period affecting historic resources was the Riverside Redevelopment Project. This project was aimed at improving the older sections of tobacco warehouses and dwellings along the east bank of the Cumberland River. The project totaled $1.8 million and resulted in the acquisition of sixty acres of land. A second effort, the Gallows Hollow Project, affected 214 acres and cost $3.1 million. The result of these two efforts of the 1960s was the demolition of dozens of historic buildings including many warehouses and commercial buildings dating from the antebellum period. Numerous dwellings were also lost in the 1970s for the College Avenue Urban Renewal Project, which cost over $5 million and conveyed several blocks of land to Austin Peay State University for development.

The late 20th century was a period of extensive growth and development for the city and county. From a city of 31,719 in 1970, that number increased to 75,494 by 1990. In 2020, Clarksville boasts a population of over 158,000 residents, and the city limits have expanded to the north and east. Extensive suburban development has taken place in the Clarksville vicinity over the past several decades along with commercial shopping areas and strip malls. A large industrial park was developed adjacent to Interstate 24 and these plants are the center of the city's industry. Fort Campbell has increased its active duty personnel to over 22,000 and is a major civilian employer in the Clarksville area. Despite these many changes, Clarksville continues to retain a significant collection of its historic architecture reflective of its early 20th century wealth and prominence.

The CBID is composed of buildings reflecting a variety of uses, styles, materials, and several periods of development. The district consists primarily of one- to three-story, masonry commercial buildings and one- and two-story, frame residences. Its physical development began at the time of Clarksville’s incorporation in 1785. Helping to define the boundaries of the district are a number of natural and man-made features, some of which historically served as logical margins to the downtown area. These include the Cumberland and Red Rivers, turnpikes, and rail lines.

SECTION IV: EVALUATION OF SURVEYED SITES
ARCHITECURAL OVERVIEW:

Within the re-survey boundary, there were approximately 400 historic properties previously surveyed. Of that number, approximately 225 properties (56.25%) are no longer extant. The Contractor added 139 new surveys of buildings that attained the fifty-year mark since the 1981 survey. The survey area (the CBID) has experienced several events that account for the losses of historic properties, including development of Riverside Drive, urban renewal projects, and a devastating 1999 tornado.

The boundaries of the CBID include several National Register-listed properties, individual and districts. Many of these nominations were approved in the late 1970s and early 1980s and deserve re-assessment for lost resources and consideration of boundary increase as appropriate. Collectively, these nominations include an array for building types from residential, commercial, industrial, religious, and public architecture from the 19th and 20th centuries.

Individual listings include:

- Christopher Smith House
- Clarksville Federal Customs House
- Clarksville Methodist Church
- Madison Street Methodist Church
- Emerald Hill
- First Presbyterian Church
- First Presbyterian Church Manse
- Immaculate Conception Catholic Church
- Forbes-Mabry House
- Northington-Beach House
- Poston Block
- St. Peter African Church
- Trinity Episcopal Church

Historic Districts include:

- Clarksville Architecture District
- Clarksville Foundry and Machine Works
- Clarksville Industrial District
- Dog Hill Architectural District

Domestic Architecture

Construction of residences began in Clarksville as early as the 1790s along the slopes and hillsides overlooking the Cumberland River. Other dwellings were built at the top of the bluff and east from the Public Square area along Madison, Commerce, Franklin, and Main Streets. The first brick residence was said to have been the Crusman House constructed in 1828 at 211 S. Second Street (razed in 1966).

Although the city boasted several hundred dwellings by 1860, the number of remaining antebellum residences are few. The fire of 1878 destroyed several blocks of residential buildings along Main and Franklin Streets. An even larger number were demolished in the 1960s and 1970s by urban renewal projects along College Street and what is now Riverside Drive. As a result of the 1878 fire and urban renewal, there are no concentrations of ante-bellum architecture remaining within Clarksville. Extant antebellum dwellings are scattered in various locations around the city.

Many residences were lost as the city expanded. Once on the fringes of downtown, dwellings in the 400-600 blocks of Franklin, Main, and Commerce Streets have been razed. Several commercial buildings in the 200 block of Franklin Street were also lost to the 1999 tornado. As the need for modern government buildings and city parking increased, commercial buildings along Second and Third Streets in downtown Clarksville were removed. Some of the razed buildings were listed among the resources of the Clarksville Architectural National Register Historic District (NR 1976).

The boundary survey area includes the Dog Hill National Register Historic District which is residential in character (NR 1980). Most of the 39 properties of the district are extant, though those on Munford Avenue have been razed for parking lots. Two dwellings in the 200 block of Madison Street have been razed for commercial development. East of the Dog Hill Historic District boundary, the dwelling at 512 Madison Street is the individually listed Northington-Beach House (NR 2001). In the 500 block of Madison Street is a handful of Italianate dwellings that might be considered for a small historic district. These were the homes of prominent businessmen of Clarksville. Some of the dwellings have been converted for commercial use as law offices and a specialty retail store but retain a good deal of original character.

The earliest homes remaining within the Clarksville city limits are frame and brick dwellings reflecting local interpretations of the Greek Revival style. These dwellings are one- or two-stories in height and have an I-house form and architectural detailing common to the Greek Revival style including rectangular windows with architrave molding, sidelights and transoms at entrances, and porches or porticos with classically influenced columns. There are few remaining examples in Clarksville. The Arrington House (MT-843), built ca. 1840 at 212 Madison Street, has been razed since the 1981 survey. The dwelling was a resource of the Dog Hill Architectural District. Another razed Greek Revival dwelling from this period was the James Bailey House at 131 N. 4th Street (MT-456), built ca. 1850.

One extant antebellum dwelling with minimal Classical features is the Dr. Charles Cooper House (MT-842) at 202 Madison Street. This ca. 1850 two-story, central hall-plan dwelling is noted to have been built around a ca. 1825 log house. The ground floor and central upper floor are of brick construction, while the side sections of the upper floor are frame with vinyl siding. The three-bay, symmetrical façade (N) has a full-width, one-story porch with Tuscan columns, a flat roof, dentils at the cornice, and a rounded projecting central bay. The main entrance has a single-light glass and wood-panel door, single-light sidelights over wood panels, and a multi-light transom. The dwelling retains original two-over-two, wood-sash windows on each floor. Currently, the building is vacant.

Figure 14: Dr. Charles Cooper House (MT-842) at 202 Madison Street.

For the most part, the remaining significant antebellum dwellings in Clarksville were built as part of large estates which were gradually annexed into the city limits. The Greek Revival style was utilized for a number or rural estates of the mid-19th century. Many of these were built for, or later owned by, merchants associated with the city's important tobacco industry. One of the finest of these in the project area is the Greek Revival-style Christopher H. Smith House located at 101 McClure Street (NR 1988). Christopher H. Smith was one of the city's leading tobacco merchants of the mid-19th century.

The Christopher H. Smith House (MT-12/MT-325), also known as the Smith-Trahern Mansion, was constructed between 1856 and 1859. The house reflects the transition between the Greek Revival and Italianate styles that was popular in the 1850s. While it is believed that noted architect Adolphus Heiman of Nashville designed the house, there is

no conclusive proof. Greek Revival elements are illustrated by four large columns that support a large entablature and Corinthian columns that support a one-story portico. The Italianate style is displayed in the central pavilion with its three arched windows capped by hoodmolds and bracketed window lintels.

Figure 15: Christopher H. Smith House (MT12/MT325), 101 McClure Street.

Also combining elements of the Greek Revival and Italianate styles is the Forbes-Mabry House, constructed in 1859 at 607 North Second Street (NR 1995). This two-story brick dwelling was designed in a gable front and wing plan. The house has Greek Revival influenced lintels and a wide bracketed eave. On the second floor over the entrance bay is an arched window in contrast with the rectangular windows in the other window bays.

William A. Forbes was a professor of Mathematics and Natural History at Stewart College, later known as Rhodes College. He was also an investor in a tobacco stemmery and served on the board of the Memphis, Clarksville and Louisville Railroad. During the Civil War, Forbes joined the CSA and died at the Second Battle of Bull Run. His widow and her step-father, Congressman Cave Johnson, lived in the house during the Civil War. She remained in the house until her death in 1891. Thomas L. Mabry bought the property in 1899. In 1938, the dwelling was divided into four apartments. The property remained in the Mabry family until 1973.

Figure 16: Forbes-Mabry House (MT-47), 607 N. Second Street.

The Italianate style was also a preferred residential style before and after the Civil War, and features rectangular plans with arched windows, extended bay windows, decorative entrances, bracketed eaves, and milled porch columns. There is a small group of Italianate dwellings in the 500 block of Madison Street. They share character-defining features including pronounced window hoods, eave brackets, and irregular plans. Each has been converted for commercial use.

The Bellfield O. Keesee House (MT-30/MT-826) at 502 Madison Street was built in 1874. Keesee died in 1875, and his widow, Cornelia Peacher Keesee remarried in 1879. Her new husband, Edmund Turnley and his two children, Edwin and Nettie, moved into the Kessee House. Mr. Turnley died in 1896. The house was later the residence of his son, Edwin, and later, his daughter Nettie (Mrs. Stokley Wade). In 1916, the Clarksville Hospital bought the house, which took the name Barbara Louise Hospital, a nurse-training school. The hospital moved to modern facilities in 1925, selling the house to Mr. Dudley Murphy, a mortician. He sold the property to the Bank of Clarksville in 1977.

The brick building has an asymmetrical plan and a low-pitched hip roof with a molded cornice with double brackets. On the façade (N), the main block of the house is ell shaped with a three-story tower at the crux of the ell. The tower has a flared Mansard roof with a decorative railing on the top. The main entrance is recessed with double wood doors with half-arch lights. Two-over-two, wood-sash, arched windows have molded arched hoods with drop pendants. The east elevation has an original full-height projecting bay retrofitted with a bank drive-through window. Attached to the bay is a ca. 1985 two-lane bank drive-through with square, wood posts with elaborate woodwork capitals and a flat roof with railing.

Figure 17: Bellefield O. Keesee House (MT-30/MT-836), 502 Madison Street.

Next to the Keessee House is the Northington House (MT-31/MT-827) at 512 Madison Street. Michael Carr Northington, a prominent local merchant, built the house in 1886 on Lot #1 of the Clarksville Female Academy, which had recently opened at the corner of Madison Street and Academy Avenue. The two-story, brick, Italianate dwelling has an asymmetrical plan, and a hip roof of asphalt shingles with brackets under the eaves. On the façade (N), the main block of the house is ell shaped with a center projecting bay with a gabled roof. The main entrance is recessed within the projecting bay, which has an arched opening with a pilastered surround and a flat roof with balconette. The house has narrow one-over-one, wood-sash, arched windows with molded arched hoods with drop pendants. The ell wing has a one-story, wrap-around porch with Tuscan columns and a flat roof.

Figure 18: Michael Carr Northington House (MT-31/MT-827), 512 Madison Street.

Across the street is the Dr. George S. Bowling House (MT-29/MT-810) at 503 Madison Street. Bowling bought the lot from Mariana T. Cobb, widow of Dr. Joshua Cobb in 1879 and built the brick house in 1880. The Cobb estate, purchased in 1857 from Benjamin Wilkins, originally extended from Madison to Commerce Streets between 5th and 6th Streets. With his brother, James, Bowling bought Poston Spring for ice manufacturing. Dr. Maurice L. Hughes bought the house in 1920 and added the arched veranda that wraps from the façade to the east elevation.

The two-story, brick, Italianate dwelling has an asymmetrical plan and a hip roof of asphalt shingles with brackets under the eaves. On the façade (S), the main block of the house is ell shaped with a center projecting bay with a flat roof and the main entrance which has a wood door within an arched surround. The house has one-over-one, wood-sash, arched windows with molded arched hoods and two interior, brick chimneys with corbelling.

Figure 19: Dr. George S. Bowling House (MT-29/MT-810), 503 Madison Street.

Figure 20: Italianate style dwelling (MT-13/MT-740), 103 Union Street in the Dog Hill Architectural District.

During the post-Civil War period, Clarksville grew and prospered as a center for the tobacco trade and other industries. Residential areas expanded to the south and east during these decades. One of the largest concentrations of residential construction during the late 19th century was directly south of the commercial area past Madison Street. This area, known as "Dog Hill," became a preferred residential area of the city due to its hillside location and close proximity to the Water Street warehouses and downtown commercial buildings. Several blocks along S. First, S. Second, and Union Streets became lined with Italianate, Queen Anne, and Folk Victorian style dwellings during the 1870s and 1880s. The majority of these dwellings are of frame construction and retain their original architectural designs. The dwellings along S. First Street collectively retain a great deal of original materials and features including weatherboard siding, two-over-two, wood-sash windows, single-light wood doors, decorative wood shingles and brackets. Dog Hill represents the most intact collection of late 19th century residential architecture in the city and was listed in the National Register in 1980.

Figure 21: Queen Anne style dwelling in the Dog Hill Architectural District (MT-770), S. 419 1st Street.

Figure 22: Gabled ell plan dwelling (MT-771), S. 415 1st Street in the Dog Hill Architectural District.

Figure 23: Gabled ell plan dwelling (MT-777), S. 410 1st Street in the Dog Hill Architectural District.

The Queen Anne style was one of the most popular residential styles of the late 19th century and numerous examples were built in Clarksville. Common elements of this style include asymmetrical floor plans, corner towers, large wraparound porches with milled columns, and exteriors combining various materials such as brick, wood siding, wood shingles, and terra cotta. Just east of downtown, the blocks of Madison, College, Franklin, and Commerce Streets were lined with Queen Anne style dwellings by the turn of the 20th century. Many of these have since been demolished such as the G.F. Nicolassen House at 513 College Street and the T. D. Luckett House at 750 Franklin Street. The Queen Anne-influenced Rectory of the Trinity Presbyterian Church (MT-631), completed in 1889 at 317 Franklin Street, was lost to the 1999 tornado.

An outstanding extant example of the Queen Anne style is the John Hurst House at 625 Madison Street (MT-807). The two-story, brick dwelling was constructed ca. 1885 and features a corner tower, wood sash windows with metal hood molding, and a porch with Ionic columns. The Fassbender House (MT-309), a two-story frame dwelling at 117 E. Marion Street, was built ca. 1895 and retains much of its original detailing such as milled columns, a bay window, original doors and windows, and wood shingles in the gables. During the 2020 survey update, the Contractor found the Queen Anne example at 324 Academy Avenue (MT-829) under renovation with new vinyl-sash windows and vinyl siding installed.

Figure 24: John Hurst House (MT-807), 625 Madison Street.

Figure 25: Fassbender House (MT-309), 117 Marion Street.

Figure 26: Queen Anne style dwelling (MT-829), 324 Academy Avenue.

In addition to the high style architectural designs of the period, hundreds of dwellings were also built in Clarksville reflecting Folk Victorian forms. These were built in neighborhoods that evolved in the late 19th and early 20th centuries and were popular house designs built for middle- and working-class residents of the city. A number of these plan dwellings are located in the Dog Hill Architectural District and along adjacent streets such as S. Second Street.

Folk Victorian forms are primarily one-story, balloon-frame dwellings originally built with brick foundations and chimneys and exteriors of weatherboard siding. The most common Folk Victorian form in Clarksville is the gabled ell plan. Most examples in Clarksville are one-story, two-bay structures with projecting bays, and either gable or hipped roofs. Another common form is the pyramid square, with pyramidal or hipped roofs. These are generally simple structures with exterior decoration confined to the porches and eaves. These dwellings have typical detailing such as milled columns on the front porches, single-light glass and wood windows, and decorative millwork.

Figure 27: A row of gabled ell plan dwellings are located on S. Second Street adjacent to the Dog Hill Architectural District.

Figure 28: Gabled ell dwelling (MT-750), 108 Union Street.

Figure 29: Folk Victorian dwelling (MT-840), 210 Union Street.

Colonial Revival and Neo-classical styles became popular at the turn of the century as architectural trends shifted away from the asymmetrical, flamboyant styles that predominated in the 1880s and 1890s. The Colonial Revival style was a return to designs based upon house forms of Colonial America. These dwellings were characterized by rectangular plans and the use of classical columns and detailing. Neo-classical style dwellings employed the use of two-story, or full-height columned porticos on the primary facades. Colonial Revival style dwellings were built along many of the blocks north and east of the downtown area. On Anderson Drive is a two-story brick dwelling originally built as the Nurses Home adjacent to the Clarksville Hospital. This building features an elliptical one-story portico on the main facade and windows have concrete jack arches.

Figure 30: Colonial Revival style Nurses Home (MT-?), 710 N. Second Street.

The project area includes a number of residences that show the influence of the Tudor Revival style of the 1920s and 1930s. Tudor Revival residences are based upon house designs of Elizabethan England and often display high pitched roofs, prominent wall chimneys, rounded arch doorways, casement windows, and exteriors of stone, brick, stucco, and half-timbering. A representative example of this style can be found at 611 Anderson Drive which has a stone veneer, gable roof dormers, and a rounded arch door. There are brick examples, as well, including the dwelling at 604 Anderson Drive (MT-68), which has an asymmetrical gable-front roof and an entrance surround of stone quoins.

Figure 31: Dutch Colonial Revival style dwelling (TMT-78), 702 Anderson Drive.

Anderson Drive has a contiguous collection of early-20th-century dwelling in popular styles of the period. Anderson Drive takes its name from the former Anderson mansion and estate once located here. The Anderson property became a hospital before the academy was built. In the opinion of the Contractor, this neighborhood is potentially eligible for listing in the National Register for architecture and city planning and development.

The most notable example of the Neo-classical style is Emerald Hill, a two-story brick dwelling at 751 N. Second Street which was remodeled into its present form ca. 1910 (NR 1971). The original section of Emerald Hill was constructed ca. 1835 and was the home of noted politician Gustavus A. Henry. The remodeling of the house included a two-story pedimented portico with Corinthian columns, multi-light glass and wood sash windows with jack arches and keystones, and gable dormers at the roofline. The property now belongs to the state of Tennessee for use by Austin Peay State University.

Figure 32: Tudor Revival style dwelling (MT-73), 611 Anderson Drive.

Figure 33: Tudor Revival style dwelling (MT-68), 604 Anderson Drive.

Figure 34: Emerald Hill (MT-2/MT-289), 751 N. Second Street.

Other revival forms built in the city in the early 20th century include the Mediterranean Revival style. Of particular note is the Joseph Dunlop House (MT-809) at 517 Madison Street. This two-story Mediterranean Renaissance style dwelling was built in 1914 and retains an arcaded loggia on the primary facade and original side porches. The house has wide bracketed eaves, original wood sash windows, a clay tile roof, and Palladian style windows. Depending upon the integrity of interior detailing, this dwelling may meet National Register criteria.

The predominant house styles constructed in the city after 1910 were Bungalow and Craftsman designs. These residences followed designs popularized by pattern books and mail order companies such as Sears and Roebuck, and the Aladdin Company, and are typical of Bungalow and Craftsman designs built across the country. Bungalows are generally defined as one- to one- and one-half story dwellings with low pitched roofs, wide eaves, and of brick or frame construction. Craftsman dwellings are often two-stories and emphasize a diversity of massing and materials on the exterior with combinations of stucco, frame, stone, or brick. These dwellings also often feature extended rafters, purlins and brackets. Many Bungalows were built in Clarksville during the early 20th century. Some notable examples include the houses at 99 Union Street (MT-731), 436 N. Second Street (MT-541), and 448 N. Second Street (MT-539).

Figure 35: Joseph Dunlop House (MT-809), 517 Madison Street.

Figure 36: Frame Bungalow (MT-731), 99 Union Street.

Figure 37: Bungalow dwelling (MT-541), 436 N. Second Street.

Figure 38: Frame and concrete block Bungalow (MT-539), 448 N. Second Street.

Residential construction in Clarksville was limited during the Depression and World War II. In the late 1940s and 1950s, most residential construction took place in the expanding suburbs of the city and away from the older blocks near downtown. One notable exception was the Art Moderne style dwelling at 751 Cumberland Terrace (TMT-50). This is a one-story, brick veneer dwelling built in 1952 and it displays character-defining features of the style. The main (south) façade has a curved wall with an original 15-light glass and wood door. Windows are original two-over-two horizontal wood sash with brick sills. The dwelling also has a large structural glass block window resting on a brick skirt wall. No other similar property was identified in the survey area.

Figure 39: Art Moderne style dwelling (TMT-50), 751 Cumberland Terrace.

Multi-family dwellings such as apartments and duplexes were also built to house the growing population of the city in the 1910s and 1920s. A representative example of a brick apartment building of the 1920s is the Courtland Apartments (TMT-25) at 610 N. Second Street. This U-shaped, two-story brick building has Colonial Revival influences and retains original six-light glass and wood doors, and wood sash windows. Another example is the Gracey Court Apartments (TMT-44) at 611 Madison Street. Also built in a U-shape, this two-story apartment building was designed with Colonial Revival influences.

Within the project area there is a high-rise apartment building at 218-222 S. Third Street (TMT-49). Originally the Royal York Hotel, this seven-story, brick building was completed in 1947 with restrained Art Deco influences. The main façade (E) is symmetrical with seven bays on the ground floor and eight bays on the upper floors. The central bay on the ground floor has an entrance with glass and metal doors separated by two single-light fixed metal windows. To the outside of the doors are curved walls of structural glass

blocks. This entrance bay is flanked by brick pilasters and has a projecting, flat canopy with dentils. The south elevation of the building has central bay of projecting brick pilasters with a central column of paired, fixed, square lights and a parapet roofline. While the Art Deco influences of the hotel are restrained, the hotel reflects the prosperity of the city following World War II and before businesses gradually began moving to the suburbs, This building is potentially eligible for the National Register for its architectural design and significance in local commerce.

Figure 40: Courtland Apartments (TMT-25), 610 N. Second Street.

Figure 41: Gracey Court Apartments (TMT-44), 611 Madison Street (TMT-44).

Figure 42: Royal York Hotel (TMT-49), 218 S. Third Street.

Commercial Architecture

Clarksville's pre-1950 commercial architecture is concentrated along Franklin Street, the Public Square and adjacent streets. A number of these blocks were included in the Clarksville Architectural District which was listed in the National Register in 1976. Commercial buildings constructed after 1950 include those along Riverside Drive and further out from the downtown area along the city's major highways.

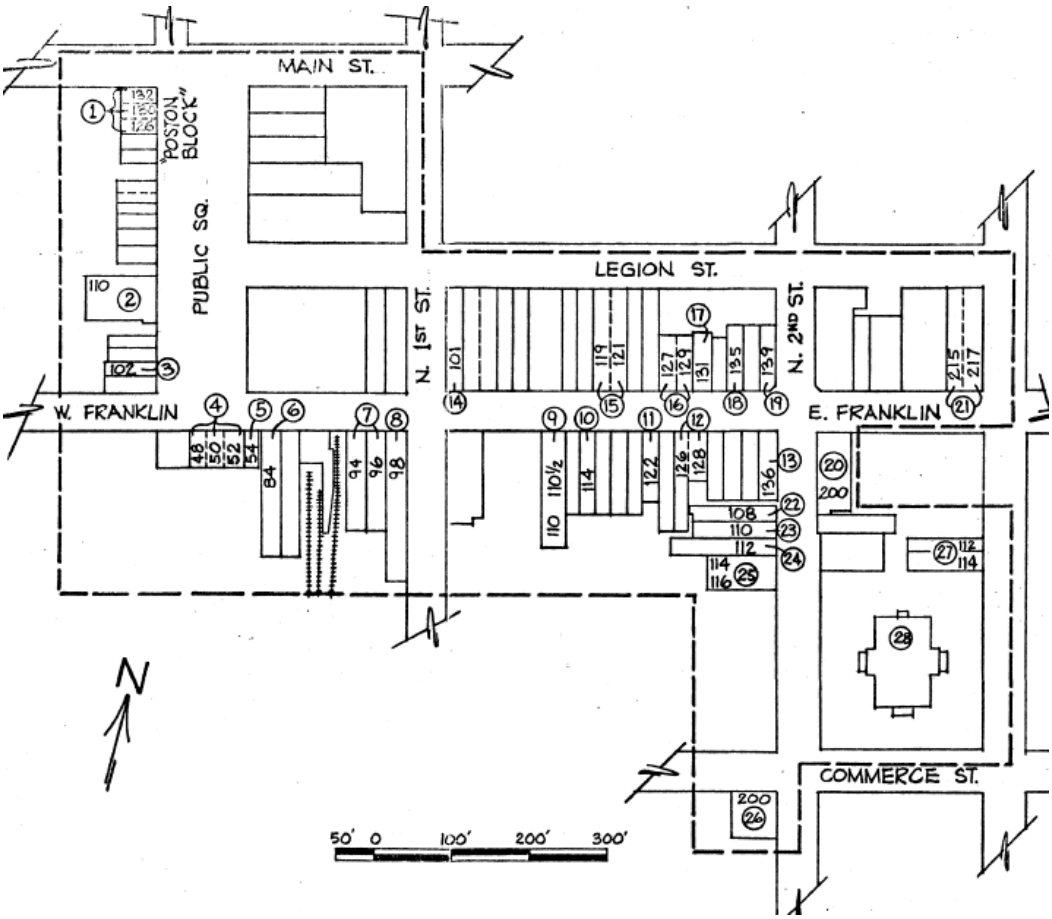

Figure 43: Map from the Clarksville Architectural Historic District National Register nomination.

The Clarksville Architectural Historic District encompasses all the Public Square and the streetscapes to the east along Franklin Street and Strawberry Alley (formerly Legion Street). Clarksville's earliest commercial buildings were of frame construction, and the city lost much of this building stock to the 1878 fire. Many of the extant brick commercial buildings in the Clarksville Architectural Historic District were built ca. 1880 after the fire.

Many of these storefronts have been altered or remodeled, but the upper façades of these buildings retain their original window openings, wall-to-window surface ratio, and in some cases, original windows. There is still a great deal of architectural details such a molded window hoods, brick corbelling, metal cornices, and cast iron pilasters. These features

are common to the Italianate style popular during this period, and several of the Clarksville commercial buildings exemplify this style.

The oldest surviving commercial building in the district and in the city is the Poston Block (MT-590). The two-story, brick building dates from 1843. It is located on the city's Public Square, south of Main Street and north of Franklin Street. The three-storefront building has original wood storefront pilasters, nine-over-nine, wood-sash windows on the second floor, and a parapet gable end. The building is both listed individually in the National Register (1972) and as a resource of the Clarksville Architectural Historic District (1976).

The Clarksville Architectural Historic District formally lists only the twenty-eight buildings designated as significant. Just as many buildings were labeled non-significant, but not intrusive, while others were deemed intrusive. The Contractor recommends updating the nomination with additional information to clarify the status of buildings that have attained the fifty-year mark or have been rehabilitated in keeping with their original character. Each resource should be reevaluated as Contributing or Non-Contributing. An important benefit of Contributing designation is the eligibility for rehabilitation tax credits for income-producing buildings.

Figure 44: Poston Block (MT-590), 126-130 Public Square.

Figure 45: Streetscape on the north side of Franklin Street.

Figure 46: Streetscape on the south side of Franklin Street.

Figure 47: Italianate commercial buildings at 131 (MT-607) and 115 (MT-615) Franklin Street.

Figure 48: Original storefront with cast iron pilasters at 94 Franklin Street (MT-715).

While most buildings in the historic district were built prior to 1930, a notable exception is the 1947 Roxy Theatre. This Art Deco movie theater of blond brick has curved, smooth, lacquered side walls and a central ticket booth flanked by original recessed doors with half-circle lights. Red brick courses run in a vertical, then horizontal, then vertical orientation. This brick design is repeated on the west elevation. The name “ROXY” appears in neon in the large vertical sign and above the marquee. The façade also has a wide bank of structural glass blocks flanked by multi-light metal casement windows. Today, the Roxy is an iconic fixture of downtown streetscape. This building is the most significant example of the Art Deco style downtown.

Figure 49: Art Deco style Roxy Theater (MT-685), 100 Franklin Street.

The development of Riverside Drive transformed the industrial riverfront into an automobile oriented commercial streetscape. With the clearing of the older warehouse buildings, new brick and concrete free-standing commercial buildings were constructed on large parcels with individual parking lots. Many of these buildings are of concrete block construction and have brick veneer and metal display windows on their façades. Some retain distinctive mid-20th-century materials, such as Roman brick. Others have been altered with the installation of vinyl siding and inauthentic features, such as Classical columns. The commercial buildings along Riverside Drive reflect typical designs of their period and many have been altered in recent decades with new facades and materials. None of these properties were identified as possessing notable architectural or historical significance.

Figure 50: Two story commercial building (TMT-13), 629 N. Riverside Drive.

Figure 51: One-story altered commercial building (TMT-15), 641-645 N. Riverside Drive.

Figure 52: Representative one-story commercial building with an original storefront (TMT-2), 109-115 N. Riverside Drive.

Figure 53: Two-story commercial building (TMT-5), 305 N. Riverside Drive.

Industrial Architecture

During the 19th century, Clarksville was recognized as one of the leading tobacco producers and exporters in America. From its beginnings in the 1820s, the city's tobacco market gradually expanded until by the turn of the 20th century, it became the leading tobacco market in Tennessee and the third largest market in the country. Clarksville was also the largest exporter of tobacco in America, with much of its product shipped to overseas markets. Tobacco dominated the industrial growth and development of the city and dozens of brick warehouses and manufacturing complexes were built to house tobacco-related operations.

In the early 1900s, 40,000 hogsheads of tobacco were exported each year from Clarksville to Germany, France, Italy, Austria, and Spain. Clarksville boasted dozens of brick warehouses and stemmeries, some dating as far back as the 1840s. Most of these were of brick construction and two- to three-stories in height. Built in rectangular plans, the buildings were designed with post and beam interior construction and rectangular or arched windows. Some of the buildings, such as the Elephant Warehouse at Water and Commerce Streets, were built with monitor roofs and clerestory windows for additional interior illumination. Other important representative buildings associated with the tobacco industry in 1900 included: the Thomas Edwards Tobacco Warehouse at the corner of Jefferson and N. First Streets; the E. C. Morrow and Brothers Re-handling House on College Street; the Central Tobacco Warehouse on Main Street between Front and Spring Streets; the People's Tobacco Warehouse on Main Street facing the Public Square; and the American Snuff Company Atlantic Warehouse, at the corner of Commerce and Childress Streets.

During this period, the immense size of these warehouses was said to have a combined total of square footage which could cover some fifty acres. Tobacco remained as the primary industry in the city throughout the early 20th century. In 1950, Clarksville was still described as the world's largest dark fired tobacco market with eighteen tobacco warehouses and four tobacco dealers. However, during the 1950s and 1960s many warehouses closed as large corporations purchased or consolidated with smaller companies. Growing recognition of the health hazards associated with tobacco in the mid-20th century also led to a decrease in demand.

The closing of many of these warehouses coincided with urban renewal projects along the Cumberland River. Most of the city's historic warehouse buildings were razed in these decades to make way for Riverside Drive and new businesses. By 1990, only four tobacco warehouses remained in operation along with two tobacco buyers. Today, only the W. H. Simmons Warehouse (MT-708), the Luckett Warehouse (MT 529 and MT-530), and a small tobacco warehouse at 420 S. Third Street (MT-833) remain extant. In addition to the tobacco warehouses, downtown Clarksville boasted other industrial building such as machine works, foundries and carriage factories but almost all of these buildings have been razed.

Figure 54: This 1893 Sanborn Map shows the location and number of industrial and tobacco businesses on the riverfront and adjacent blocks. Most of these were demolished in the mid-20th century to make way for Riverside Drive.

Since the original survey of the city, many notable industrial buildings have been demolished or were destroyed by the 1999 tornado that struck downtown. Notable losses include buildings along Riverside Drive that were associated with the production and transportation of Clarksville's tobacco history. These losses include the Grange Warehouse (MT-209) and the L & N Freight Station (MT-211), both resources of the Clarksville Industrial Historic District (NR 1976). Other demolished industry-related buildings include the Clarksville Tobacco Center (MT-563), Thomas Herndon Tobacco Warehouse, (MT-582), and J. W. Rudolph and Bros. Tobacco Warehouse (MT-534).

Other industrial building types lost in the last 30 years include the Kraesde Cigar Factory (MT-586), the Buford and Bowling Warehouse (MT-588) and Hardware (MT-589), and a group of buildings associated with the Drane Ironworks/Clarksville Foundry (MT-718-720). Five Clarksville Foundry buildings were listed in the National Register in 1987. Four of the five were demolished, resulting in a boundary decrease in 2007. The company office building remains at 136 Commerce Street (MT-723) and is a notable example of two-part commercial block architecture of the 19th century.

Two tobacco-related industrial buildings from the mid-19th century remain in the project area. The first at 20 McClure Street (MT-529-530) was constructed to serve as a tobacco stemmery and drying warehouse. It is shown on the 1870 birds' eye view of Clarksville and was later expanded into its current form. The building was labeled the R. R. Neals Stemmery on the 1888 Sanborn map and the T. D. Luckett & Co. Stemmery on the 1893 Sanborn map. It was used for a bulk warehouse on the first floor and stemmery and drying rooms on the second floor.

The building has a full basement and ranges from two- to three-stories in height. It is of frame construction with an exterior of ca. 1960 corrugated panels and a corrugated metal roof. The original section of the building has a stone foundation, and the south section of the building was added ca. 1880 and has a brick foundation. The north section was enlarged from one-story to three stories ca. 1880. This building has been extensively altered since the mid-20th century with a ca. 1950 one-story office wing, corrugated metal panels covering most door and window openings, and a ca. 1960 shed roof wing with an overhead metal garage bay door. The interior has been extensively remodeled for use as a nightclub. Given its extensive alterations, this building does not appear to meet National Register criteria due to loss of integrity.

The other ca. 1850 tobacco storage warehouse stands at 420 S. Third Street (MT-833). The building was constructed by Tom Lewis as a tobacco processing factory and it was later used as a livery stable for an extended period of time. This two-story building has interior block and brick chimneys. The façade (E) originally had a one-story, central porch, which has been removed. The central bay opening has a ca. 1980 overhead-tracking door. Window openings have been retrofitted with fixed, single-light windows. The architectural integrity of the building has been compromised, but the building is one of few extant representatives of the city's industrial history.

The most intact tobacco warehouse building is the ca. 1930 W.H. Simmons & Company warehouse at 209 S. Riverside Drive (MT-708). The three-story brick warehouse building appears on the 1947 Sanborn Map as the W. H. Simmons & Co. Inc., Tobacco Prizing. The brick building retains original multi-light steel windows and has a flat roof and concrete foundation. The building was later occupied by the Hail and Cotton Tobacco Company, and a ghost sign for this company remains on the building's north elevation. The building is in active use as a supply warehouse. The building retains much of its original design and is eligible for the National Register as one of the few remaining buildings associated with the city's important tobacco heritage.

Figure 55: Luckett & Company tobacco warehouse (MT-529-530), 20 McClure Street.

Figure 56: Tom Lewis tobacco warehouse (MT-833), 420 S. Third Street.

Figure 57: W.H. Simmons & Co., tobacco warehouse (MT-708), 209 S. Riverside Drive.

With the mid-20th-century development of Riverside Drive, most historic industrial buildings along the riverfront corridor were razed. In 1976, the Clarksville Industrial District was listed in the National Register with five significant pre-1945 industrial resources. This district is centered on Adams Street and Riverside Drive and includes railroad bridges and industrial buildings. Since the listing, the 1859 Grange Warehouse at 301 Riverside Drive, the largest tobacco warehouse in the world from 1876 until World War I, has been razed. Other 19th-century buildings in the Industrial District included the ca. 1860 City Gas Works (MT-704-705) and the ca. 1898 Louisville and Nashville (L&N) Railroad Freight Depot (MT-211), on Adams Street. The depot has been razed, and only one structure of the Gas Works remains and is partially enclosed within modern additions (MT-705). The district retains the L&N Railroad swing bridge across the Cumberland River (MT-212). On the eastern edge of the district is the railroad line and trestle of the Illinois Central Railroad, not previously surveyed. Originally the Tennessee Central Railroad, this series of bridges were erected in 1901. The rail line has been removed, and this trestle (TMT-134) and a trestle to the north at Commerce Street (MT-213) were incorporated into the city's riverside greenway.

Figure 58: L& N Railroad swing bridge (MT-212) across the Cumberland River.

Figure 59: Trestle of the Illinois Central Railroad (TMT-134) now a pedestrian bridge.

Figure 60: The 1859 City Gas Works (MT-705) at 404 Spring Street.

Other historic industries of the city included flour mills, iron foundries, and textile mills. These industries never approached the dominance of the tobacco market and did not gain similar regional distinction. Nashville, only forty-seven miles to the southeast, was the region's center for milling, ironworks, cotton mills, and lumber manufacturing. Clarksville developed a significant flour milling operation, the Dunlop Milling Company, which moved from its original location downtown to its present location at 1138 Franklin Street in 1893.

In addition to these industries, the city also contained small manufacturing concerns such as carriage and wagon makers, textile mills, lumber mills, and brick manufacturers. Carriage factories included the shops of A. Dugan and D. A. Harrison, both on S. Third Street. In 1892, the firm of Elder and Holleman operated a carriage factory on S. Second Street which remained in operation until the early 1900s. The town also boasted several saw and planing mills including the Clarksville Planing Mill, established in 1867. By the 1930s, manufacturing in Clarksville had diversified. In addition to the tobacco and milling related companies there were also numerous clothing mills. These included the Mason-Hughes Pants Factory, the Clarksville Manufacturing Company which produced dress shirts, and the Acme Shoe Company. None of these industries remain extant.

Clarksville's 19th-century economy also included a substantial iron industry. Iron ore of Montgomery County is largely confined to the southwestern one-third of the county and most deposits are south of the Cumberland River. Clarksville's location near iron ore deposits along the Western Highland Rim led to the construction of three known iron furnaces and foundries during the 19th century. These include: the brick foundry and machine shops of the Clarksville Foundry and Machine Works on Commerce Street; the Red River Iron Company (now the Vulcan Corp.); and the Gracey-Woodward Furnace. The history of iron ore development and production in Montgomery County was documented by the Tennessee Historical Commission as part of their study of the Western Highland Rim iron industry. This multiple property nomination was completed in 1987 and identified both the Clarksville Foundry and Machine Works, and the Gracey-Woodward Furnace as eligible for the National Register.

The Clarksville Foundry and Machine Works at 96 Commerce Street was representative of an industrial complex of the late 19th century. The complex originally consisted of a brick foundry, two machine shops, a blacksmith's shop, and several storage sheds. This complex was established in 1854 and was operated by J.P.Y. Whitfield with several partners. The company manufactured sheet iron and copper products including wrought and cast iron stoves. The company was also noted for its manufacture of the Black Hawk Corn Sheller, shipped throughout the United States. By the 1890s the ownership of the business changed with W. M. and C. H. Drane operating the foundry and erecting many of the existing buildings. Drane and Company manufactured steam engines, brass and iron casings, and various types of tools. The business was later purchased by Thomas B. Foust, who operated the iron works as the Clarksville Foundry and Machine Works well into the mid-20th century. Only the original office building at 136 Commerce Street

remains extant from this industrial complex and was listed on the National Register in 1987 for its historical significance.

Figure 61: Clarksville Foundry office building at 136 Commerce Street (MT-723).

Religious Architecture

In 1980, the Mid-Cumberland Council of Governments and Development District received funding to conduct a survey of ecclesiastical buildings constructed in Clarksville prior to 1930. The survey identified fifteen buildings and resulted in a nomination to the National Register, “Nineteenth Century Churches in Clarksville,” (NR 1982) of six of church buildings. These churches reflect the city’s post-Civil War recovery and revitalization as a thriving center of commercial activity during the last quarter of the nineteenth century. Seven congregations built imposing new churches during the period from 1864 to 1896. In 1895, when the city's population had reached 10,000, there were thirteen church buildings in Clarksville, eight for white and five for African American congregations. Eight of the thirteen have survived. Of these eight, six were included in the nomination for their architectural merit: Clarksville Methodist Church (MT-624); Madison Street Methodist Church (MT-800); First Presbyterian Church (MT-579); Immaculate Conception Catholic Church (MT-506); St. Peter African Church (MT-484); and Trinity Episcopal Church (MT-631).

Since their listing in the National Register, two of the churches required extensive repairs following the 1999 tornado. The Madison Street Methodist Church and Trinity Episcopal Church were in the path of the 1999 tornado and suffered the loss of their roofs and portions of towers. The Trinity Church was reconstructed to its former appearance, while the Madison Methodist Church was rebuilt with steel-frame towers in place of the original brick towers.

Figure 62: Trinity Episcopal Church (MT-631), 317 Franklin Street in 1999 and 2020.

Figure 63: Madison Street Methodist Church (MT-800), 319 Madison Street, following the 1999 tornado.

Figure 64: Madison Street Methodist Church (MT-800) at 319 Madison Street, rebuilt with the added towers.

Figure 65: Clarksville Methodist Church (MT-624), 334 Main Street.

The 1831 Clarksville Methodist Church is currently undergoing rehabilitation following years of neglect. The other three listed churches are in excellent condition and active use. The congregation of the Immaculate Conception Catholic Church has outgrown the historic church, and the parish holds regular Mass in a large building of untraditional design behind the original chapel.

Figure 66: St. Peter African Church (MT-484), 520 Franklin Street.

Figure 67: Immaculate Conception Catholic Church (MT-605), 718 Franklin Street.

In addition to the National Register-listed churches, the project area includes several churches built in the early 20th century. The First Baptist Church of Clarksville (MT-799) at 435 Madison Street was built in 1917. The congregation derived from an 1808 group, one of the earliest in the county. The first church at this location was begun in 1867 but not completed until 1891. That building was razed in 1916, and current one completed in 1917. The Neo-Classical church is two-story and has an exterior of limestone. The façade (S) is symmetrical with five bays divided by massive, full-height Tuscan columns and a plain entablature. Above the cornice, the roofline has a parapet. The Classical façade is flanked by recessed, two-story bays each with an entrance with double doors with tracery vertical lights.

The church is part of a sprawling complex of rear and side wings and additions. The Education Building and chapel were built in 1967. The next year, the church acquired the American Snuff Company warehouse property behind their parcel and eventually razed that building for an Activities Building. A third story was added to the Activities Building in 1980, and an elevated walkway was built to connect it to the church sanctuary. Other additions were made in 1985. Due to these extensive late-20th-century additions, the church does not appear to be eligible for National Register listing.

Figure 68: First Baptist Church of Clarksville (MT-799), 435 Madison Street, main façade.

Figure 69: First Baptist Church Chapel, attached to the church by the Education Building.

Another early 20th-century church in the project area is the First Christian Church at 516 Madison Street. This church was built in 1921 with rear additions from 1957. The brick church has a façade (N) of five bays – the middle three bays are the projecting gable-front nave, flanked by recessed entrance bays. The Neo-Classical style building has arched windows with stone surrounds, brick pilasters with stone capitals, dentils lining the cornice and roof eave, and wood-panel double doors with Classical surrounds. All windows, including fixed arched windows in the main nave, entrance transoms, and double-hung, sash windows on side and rear elevations, have been replaced with ca. 2010 vinyl sash. The vinyl windows detract from the historical appearance of the building and compromise its architectural integrity.

At 782 N. Second Street is a gable front, Colonial Revival-influenced church, built ca. 1940 (MT-37). This church has housed various congregations during its history and since 2003 has been occupied by the Clarksville Church of Christ. The building was constructed with a side wing and retains its original door surround. The building displays modest detailing and does not possess architectural significance.

Figure 70: First Christian Church (MT-828), 516 Madison Street.

Figure 71: First Christian Church east elevation.

Figure 72: Clarksville Church of Christ, (MT-37), 782 N. Second Street

Public Architecture

Clarksville retains several important public buildings including the Montgomery County Courthouse (MT-208), the Clarksville City Hall (MT-595), and the Clarksville Federal Building (MT-737). All three buildings are within the Clarksville Architectural District which was listed in the National Register in 1976. The Montgomery County Courthouse, completed in 1879, was extensively damaged by the 1999 tornado. It was soon reconstructed and continues to serve as the center of county government. The Romanesque-arched entrance to City Hall remains a focal point of the Public Square, where several other buildings have been remodeled in 1976.

The Federal Building (Customs House and Post Office), completed in 1898, was the design of Federal Treasury Supervising Architect William Martin Aiken. His eclectic plan, blending several Victorian-era styles such as Stick, Queen Anne, Gothic, Italianate and Romanesque, was highly controversial at the time. Construction was halted, and the local *Leaf Chronicle* newspaper predicted the building would be the “laughing stock” of the city. Once completed, the Customs House and Post Office served Clarksville until 1935, when a new post office was constructed. The 1898 building housed the city’s electrical department until the mid-1980’s. The Montgomery County Historical Society purchased the building for one dollar and renovated it for use as a history museum.

Figure 73: City Hall (MT-595), One Public Square.

Figure 74: Montgomery County Courthouse (MT-208) after the 1999 tornado.

Figure 75: Montgomery County Courthouse (MT-208), reconstructed after the 1999 tornado.

Figure 76: Federal Building, (MT-737), 200 S. Second Street.

Figure 77: TMT-19, Clarksville Post Office (TMT-19), 116 N. Second Street.

A significant 20th-century addition to Clarksville's inventory of public buildings is the 1935 U.S. Post Office (TMT-19) at 116 N. Second Street. As Clarksville grew in the early 20th century, a new post office was needed. This one-story, Classical Revival building has an exterior of unpolished marble and a symmetrical façade (E) with a wide, central projecting bay flanked by recessed wings. Each recessed wing has a square, three-part window group consisting of three stacked square lights within a recessed rectangular surround. The wide central bay contains the main entrance, which is in the center of five bays divided by large, fluted, engaged columns. The main entrance has double glass and metal doors and a transom of two stacked fixed rectangular lights. The flanking bays have four stacked similar windows above a marble panel. Above the entrance is a narrow, rectangular inset with the name "Federal Building." In the opinion of the Contractor, this building is potentially eligible for listing in the National Register for architecture and role in local government.

SECTION V: SUMMARY AND RECOMMENDATIONS

In 2019, the THC awarded the City of Clarksville a federal historic preservation grant to fund a survey of downtown Clarksville. The Contractor conducted an intensive survey of the Clarksville Business Improvement District in the months of May-September 2020. THE CBID is a contiguous area of approximately 600 acres, or less than one square mile, representing approximately one percent of the city limits of Clarksville. Montgomery County, including the city of Clarksville, was originally surveyed in 1981. Since that time numerous properties have been listed in the National Register of Historic Places, and mid-20th-century buildings have attained the fifty-year mark.

The scope of the survey included updating the existing inventory from 1981 and identifying properties that have reached fifty years since their dates of construction. For this survey, the end date of 1969 reflects the fifty-year time period from 2019. The Contractor revisited and evaluated National Register-listed properties, noting changes and current conditions, and formally surveyed new properties using THC electronic documentation forms. The survey project paid particular attention to the development and transformation of downtown Clarksville in the years following World War II.

Figure 78: This view in the 400 and 500 blocks of Main Street is representative of the loss of historic buildings east of downtown.

Since its rise and decline as a port city for the Cumberland River Valley tobacco market, the downtown area has been dramatically altered. Most historic warehouses and industrial buildings were razed for the development of Riverside Drive. The residential neighborhoods to the east of downtown have been slowly eroded due to new commercial construction and expansion of the campus of Austin Peay University. The January 22, 1999 tornado also destroyed or damaged dozens of properties within the project area. Within the project's boundary, there were approximately 400 historic properties previously surveyed in the 1980s. Of that number, approximately 225 properties (56.25%) are no longer extant. The Contractor identified and surveyed 139 new properties that met THC survey criteria.

National Register-Eligible Properties

The survey identified additional properties as eligible for the National Register in the project area as follows:

- Federal Building, 116 N. Second Street (TMT-19) significant in Architecture and Government
- Joseph Dunlop House, 517 Madison Street (MT-809) significant in Architecture
- John Hurst House, 625 Madison Street (MT-807), significant in Architecture
- Bowling-Hughes House, 503 Madison Street (MT-29-810), significant in Architecture
- W.H. Simmons Tobacco Warehouse, 239 Riverside Drive, significant in Architecture and Commerce
- Royal York Hotel, 218 S. Third Street, significant in Architecture and Commerce
- Anderson Drive Historic District

Recommendations

The loss of over 50% of Clarksville's historic properties over the past forty years highlights the need to protect and preserve those that remain. In recent decades, the city has enacted a historic preservation ordinance, and there is design review within the central business district. The city government is encouraged to continue to preserve the existing historic properties and reduce the loss of additional properties – which in turn lowers tax revenues. Incentives such as tax abatement for rehabilitation projects and façade grants should be considered by the city in the future.

There are a number of properties identified as potentially eligible for the National Register and property owners are encouraged to have nominations prepared in the future. Properties listed in the National Register are eligible for a federal 20% tax credit for substantial rehabilitation projects. It is also recommended the boundaries of the Dog Hill Architectural District be reassessed to consider inclusion of the 400 block of S. Second

Street into the district. Although a number of properties have alterations, most dwellings retain their original form and plan and have the potential for rehabilitation. Another recommendation is to update the Clarksville Architectural District nomination to create a comprehensive list of contributing and non-contributing properties. This will assist in identifying those properties which have the potential for rehabilitation using the federal tax credit.

This survey documented all buildings within the project area built to 1969 including commercial buildings along Riverside Drive and Minimal Traditional and Ranch style dwellings built in the 1950s and 1960s. Revisiting the survey data after ten years (2030) is recommended to reassess the significance of late 20th century properties and identify any additional properties which may meet National Register criteria.

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