

# Castlemann-Hobbs

## Sustainable Urban Village



*The purpose of this document is to provide a set of design guidelines to create a community that is focused on streets-as-places, where pedestrians feel safe and comfortable and friends and neighbors connect.*

*“We shape our public spaces,  
thereafter our Public Spaces shape us.”*

adapted from Winston Churchill

The picture on the front cover is indicative of the purpose of this document. The concept is not as much about the buildings, but how those buildings will frame the streetscape, transforming areas previously considered vehicular domain into welcoming and enticing “outdoor rooms” that compel pedestrian activity.

# intent & use of guidelines 0.1

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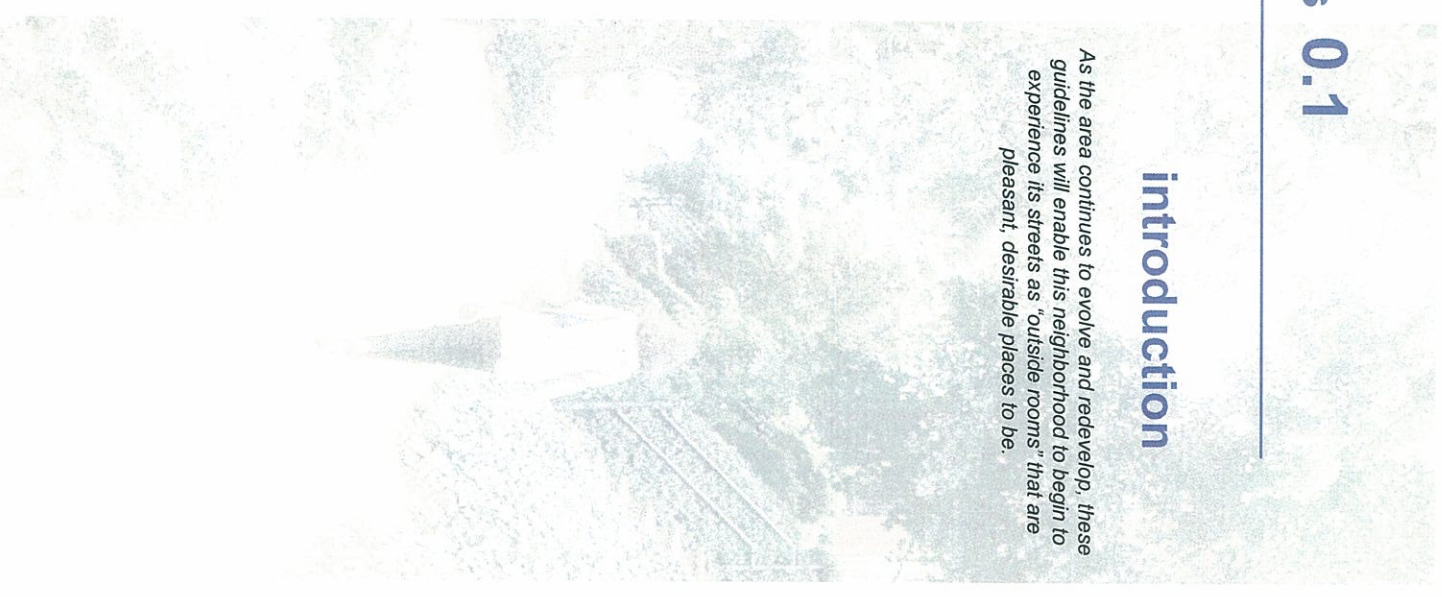
## Intent of the Guidelines

The design intent and goals of this Urban Design Overlay Concept Plan are as follows:

- Encourage an appropriate mix of compatible land and resource uses that are consistent with the location, access, and amenity characteristics of the area in relation to the Green Hills retail district.
- Create a pedestrian / bicycle friendly environment to encourage alternative modes of transportation throughout the UDO area and into the Green Hills retail district, thereby minimizing the frequency and impact of individual vehicle use.
- Provide new public spaces for recreational use by area residents that will give visual relief and encourage interaction and fellowship.
- Provide eco-friendly housing options in an appropriate mix of compatible housing types that meet a variety of housing needs and which frame the public spaces in a manner that creates a harmonious streetscape.
- Create safer ingress / egress options for Hobbs Road properties.
- Address storm water runoff issues through installation of rainwater harvesting measures.

## introduction

*As the area continues to evolve and redevelop, these guidelines will enable this neighborhood to begin to experience its streets as "outside rooms" that are pleasant, desirable places to be.*



## intent & use of guidelines 0.1

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### How to Use the Guidelines

This document has a main body and two appendices. The main body contains design goals, objectives, performance criteria and, in some cases, preferred design standards and implementation strategies for each important subject area. The plan evolved from charrette sessions with affected property owners, Planning Department staff, District Councilman Carter Todd, and other interested parties. This document is intended to guide redevelopment in a manner that addresses the important issues raised and discussed during the charrette process and subsequent follow-up meetings. Metropolitan Government exercises final authority over design, construction and operation of facilities, such as public rights-of-way and stormwater detention and conveyance. The following note is referenced with an \* at each section where “design standards” are presented:

*\* The incorporation of these standards into any final development construction plans will depend on Metropolitan Government review for consistency with policies, laws and related standards of various departments.*

The first appendix contains a regulating plan and a more detailed description of preferred design standards which carry the same force and effect as, but are variations from, the standards set forth for the base zone districts in the zoning regulations of the Metro Code. All final redevelopment construction plans submitted for approval under the Urban Design Overlay will be reviewed for adherence to these standards before permits are issued.

The second appendix contains a glossary of relevant terms.



### introduction

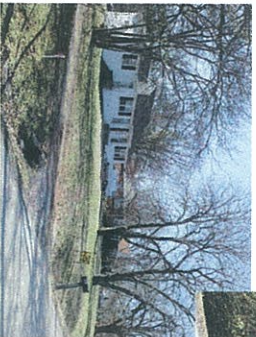
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## history 0.3

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### introduction

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Without sidewalks, Castleman Drive and the south side of Hobbs Road are not pedestrian-friendly.



Driveway access for Hobbs Road properties present potential safety hazards for residents and motorists.

When the homes in this area were originally built, 50 - 60 years ago, Green Hills was a quiet outlying suburb of Nashville.

At that time, the neighborhood was designed, and current zoning remains, vehicle-centric with no sidewalks or plan for pedestrian connectivity. The properties on the north edge of our UDO area enter / exit their driveways directly onto Hobbs Road, an increasingly busy collector street. This creates a safety hazard for residents and motorists along that corridor.

## history 0.3

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Rainwater harvesting is an important component of a sustainable community. It allows for the collection and storage of rain water for later use in landscape irrigation.

The direct benefits of rain water harvesting are conservation of potable water and reduction of utility bills.



New construction on Hobbs Road and Castleman Drive require vehicle transportation.



Currently, stormwater is channeled into gullies on either side of Castleman Drive creating a safety hazard for pedestrians and flooding issues for residents.

Existing zoning and the current pattern of new construction on both Castleman Drive and Hobbs Road does nothing to address nor protect the pedestrian realm.

To proceed without a plan in place exposes this neighborhood to continued vehicle-centric development.

## introduction

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