





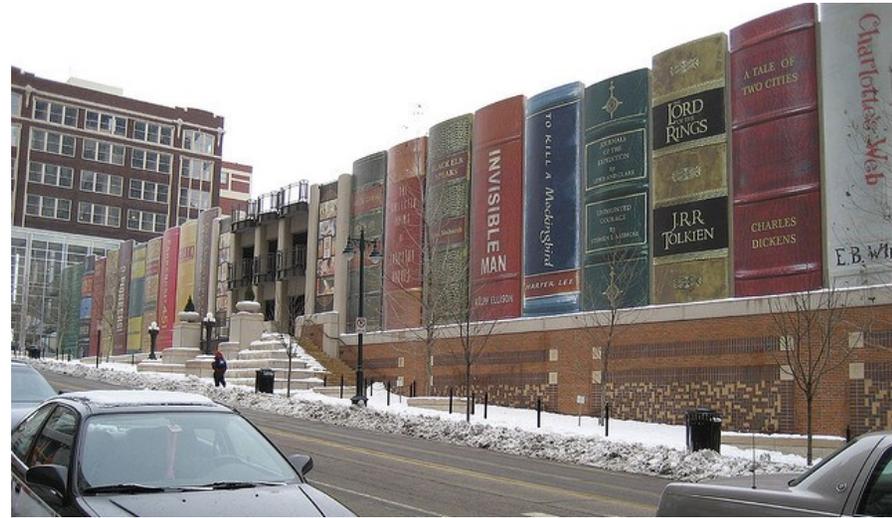
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Interim Conditions

## 7. INTERIM CONDITONS

The vision for Tysons will be implemented in phases over many years. Some sites will be developed in the near future, while others will take years, if not decades, to redevelop. As such, interim conditions may last anywhere from two to twenty years or longer. It is important that even the interim conditions result in enhanced connectivity, functionality, and a pleasant appearance.

Interim conditions must be considered early and throughout the design of a project and should include considerations such as temporary designs for the pedestrian realm, streetscapes, and connectivity to Metro, treatment of partially constructed building podiums, stormwater facilities, urban parks, and improvements to the appearance and environmental impact of existing, interim parking lots. Finally, construction sites are another part of the Tysons landscape that, although less permanent than the above-mentioned interim conditions, will affect the appearance and quality of the pedestrian realm for many years to come. Their creative and safe integration into the streetscape will help minimize their impact on the pedestrian experience. The following are guidelines and design suggestions for interim condition in Tysons.



The most important objective in Tysons is to ensure that pedestrians have a safe and pleasant walk to Metro from their homes, places of employment, and to and from other activities. All redevelopment proposals should study existing and proposed pedestrian connectivity within each potential phasing sequence to determine the need for interim design solutions that will provide connectivity. While it is understood that exact phasing sequences will be dependent on market conditions, a plan indicating how interim conditions will be addressed is essential for all redevelopment proposals.

Interim conditions should attempt to create a pedestrian and vehicular network that closely approximates the expected final condition. Street grid connections, along with streetscape segments, may be necessary during different development phases depending on a variety of factors, including accessibility and pedestrian and traffic volumes. It may also be more cost effective for construction of full segments of streetscape and street connections in earlier development phases as it will not require re-mobilizing construction equipment later on.

Interim pedestrian connectivity should also include a strategy to ensure safe and attractive connections to existing and new retail corridors, public facilities and parks, and places of employment. Accessibility and safety should be a consideration for all phases and interim stages.

### Design Suggestions:

- ◆ Use a pedestrian hierarchy plan to determine which pedestrian-oriented facilities (parks, retail corridors, work places, etc.) will require interim connections and streetscape improvements. Determine if any new sidewalk connections or street crossings will be necessary.
- ◆ Pedestrian connections may be provided through developments, or along future streets. If connections are provided through developments, consider the appropriate sidewalk widths necessary for the expected pedestrian volumes as well as necessary lighting levels. Avoid dark or unlit areas and areas with blind spots or low-visibility.
- ◆ In phased development plans, indicate how pedestrian access will be provided and preserved throughout all stages of development. Consider building sidewalks and streetscapes prior to future building phases so that pedestrian access can be enhanced. Pedestrian connections should exist prior to the construction of a final street grid if they are deemed necessary.
- ◆ Design interim connections to be expanded, enhanced, or reconfigured upon completion of future phases of development. This may include widening sidewalks for a final streetscape or integrating a pathway into a future public open space. Consider implementing pedestrian facilities in earlier phases so that pedestrians can take advantage of furnishings such as benches and bicycle racks.
- ◆ Consider installing street trees early in development phases to provide shade for pedestrians. Early installation also gives trees a head-start at reaching their expected canopy size.

**Opposite Top:** Book mural during construction, Kansas City Library. Image: Flickr, EMFphoto

**Opposite Bottom:** National Harbor, Temporary signage at building façade, Image: Paul Yoon

## 7.2 Interim Building Design

Many buildings in Tysons will be part of a phased development strategy and may include partial building podiums or other architectural elements that will be built before an ultimate design is realized. In this scenario, a creative interim design for all facades that interface with the pedestrian realm should be implemented such that an interesting and varied façade is created. It is expected that the building and site design objectives detailed in Section 4 will apply to interim conditions; however, temporary or less costly materials and construction methods will be considered as “stand-ins” for the ultimate façade.

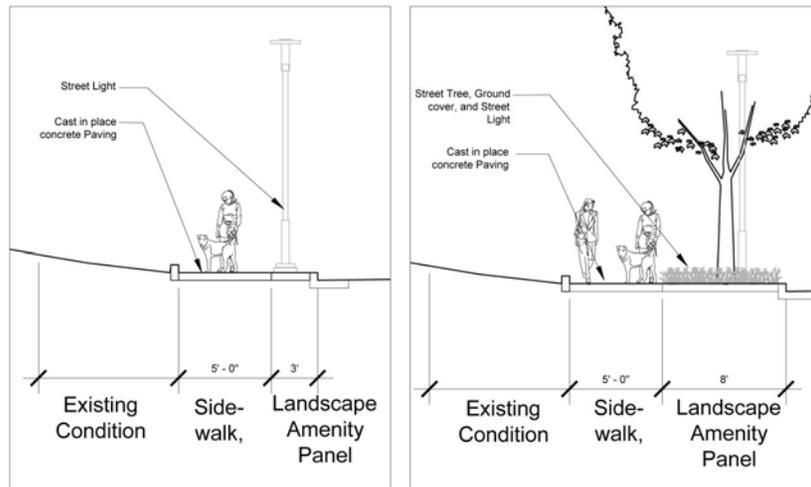
As development and the street grid will be constructed over time, many designs proposed will actually be an interim condition that will be completed with a future, non-related development. Many off site grid connections will not be determined until an adjacent parcel is developed. Therefore, any new proposed building must be designed to respond not only to the immediately proposed development plan conditions, but also to future streets and streetscapes that are envisioned in the Comprehensive Plan Conceptual Grid of Streets. The Pedestrian Hierarchy Plan discussed in Section 2.4 will determine the hierarchy of many of the streetscapes in the grid and, in turn, the appropriate treatment for each building façade.

### Design Suggestions:

- ◆ Consider monumental art pieces or other façade applications as interim conditions for partially constructed podiums or parking garages.
- ◆ Design buildings for the ultimate grid of streets by including appropriately scaled entrances and façade articulation to each building face as determined by the Pedestrian Hierarchy Plan described in Section 2.4.

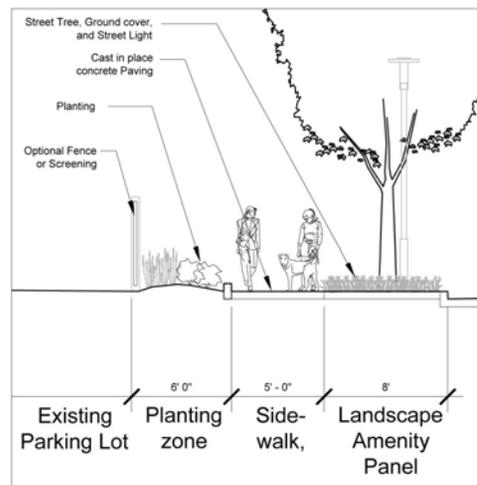


Many connections between neighborhoods and to Metro will be interim in nature because they are adjacent to parcels that have not rezoned, or are later phases of the same project which have not yet been built. In these cases, the following interim streetscape guidelines diagrams (A,B and C below), should be constructed to ensure a consistent, safe, and pleasant pedestrian experience:



Interim Streetscape A

Interim Streetscape B



Interim Streetscape C

**Design Suggestions:**

- ◆ Condition A: Interim streetscapes that are anticipated for up to two years should include, at a minimum:
  1. A 5 foot sidewalk paved with cast in place concrete or asphalt.
  2. A 2 foot landscape amenity panel that includes pole-mounted lighting that illuminates the sidewalk.
  
- ◆ Condition B: If Interim conditions are anticipated for longer than two years, interim streetscapes should include, at a minimum:
  1. A 5 foot sidewalk paved with cast in place concrete.
  2. An 8 foot landscape amenity panel that includes street trees (planting details approved by UFMD) and pole mounted lighting that illuminates the sidewalk.
  
- ◆ Condition C: If interim conditions are anticipated for longer than two years and immediately adjacent to an existing parking lot:
  1. Install a 6 foot minimum planting zone as a buffer to the parking lot. If trees are desired in this zone, an 8 foot minimum dimension is required.
  2. Install a 5 foot sidewalk that is paved with cast in place concrete.
  3. Install an 8 foot landscape amenity panel that includes street trees (planting details approved by UFMD) and pole mounted lighting that illuminates the sidewalk.

**Opposite:** Philadelphia, PA Building Mural, Image: Flickr-Girl6

**Above:** Interim Streetscape Guidelines diagrams.

## 7.4 Interim Park Design



Parks may also evolve over time as neighborhoods are phased and as collective efforts to create the park network are assembled. Additionally, some parks will be built on structures and could be partially phased with the associated structures. There will also be opportunities for interim parks to be constructed on a site where a future building or street may be planned as a later phase. In any case, interim parks should include fundamental elements from the Urban Park Typology such as, but not limited to, the following:

### Design Suggestions:

- ◆ Create a physical sense of enclosure while providing visual access into and out of the park.
- ◆ Create multiple, clearly visible entrances to the park.
- ◆ Include planted and hardscape elements.
- ◆ Create places to rest, play and socialize.
- ◆ Where appropriate, use economical, but high-quality and safe amenities such as benches, trash receptacles, lighting and play equipment.
- ◆ Ensure that site grades allow ADA accessibility into and through the park.
- ◆ For parks on structure, ensure that safe and attractive edges, guardrails or parapets are included in the design.
- ◆ Incorporate low-cost, interim planting strategies such as perennial and shrub plantings to create visual interest.
- ◆ Where interim park conditions are expected to remain less than five years, consider economical structures in lieu of trees to provide shade and shelter.

### **Design Suggestions (cont.):**

- ◆ Include a maintenance plan for the interim park that includes all hard surfaces, planted areas, amenities and snow removal.
- ◆ Include design concepts for any interim park elements in the phasing plans section of the conceptual development plan (CDP) and include detailed interim park design details in the final development plan (FDP).
- ◆ Signage regarding the interim nature of the facility should also be provided.
- ◆ Where interim park conditions are expected to remain less than five years, consider planting and maintaining trees in a manner that they may be relocated to final locations in an ultimate park design or to other appropriate locations in Tysons.

As Tysons develops, the stormwater infrastructure will evolve as well. The stormwater system should be designed to manage interim conditions as well as consider how each facility will function as part of an integrated system at ultimate build-out. Stormwater mitigation must meet the regulations and requirements of Fairfax County, which may change over time in response to new state and federal regulations. Facilities must be designed to manage stormwater runoff for major storms as well as more frequently occurring events while protecting water quality, preventing flooding and property damage, and preventing impacts on receiving streams during and after construction.

In addition, detention ponds, stormwater vaults and other infrastructure are all form-giving elements to stormwater remediation that must be considered in phasing plans in interim conditions. These features must be integrated into an overall development plan and in consideration of phasing.

### **Design Suggestions:**

- ◆ Any interim stormwater detention ponds should be designed such that they integrate into an interim landscape as a visual amenity or as an interim park element. This should include plantings, paths, benches and lighting.
- ◆ Where stormwater storage is contained beneath the interim streetscape, all access points and / or manholes should be placed outside of the sidewalk zone.

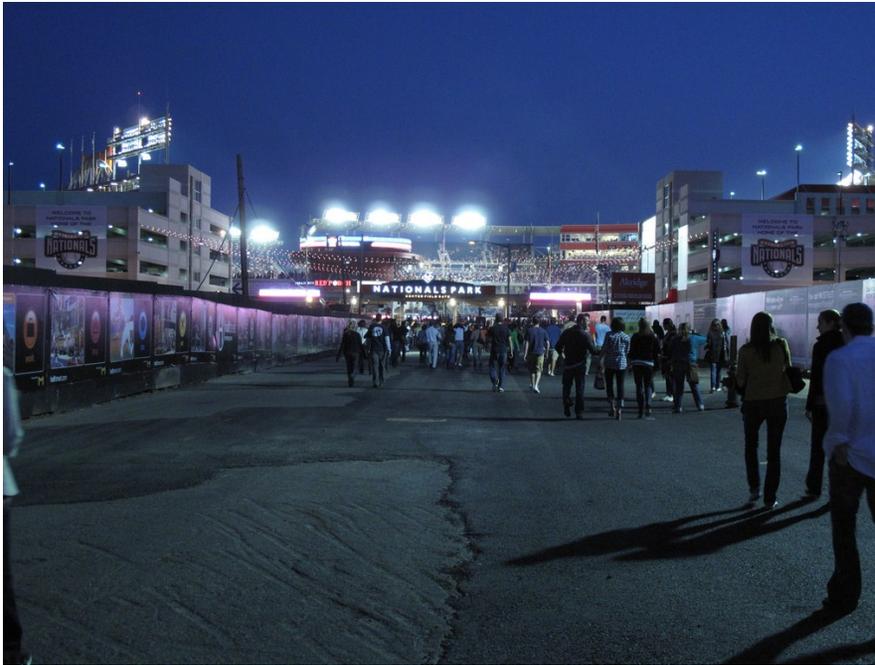
## 7.6 Construction Sites

Construction sites will emerge throughout Tysons as the vision is implemented. A state of disturbance to the pedestrian realm will be a frequent condition. The use of creative screening, scaffolding and other techniques will minimize the impact of this disturbance.



### Design Suggestions:

- ◆ Ensure that a contiguous, safe pedestrian path is provided at all times during construction. This is especially important along primary pedestrian zones and at Metro station locations.
- ◆ Consider construction site screening concepts early.
- ◆ Consider cladding construction fence in public art pieces, tasteful photographs of future development or other aesthetic elements.
- ◆ Incorporate temporary lighting elements that illuminate the pedestrian way in all construction site screening and scaffolding.
- ◆ Confirm that temporary construction elements do not block site lines for vehicles at intersections or create low-visibility locations that may be unsafe for pedestrians.
- ◆ Coordinate with the relevant County agencies to appropriately locate temporary construction yards and related activities so that their impacts on surrounding residents and businesses, as well as with the street network, can be minimized.



**Opposite:** Scaffolding art installation—Camouflage by Ilkka Airas and Markus Wikari, Helsinki, Finland

**Above Left:** Interim Signage along construction fence at National's Park, Washington, DC

**Above Right:** Mosaic development under construction, Merrifield, VA