



7

Interim Conditions

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.
- ◆ 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 for reaching their expected canopy size.
- ◆ It is likely that adjacent sites will be under construction simultaneously, and consideration must be given to the coordination and maintenance of pedestrian access across multiple projects.

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

Opposite Bottom: Greensboro Green, interim park at The Boro.

Above Top: Construction at Capital One. Image: inTysons.com

Above Bottom: One Tysons under development. Image: Stephen Barna, Dulles Corridor Metrorail Project



7.2 Interim Building and Parking Design

Buildings in Tysons which are part of a phased development strategy 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 may be considered as “stand-ins” for the ultimate façade. Architectural screening, painted murals, and mesh fabric treatment are a few ways in which this can be achieved.

As development and the street grid will be constructed over time, many designs proposed will actually be an interim condition that will be completed by a future, non-related development. Off site grid connections may 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.

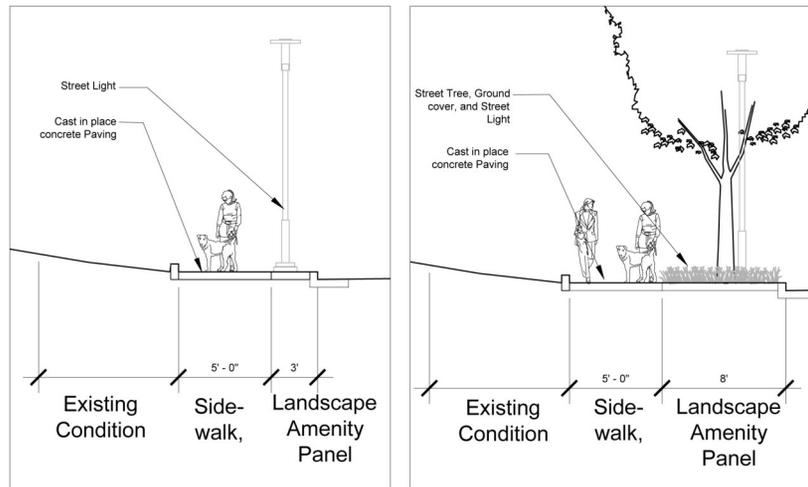
In addition, existing parking lots may remain in early phases of development to serve the development or as interim commercial parking. In these instances, the existing parking should be aesthetically improved and provide pedestrian connectivity to Metro and other surrounding uses. Allowing existing parking lots to remain untreated is highly undesirable and does not keep with the vision for Tysons.

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.
- ◆ Enhance existing surface parking lots to remain by providing trees or other landscaping and clear pedestrian walkways.

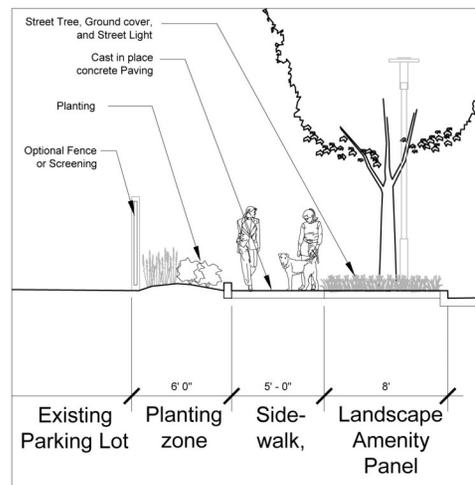


Many connections between neighborhoods and to Metro will be interim in nature because they are adjacent to parcels that have not rezoned, or are later phases of the same project which have not yet been built. In these cases, the following interim streetscape guidelines diagrams (A, B and C below), should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

Above: Interim Streetscape Guidelines diagrams. Measurements shown are from face of curb.

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. It is also anticipated that interim public parks and amenity spaces will be provided with each phase of development if the ultimate park condition is not in place. These park spaces serve the residents by providing outdoor active and passive recreational opportunities. Temporary parks may meet the development's needed open space until the ultimate parks within the development can be constructed. In any case, interim parks should include fundamental elements from the Urban Park Typology.



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. Active and passive opportunities should be provided.
- ◆ 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.
- ◆ Interim parks can accommodate placemaking by providing flexibility in programming; movable seating is one way that this can be achieved.

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.



Opposite Top: Artwalk, Washington, DC. Landscape Architect Rhodeside & Harwell, Image: Steve Uzzell

Opposite Bottom: Painted ping-ping table, Foyer Project in Leederville. Image: POPP

Above: Temporary basketball court, Mitre Corp, Tysons, VA. Image: Googlemaps

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 are another part of the Tysons landscape that, although less permanent than other interim conditions, will affect the appearance and quality of the pedestrian realm and livability for many years to come. Visually, the use of creative screening, scaffolding and other techniques will minimize the impact of this disturbance. Developments should ensure coordinated pedestrian maintenance of traffic plans with adjacent properties under construction to minimize the disturbance to the pedestrian experience and provide safe and convenient access to Metro. While construction conditions are inevitable, they should not detract from the livability of Tysons.



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.
- ◆ Coordinate with adjacent properties under construction to ensure seamless pedestrian paths are provided. Taking into account that routes may need to be widened or re-routed under certain circumstances to accommodate the volume of pedestrian traffic, the routes should be as direct as possible.
- ◆ Interim off-site pedestrian lighting may be necessary for safety.



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

Above Left: Interim Signage along construction fence at Nationals Park, Washington, DC.

Above Right: Demolition of the Westpark Hotel, Tysons, VA.

7.7 Interim Placemaking

In conjunction with phasing, there is a great opportunity to provide placemaking on sites located near Metro. Interim parks, the reuse of existing buildings, and interim structures provide opportunities to help build and brand Tysons as a destination and serve the needs of the community until the ultimate build out of entertainment options, restaurants, and parks occurs. Existing buildings that may remain in early phases may be retrofitted for temporary uses such as pop-up retail or restaurants.



Design Suggestions:

- ◆ Consider the interim use of existing buildings or new interim structures on site for short term retail or entertainment space.
- ◆ Install temporary parks on existing surface parking lots if the parking is not needed.
- ◆ Design interim surface parking with landscaping, shade structures, and/or movable furniture to allow off-peak use for farmers markets, festivals, or gathering spaces.
- ◆ Program interim park spaces and design spaces to be flexible so they can accommodate a variety of programs.
- ◆ Consider temporary art installations at key locations to help enliven the space and create visual interest.
- ◆ Designate space for food trucks as an additional element that adds vitality and interest to a site.



Opposite: Interim uses at the Wiehle-Reston East Metrorail Station. Image: David Madison Photography

Above Left: Concept design for a temporary park at The Boro by LandDesign, Inc.

Above Right: Concept design for interim structures at Scotts Run Station by SmithGroupJJR.