Image Credit: Laura McDermott Bloomberg

7 INTERIM DEVELOPMENT CONDITIONS

DRAFT

INTENT

The vision for the CRDs and CRAs will be implemented over many years. Some sites will develop in the near future, some will be phased, some may be developed with temporary uses, and others may not redevelop at all. Some of this development may align with the allowable build-out and vision of the Comprehensive Plan; other development may be desirable on a shorter-term basis, although it may not conform fully to the vision, and thus can be viewed as temporary development that could be subject to redevelopment in the future. As a result of those or other potential scenarios, interim development conditions will exist on sites until the ultimate project build-out is complete.

Interim development conditions can last from several months to many years. Selecting infrastructure improvements that are appropriate to both the development and the anticipated length of time that the interim condition will remain is important. More permanent infrastructure features are encouraged to support interim development conditions that are anticipated to be in place indefinitely.

When a larger development that will be implemented in phases is proposed, the expectation is that the development plans associated with the rezoning will demonstrate how the phasing will occur over time and how interim development conditions will be addressed. Development projects should consider which amenities and building conditions will exist with each phase, and what commitments to specific elements are anticipated with each phase. These plans and commitments should demonstrate how the phases of development will support the vision for the CRDs and CRAs by maintaining (or adding)

pedestrian access and circulation across sites and to transit; by providing for the planned network of streets; by providing parks, streetscapes, and stormwater facilities; and, by addressing interim building and site conditions, such as exposed above grade parking structures and surface parking to remain.

Phasing plans and interim developments should also consider temporary or permanent placemaking efforts and how the site can contribute to the vitality of the CRDs and CRAs through such things as the programing of parks, use of buildings for interim uses, construction of interim structures, and the inclusion of pop-up uses.

Interim development conditions should result in enhanced connectivity and functionality and a positive visual appearance. The items described above are further refined below and are provided to spark creativity on how interim development conditions could be addressed. Innovation in design and approach is highly encouraged.

Image Credit: Eric Rasch

Silver Spring, MD

Image Credit: Garden Rant

Silver Spring, MD

Image Credit: Project for Public Spaces

New York City, NY

Sites that are in transition provide opportunities for creative interim projects that improve the circulation, the visual appearance of an area, and the pedestrian experience while laying the groundwork for permanent changes

Image Credit: Archello

Fosnavåg, Norway

Image Credit: David Madison Photography

Reston, VA

7A
INTERIM STREETS AND STREETSCAPES

The first phase of development, whether a temporary development or a portion of the ultimate build-out, will establish the framework for how the rest of the development will function, as well as how adjacent developments will interface with the development. This framework needs to be generally consistent with the street network contained in the Comprehensive Plan.

DESIGN STRATEGIES

A. Provide a street, pedestrian and bicycle network that will not only serve the initial development but will also become a part of the overall network as the project is built-out through later phases of development.

B. Incorporate interim multimodal connections to public facilities, parks, retail, and transit.

C. Provide streetscape improvements that conform to the recommendations in the Volume II: District Design Guidelines and that result in continuity of the streetscape design.

   i. Consider implementing the ultimate streetscape associated with later phases of development in earlier phases to facilitate the pedestrian experience and the visual appearance of the development.

LEFT
Existing network of streets, shown in solid lines, to be enhanced by future planned street grid, shown in dashed lines
Image Credit: Google Maps
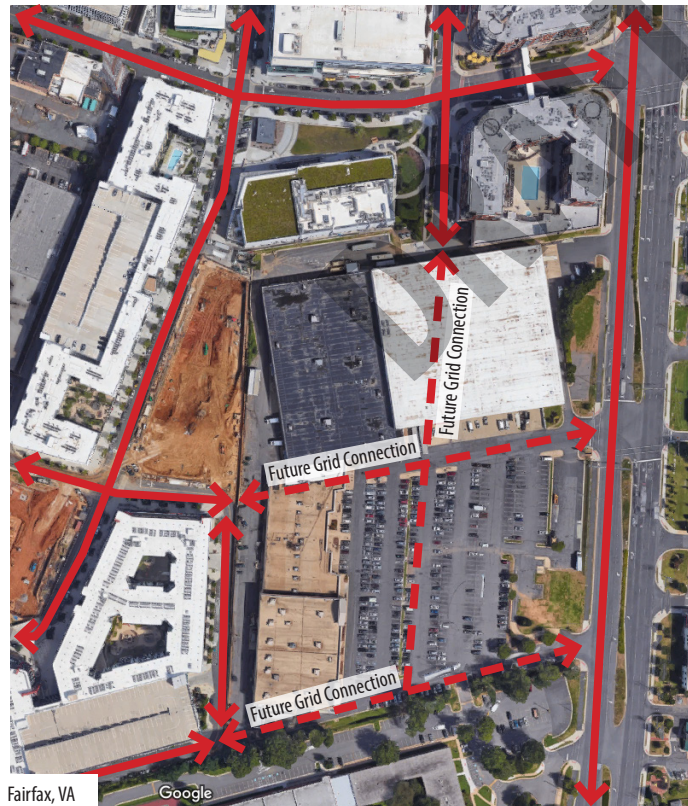
Fairfax, VA

RIGHT
Street redesign to incorporate an interim bicycle facility and midblock pedestrian crossing
Image Credit: Westside Today

Los Angeles, CA

DESIGN STRATEGIES (CONTINUED)

ii. In instances where the ultimate streetscape cannot be provided with the interim development, provide the streetscape to the extent feasible and design interim streetscapes in a way that allows them to be expanded or easily 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.

D. Provide temporary landscape improvements to enhance the aesthetics and functionality of streetscape spaces that are programmed to be developed later.

E. 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 and provides the opportunity to transplant such trees to permanent locations in future phases.

F. Consider installing a temporary street, intersection, or bike lane design using paint, bollards, and/or landscaping in locations where the permanent facility cannot be constructed or where testing of certain roadway configurations or design solutions needs to occur.

Fairfax, VA

TOP
Planned roadway network, shown in red, will be implemented in phases to create a grid of streets. An interim pedestrian connection, shown in blue, provides access from the Metrorail Station to the residential community
Image Credit: Google Maps

Austin, TX

BOTTOM
Interim curb extension with a bike share station designed to increase the pedestrian waiting areas at the corner and reduce roadway crossing distance until the curb is permanently relocated
Image Credit: NACTO

7B
INTERIM PEDESTRIAN CONNECTIVITY

To create the pedestrian-oriented environments envisioned in the Comprehensive Plan for the CRDs and CRAs, it is essential that pedestrian connectivity be prioritized with any interim development.

Vienna, VA

TOP
Interim pedestrian connection between a transit station and residential community; public art, pedestrian lighting and furnishings are provided
Image Credit: Fairfax County
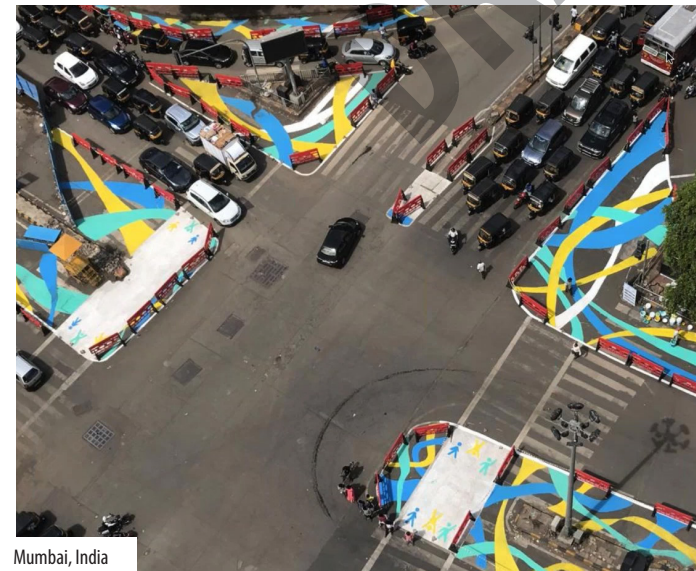
Mumbai, India

BOTTOM
Short-term intersection improvements designed to improve pedestrian safety and encourage pedestrian activity through paint and intersection reconfiguration
Image Credit: NACTO

DESIGN STRATEGIES

A. Provide interim pedestrian connections, and street crossings to pedestrian-oriented facilities, including parks, retail corridors, work places, etc., as warranted.

B. In phased developments, incorporate temporary or permanent pedestrian access throughout all stages of development, even if such connections occur prior to construction of the final street networks and/or future building phases.

C. 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.

D. Give consideration to the coordination and maintenance of pedestrian access across multiple projects if adjacent sites will be under construction simultaneously.

As development will be constructed over time, many developments will function in an interim condition within a larger context that will be completed by future related or non-related developments. As such, buildings must be sited and designed to respond not only to the current conditions, but also to the future streets and streetscapes that are envisioned in the Comprehensive Plan. It is expected that the building and site design objectives detailed in Chapters 4 and 5 of this document will apply to interim conditions; however, temporary or less costly materials and construction methods may be considered for interim conditions. Architectural screening, painted murals, and mesh fabric treatment are examples of ways in which this can be achieved.

7C
INTERIM SITE, BUILDING AND PARKING DESIGN

DESIGN STRATEGIES

A. Locate buildings for the ultimate street network by siting them to conform with the planned urban form.

B. For façades that are to remain visible, provide articulation to each building face, utilize architectural treatments to ensure compatible transitions to adjacent structures, and incorporate appropriately scaled entrances.

C. Consider artwork or other facade applications as interim conditions for blank facades or on partially constructed buildings.

D. Mitigate uses such as drive-throughs or other auto-oriented uses that detract from the pedestrian experience by locating drive-throughs at the rear of the site, combining vehicular circulation and access points where feasible, and by providing enhanced streetscapes, additional trees and landscaping, and low walls to screen less desirable portions of the development.

E. Improve the aesthetic appearance of existing surface parking lots that may remain to serve interim developments by adding landscaping within and around the lots. In addition, pedestrian connectivity should be provided to transit and other surrounding uses in a manner that considers the physical and visual experience for pedestrians. Clearly delineated pedestrian walkways through surface parking lots should incorporate striping and/or distinct pavement treatments, along with landscaping and pedestrian-scaled lighting to buffer people from moving and parked vehicles. Allowing existing parking lots to remain without the integration of landscape and pedestrian enhancements is highly undesirable.

F. Design the stormwater system to manage interim conditions and consider how each facility will function as part of an integrated system at ultimate build-out.

Washington, DC

RIGHT
Interim pedestrian connection through a surface parking lot that restores the original street grid while the site awaits redevelopment
Image Credit: Rhodeside & Harwell

7D
CONSTRUCTION SITES

Construction sites will be another component of the landscape that, although less permanent than other interim conditions, will affect the appearance and quality of the pedestrian realm and livability of the area. The use of creative screening, scaffolding and other techniques will minimize the visual impact of this disturbance. While construction conditions are inevitable, they should not detract from the livability of the area.

TOP
Artwork covered shipping container provides a temporary pedestrian connection on a busy street
Image Credit: Fairfax County

Quebec City, Canada

BOTTOM
Art on construction fencing around a building that is being repurposed
Image Credit: US Air Force photo by Josh Plueger

Omaha, NE

DESIGN STRATEGIES

A. Ensure that contiguous, safe pedestrian paths are provided at all times during construction, particularly along heavily traveled pedestrian routes. Coordination with adjacent properties, including those under construction, should occur to ensure seamless pedestrian paths are provided. Routes should be as direct as possible, although it is understood that the paths may need to be widened or re-routed during the construction process

B. Consider cladding construction fences with public art pieces, photographs or other aesthetic elements.

C. Ensure that construction sites are appropriately lighted; incorporate temporary lighting elements that illuminate the pedestrian way.

D. Ensure that temporary construction elements do not block site lines for vehicles at intersections or create low-visibility locations that may be unsafe for pedestrians.

E. 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.

Parks may evolve over time as developments are phased and as collective efforts to create the park network are implemented. Some parks may be built on rooftops of buildings or top decks of parking structures, thus their construction may be phased with the construction of the associated structure. Ideally, public parks and amenity spaces will be provided with each phase of development; however, temporary parks may help to meet a development's need for open space until the final parks within the development can be constructed. Interim parks should include fundamental elements from the County's Urban Parks Framework.

Reston, VA

Tysons, VA

DESIGN STRATEGIES

A. Include both planted and hardscape features where appropriate.

B. Incorporate low-cost, temporary planting strategies such as annuals and shrub plantings to create visual interest.

C. Consider economical structures in lieu of trees to provide shade and shelter where interim park conditions are expected to remain for less than five years. Alternatively, plant and maintain trees in a manner that they may be relocated to final locations in a final park design.

D. Incorporate economical, but high-quality amenities such as benches, trash receptacles, lighting, and play equipment that offer places to rest, play and socialize. These elements may be re-used for completion of the final park design.

E. Provide for both active and passive recreation opportunities. Recreation opportunities may be provided through temporary facilities and furnishings (such as interim playspaces or equipment, moveable tables and chairs, temporary athletic fields or green spaces) or by programming spaces with a variety of activities (such as food trucks, live performances, fitness classes, or similar events).

F. To manage expectations, provide signage that explains the temporary nature of the public park.

TOP
Temporary park with creative, low-cost outdoor dining and seating options
Image Credit: David Madison Photography

BOTTOM
Temporary park with a painted ground surface and movable planters; food trucks activate the space during lunch hours
Image Credit: Arts Council of Fairfax

7F
INTERIM PLACE-MAKING

Interim development creates an opportunity to provide placemaking on sites. Interim parks, the reuse of existing buildings, and interim structures can help to build and brand CRDs and CRAs as destinations and can serve the needs of the community until the ultimate build-out occurs.

Appropriate site selection for interim placemaking locations is important. Sites should be of a manageable scale and located in a place that can be activated easily by users.

DESIGN STRATEGIES

A. Consider the interim use of existing buildings or new interim structures on site for pop-up or short term retail or entertainment space.

B. Design surface parking lots to be flexible so they can accommodate a variety of programs or uses; provide landscaping, shade structures, and/or movable furniture to allow them to be used as parks, farmers' markets, festivals, or gathering spaces.

C. Consider temporary art installations at key locations to help enliven the space and create visual interest.

LEFT
Underutilized block transformed from roadway into a safe, pleasant, and vibrant public space
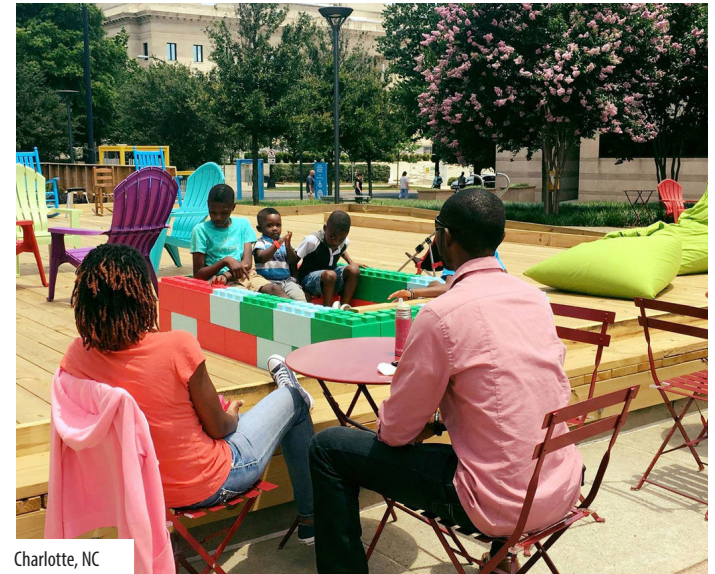Image Credit: Anna Peccianti

Silverlake, CA

RIGHT
An interim public space with play features
Image Credit: KaBOOM!

Charlotte, NC

DESIGN STRATEGIES (CONTINUED)

D. Designate space for food trucks as an additional element that adds vitality and draws people to a site.

E. Consider collecting usage data on the temporary improvement to inform the final design if an interim project may lead to permanent construction.

Tampa, FL

Annandale, VA

San Francisco, CA

TOP
Parklet with musical instruments, planters and temporary art creates an interim gathering place
Image Credit: Urban Conga

BOTTOM LEFT
Parking lot designed for multiple, temporary uses such as music events
Image Credit: Fairfax County

BOTTOM RIGHT
Temporary outdoor food hall surrounded by new development; food venues create activity and promote increased use of outdoor spaces of the site
Image Credit: Envelope A+D