

HR&A



TOOLE
DESIGN

+

Tyson's
Community Alliance


Tyson's Market Study

Summary of Findings

July 2023

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01

Executive
Summary

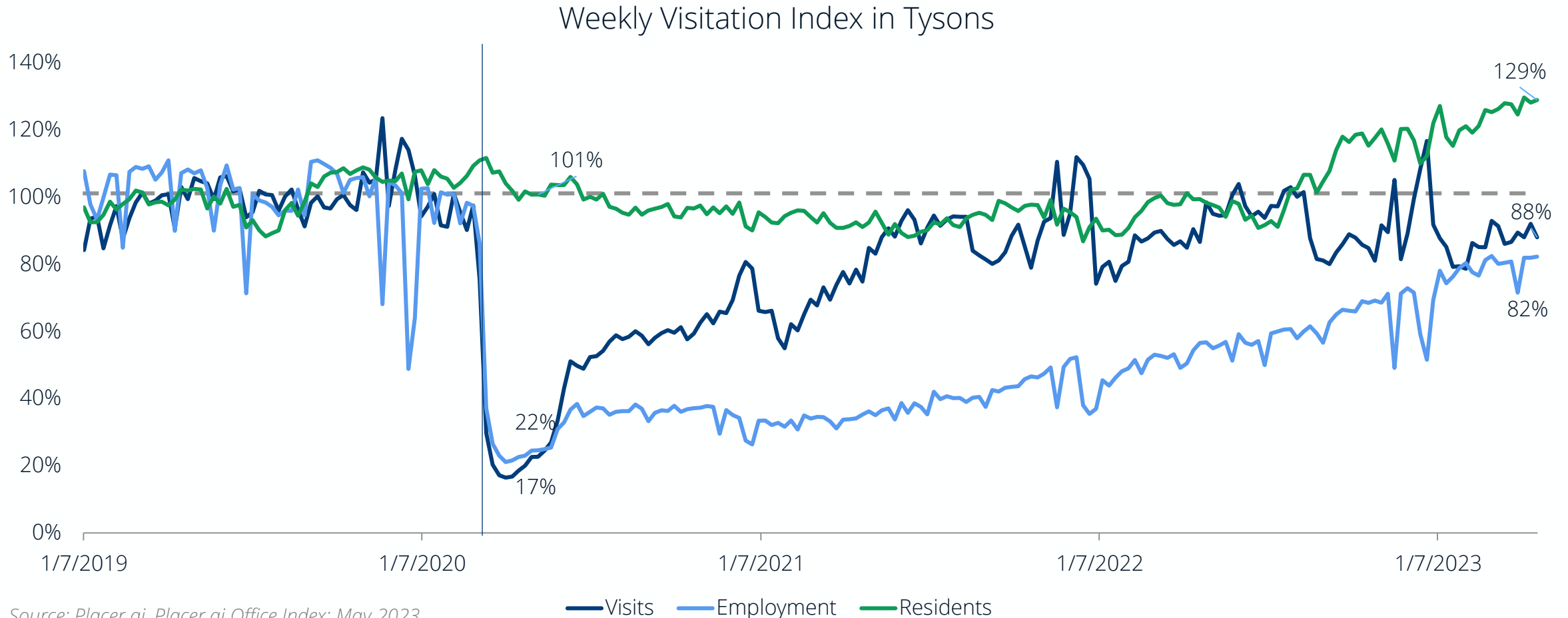
SUMMARY OF FINDINGS

- Tysons has **largely recovered since the pandemic**, powered by a strong residential market, over-performance in return to work, and the return of regional shoppers.
- Tysons is slowly becoming a **more balanced community**, with residential growth outpacing Fairfax County and the region.
- Tysons needs to **continue to attract new residents in addition to employers** by offering **locally-serving retail, urban amenities, programming, and strong connectivity**.
- There is a need for **continued progress in the delivery of public spaces and bike/ped infrastructure to further recent momentum**.



VISITATION | POST-COVID RECOVERY

Tyson's has seen **substantial progress toward recovery in average weekly visitation** since the pandemic, with a rapidly growing residential presence and the return of most visitors and employees.



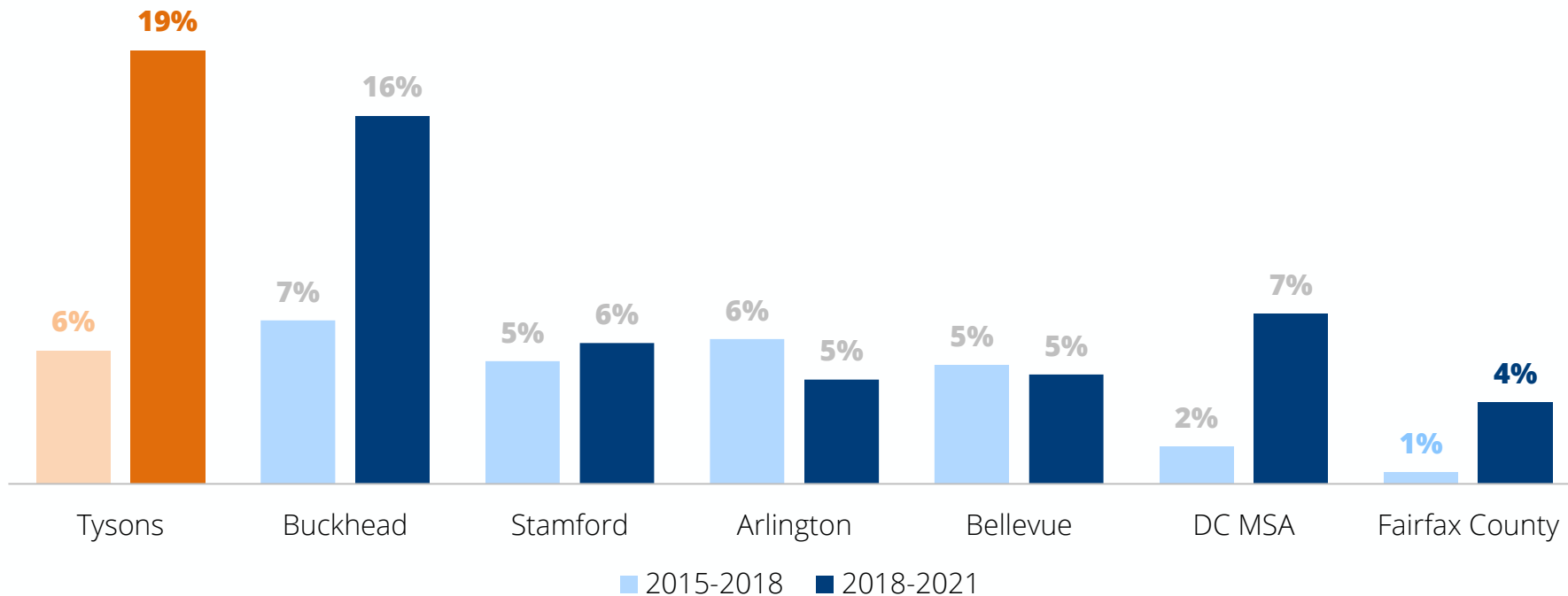
Source: Placer.ai, Placer.ai Office Index: May 2023
HR&A Analysis, Tysons Urban Center

An index value of 100% represents the average visitation of 2019.

DEMOGRAPHICS | HOUSEHOLD GROWTH

Tyson's continues to be a **leader in residential growth**, outperforming its regional and national peers. Tyson's **household growth rate has tripled** over the past three years compared to the preceding three-year period.

Total Household Growth



Tyson's
13K
Households

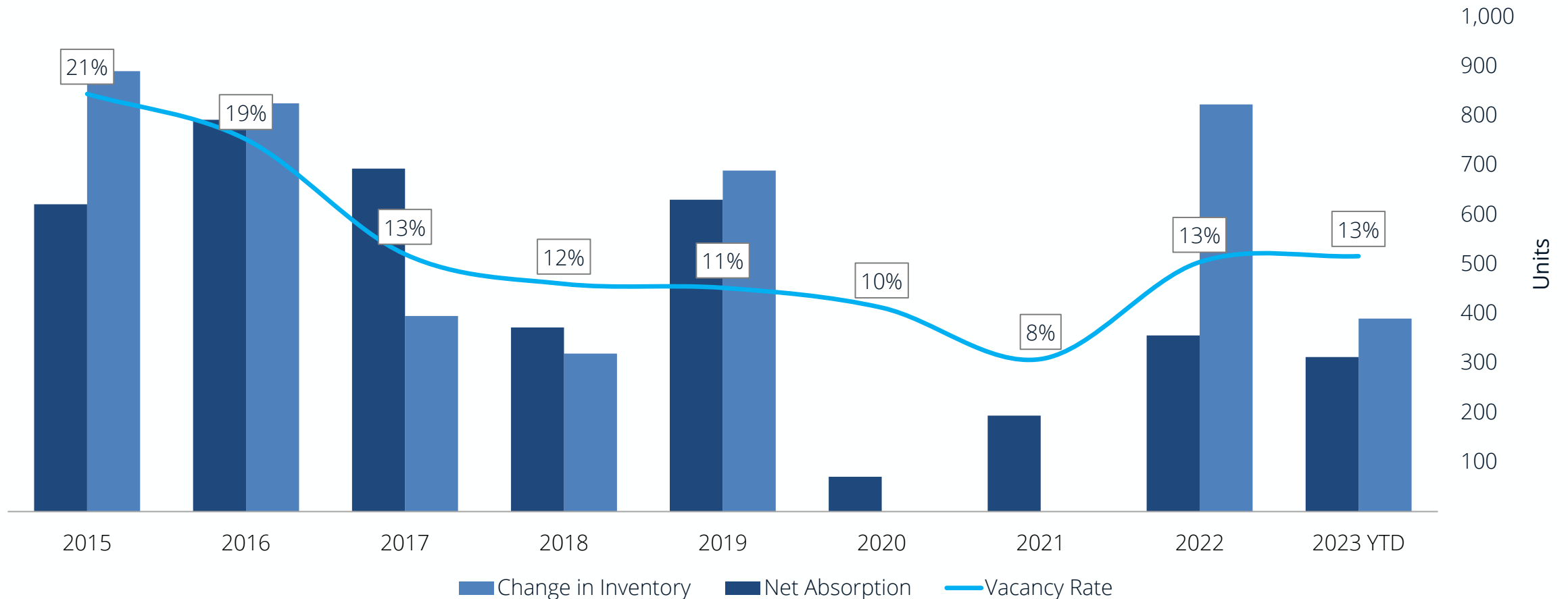
4%
Annual growth*

* Compounded annual growth rate based on 5 years ending 2015 and 2021
Source: ACS 5-Year Estimates and Fairfax County Geospatial Data, Tyson's CDP

RESIDENTIAL | RENTAL MARKET PERFORMANCE

While a spike in recent residential deliveries increased vacancy somewhat, steady vacancy in 2023 suggest that **most new units are being leased**. This trend is indicative that there is substantial **demand for new units** in Tysons.

Tysons Residential Rental Market Performance

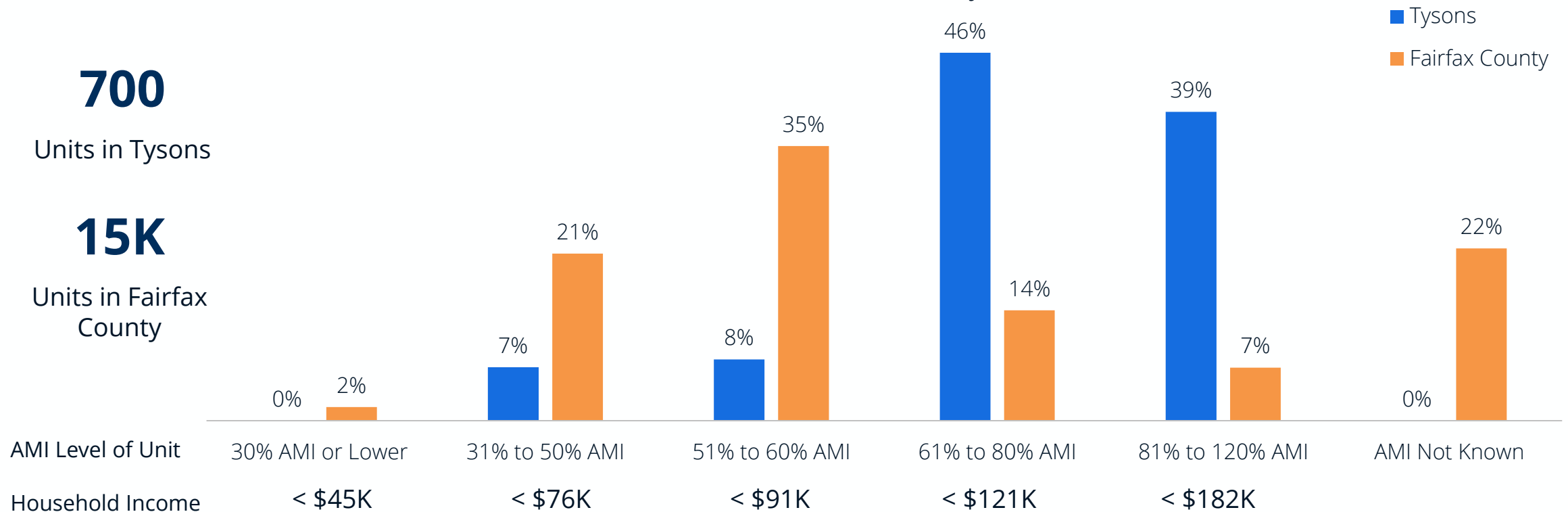


Source: CoStar, Tysons Urban Center

RESIDENTIAL | AFFORDABLE HOUSING

Tysons' affordable housing stock is **substantially more weighted toward middle-income households** than Fairfax County's. This indicates that there are comparatively fewer opportunities for low-income households to affordably live in Tysons.

Committed Affordable Homes by AMI

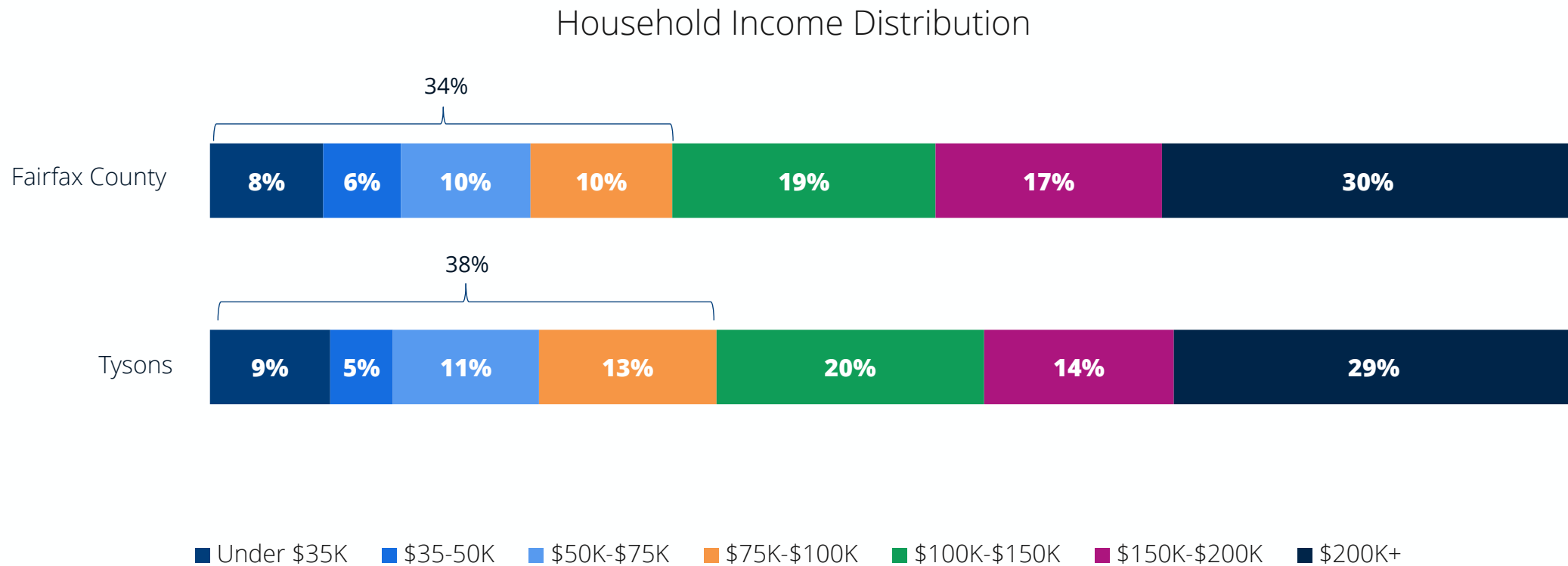


Note: AMI is \$152K for a 4-person household in the DC MSA.

Source: Fairfax County Affordable Housing Dashboard, HR&A analysis, Tysons Urban Center estimate

DEMOGRAPHICS | INCOME DISTRIBUTION

At the same time, Tysons has a **larger share of lower-income households** than the County, suggesting an unmet need for lower-priced affordable units.

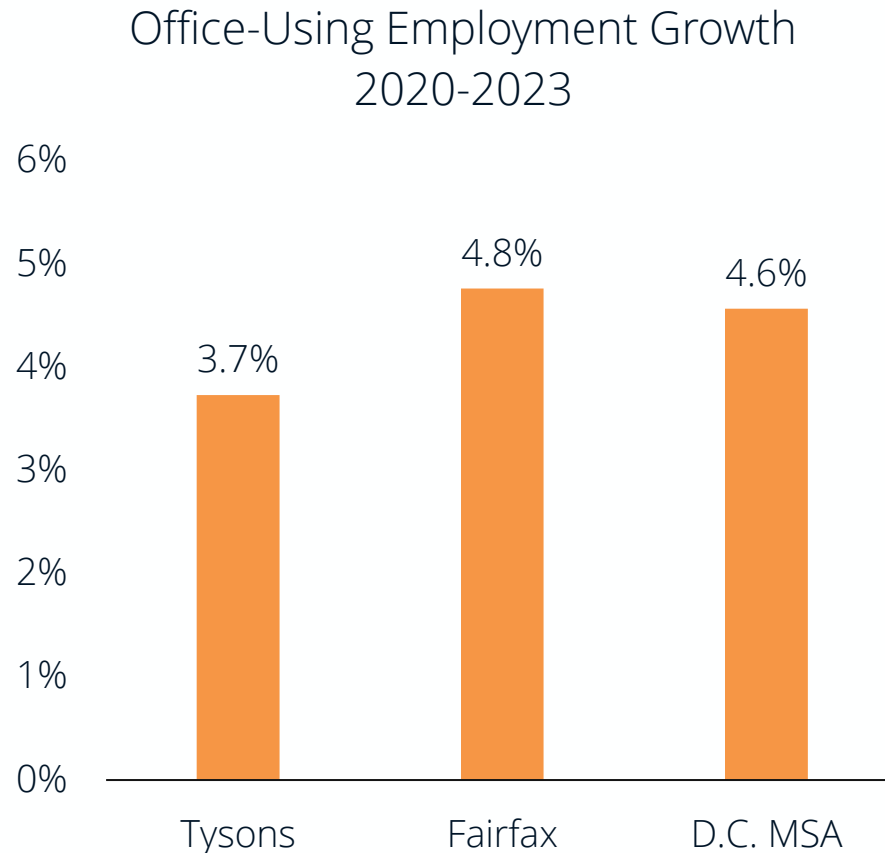
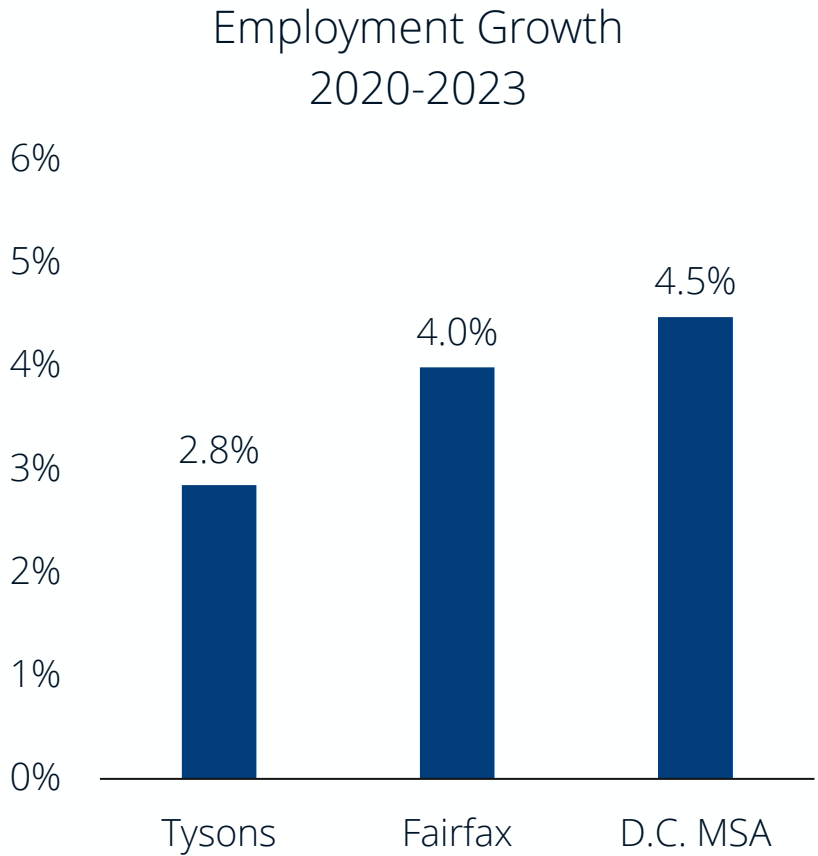


**based on 5 years ending 2021*

Source: ACS 2021 5-Year Estimates, Tysons CDP

WORKFORCE | EMPLOYMENT BASE

While Tysons remains a **critical anchor of Fairfax County employment**, the district has seen **somewhat slower employment growth** than the broader region since the pandemic.



15%
Tysons Share of Fairfax
Total Employment

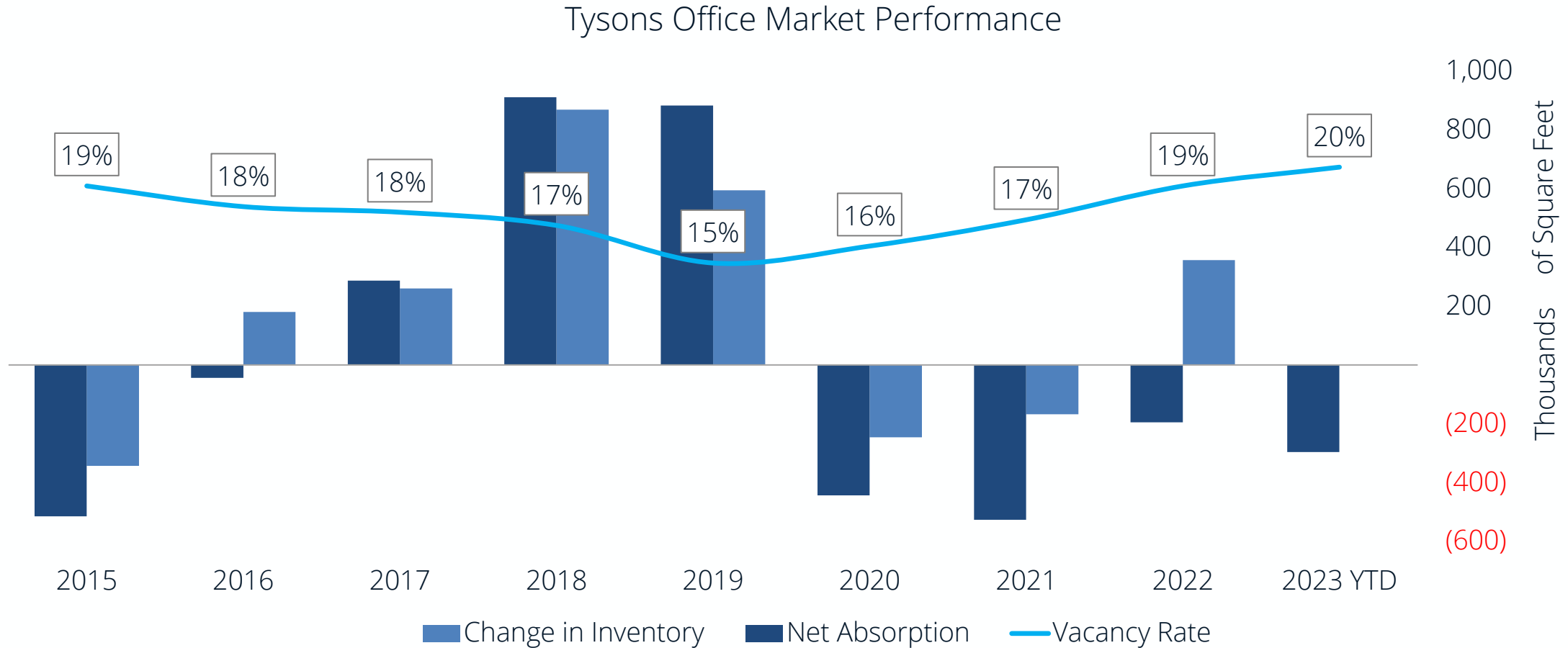
17%
Tysons Share of Fairfax
Office-Using Employment

Source: Lightcast

Note: Area of analysis are ZIP Codes 22102 and 22182, which include small areas outside of Tysons Urban Center.

OFFICE | MARKET PERFORMANCE

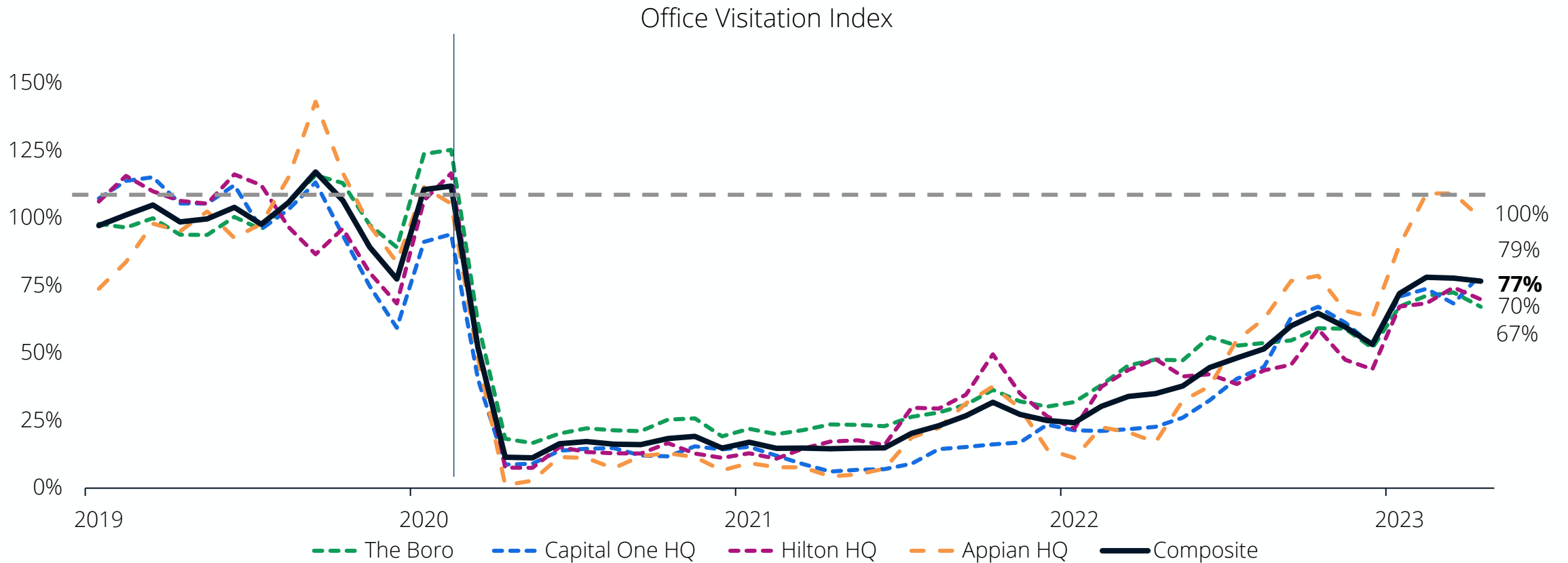
In line with national market conditions, Tysons' office sector has **struggled with increasing vacancy** since the pandemic.



Source: CoStar, Tysons Urban Center

OFFICE | OFFICE VISITATION

The Office Visitation Index, derived from Placer.ai data, **measures how worker foot traffic at office buildings in Tysons has changed since 2019**, with a value of 100% representing average worker foot traffic in 2019. A composite index of four sample office buildings in Tysons shows **that office visitation is at 77% of pre-pandemic (2019 average) levels**.

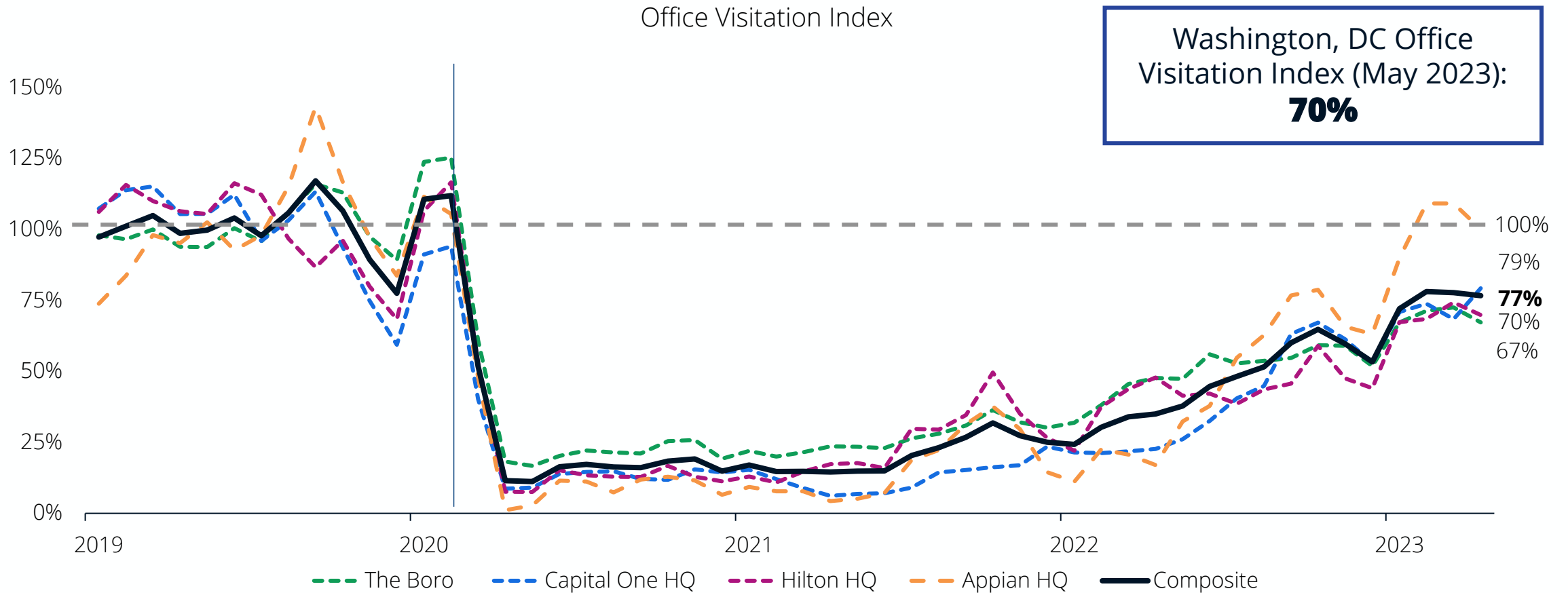


Source: Placer.ai, HR&A Analysis, Tysons Urban Center

An index value of 100% represents the average office visitation of 2019.

OFFICE | OFFICE VISITATION

A **larger share of Tysons office employees have returned to the office** compared to Washington, DC. Using a similar methodology, Placer.ai found that **office visitation in Washington, DC is 70%** of pre-pandemic (2019) averages.

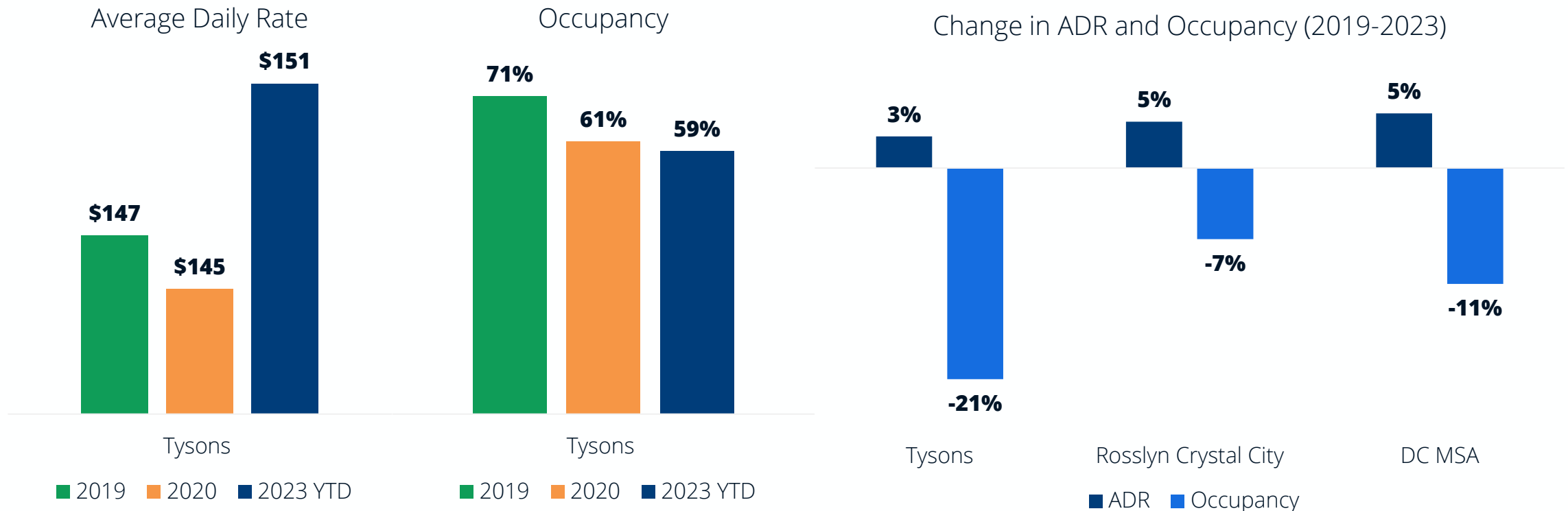


Source: Placer.ai May 2023 Office Index, HR&A Analysis, Tysons Urban Center

An index value of 100% represents the average office visitation of 2019.

HOSPITALITY | POST-COVID RECOVERY

The Tysons hospitality sector's **disproportionate reliance on business travel has led to a slower recovery** than in parts of the region catering more to leisure travelers. Hotels in Tysons have experienced **lower ADR growth and more depressed occupancy** compared to pre-pandemic averages.

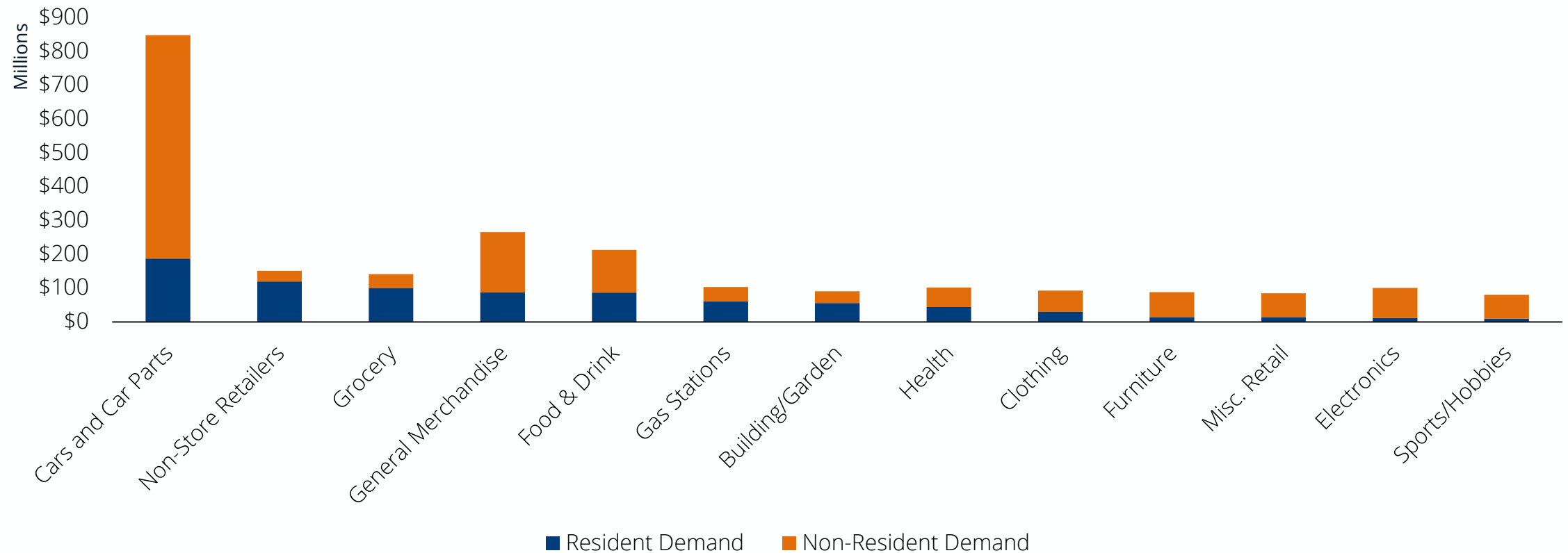


Source: Smith Travel Research, Kalibri Labs, HR&A Analysis, Tysons Urban Center

RETAIL | SPENDING PATTERNS

Tyson's remains a major retail destination, attracting shoppers from around the region. **65% of the more than \$2.4B of spending in Tyson's emanates from people visiting the region.** Of these visitors, approximately 68% traveled from more than 10 miles away and 27% of traveled from more than 50 miles away.

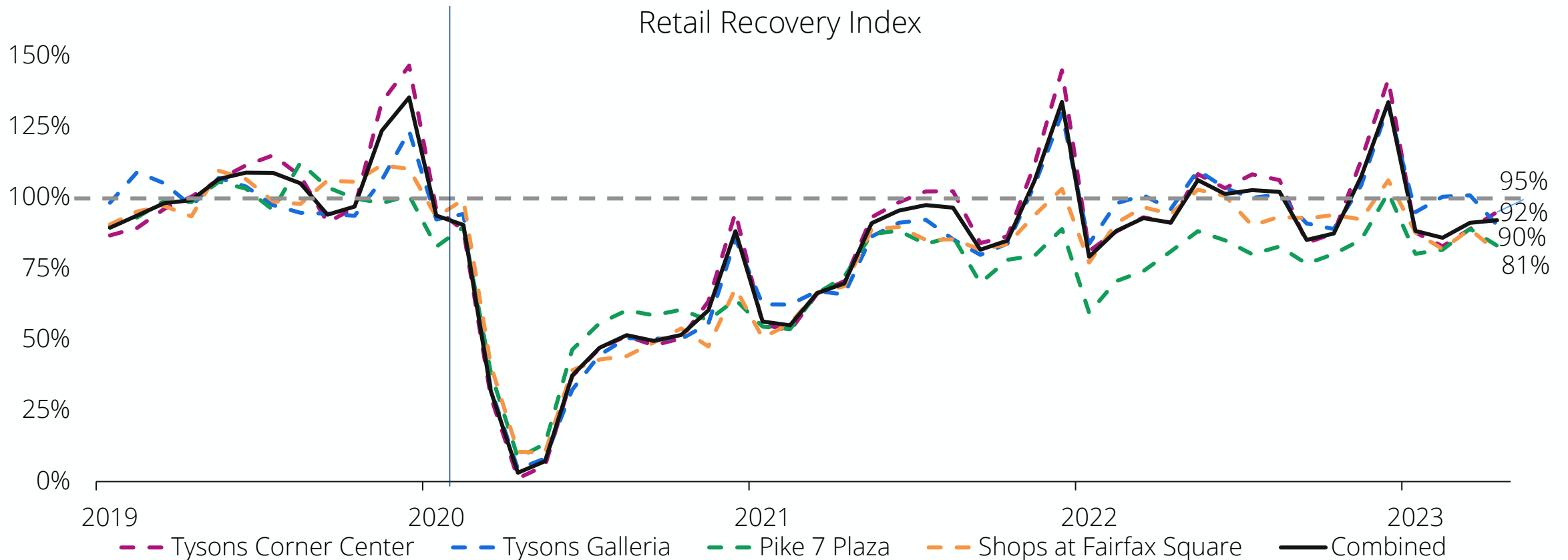
Retail Spending Residents Vs. Non-Residents



Source: Claritas Spotlight, HR&A Analysis, Placer.ai, Tyson's Urban Center

RETAIL | RETURN OF SHOPPERS

Tyson's retailers have seen **visitation recover substantially from the pandemic**, nearly reaching pre-COVID levels. Visitation recovery is strong across many of the major retail centers in Tyson, **particularly at Tyson's Corner Center and the Tyson's Galleria** - retail centers that draw most heavily from outside of Tyson.



Source: Placer AI, HR&A Analysis, Tyson's Urban Center

An index value of 100% represents the average retail visitation of 2019.

TAX IMPACT | TYSONS' IMPORTANCE TO FAIRFAX COUNTY

Tyson's success is **critical to the success of Fairfax County**. Despite occupying **only 1% of the County's land area**, the district **contributes 8% of County tax revenues**.

Tax Type	Tyson's	Fairfax County	Share of Fairfax County
Real Property	\$236M	\$3.2B	7%
Sales	\$23M	\$224M	10%
Transient Occupancy	\$2.6M	\$14.6M	18%
Total	\$268M	\$3.4B	8%

Tyson accounts for:

- 1%**
Share of Fairfax County's Land Footprint
- 5%**
Share of Fairfax County's Assessed Value
- 19%**
Share of Fairfax County's Hotel Rooms

Source: CoStar, County of Fairfax, HR&A analysis

DEMOGRAPHICS & REAL ESTATE | KEY TAKEAWAYS AND IMPLICATIONS

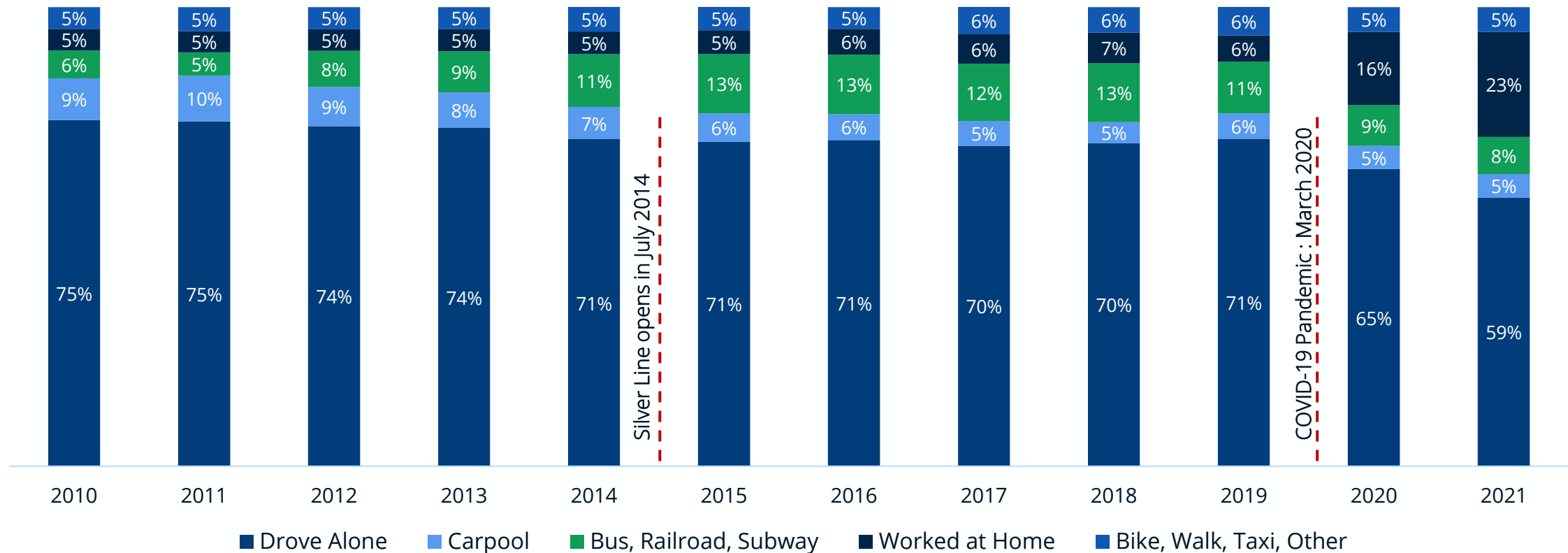
Key Takeaways:

1. Tysons continues to evolve into a true “live-work” regional destination, with 1.2K multifamily housing units added since 2020, growing total inventory by 16%.
2. Tysons’ office market struggles are reflective of national and regional trends; however, foot traffic activity at office buildings indicates that Tysons is slightly outperforming DC in terms of return-to-work.
3. While the hospitality market has continued to improve since 2020 performance lows, the region’s business travel-oriented market has not recovered to the same degree as other regional peers.
4. Tysons remains a strong regional retail destination, attracting over \$2.4B in annual spending.
5. Tysons generates an outsized tax revenue impact to Fairfax County, underscoring the district’s significant regional importance.

TRANSPORTATION | COMMUTING

American Community Survey data shows the **percent of people living in Tysons who drive alone to work has decreased** by almost 12% from pre-pandemic levels. This change **directly correlates to a significant increase in telework** from 6% in 2019 to 16% in 2020, and to 23% in 2021.

Transportation Mode Split - Residents in Tysons

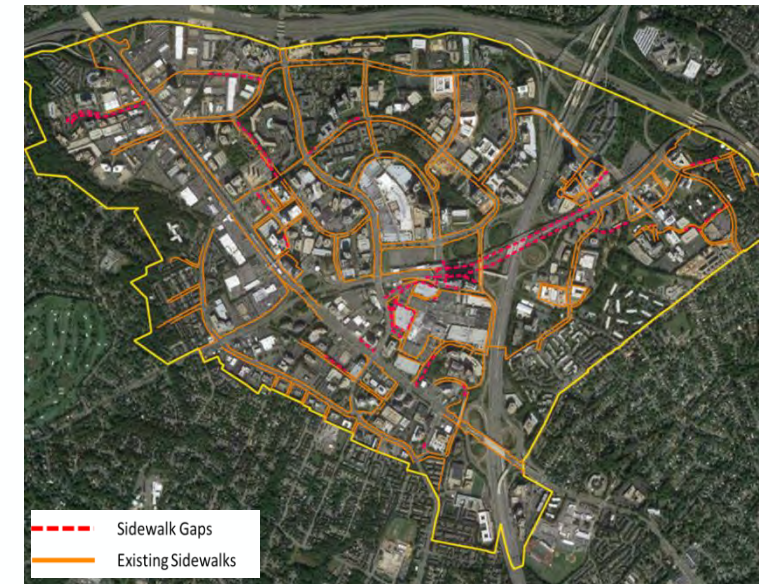
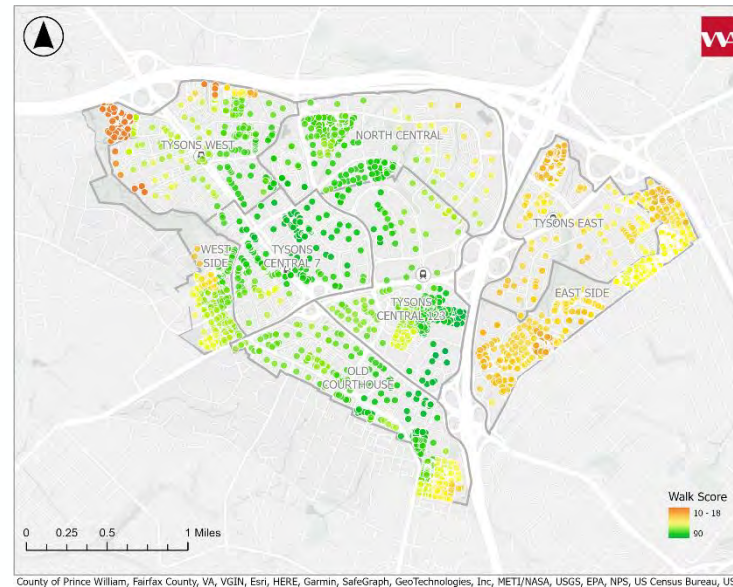
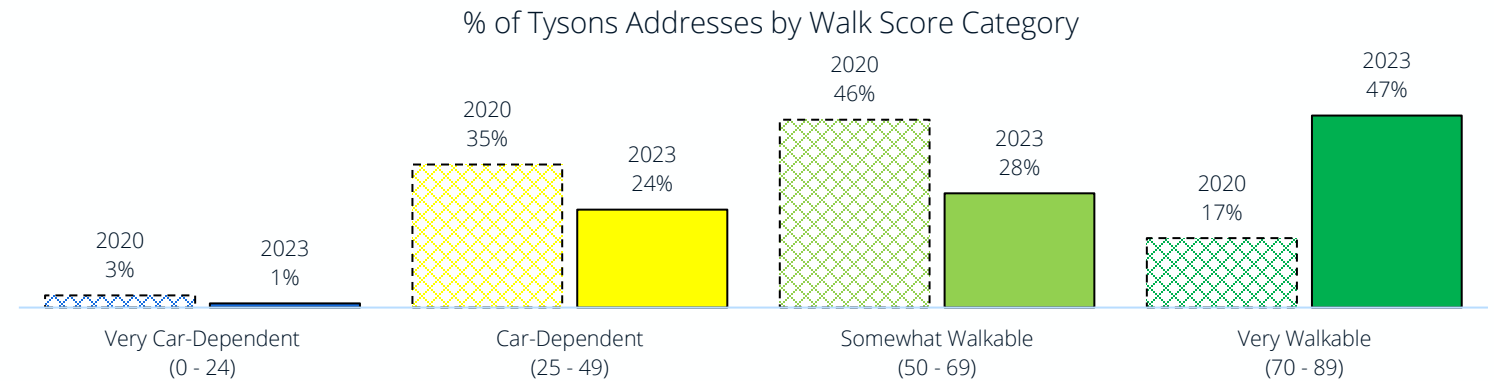


Source: ACS, Census Bureau, Tysons CDP

TRANSPORTATION | WALKABILITY

Tyson's walk score has increased from 54 in 2020 to 57 today.

- Population density growth within the core Tysons Central Planning districts in has most likely contributed to an increase of Walk Score.
- Areas near the Greensboro Metro Station in Tysons Central 7 are the most walkable according to Walk Score and Tysons East and East Side near the Mclean Metro station are the least walkable, consistent with 2020 analysis.
- In the last few years, several sidewalk projects have contributed to the 24 miles of existing sidewalks, but there remains 4.6 miles of missing sidewalks according to a recent inventory by the Alliance.

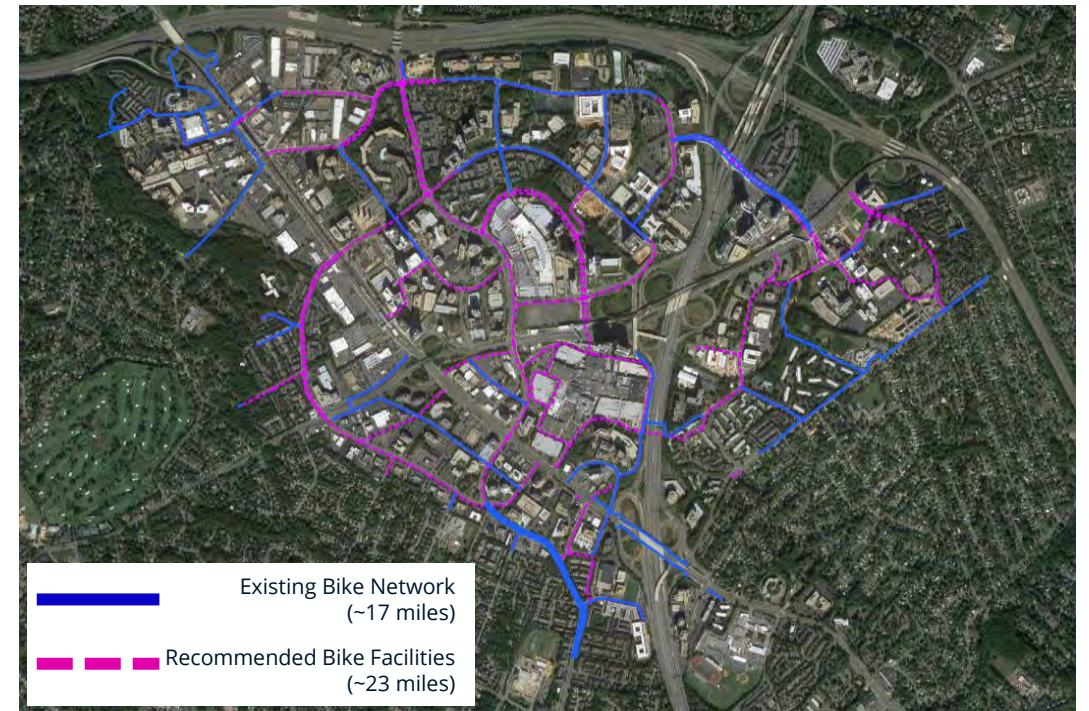
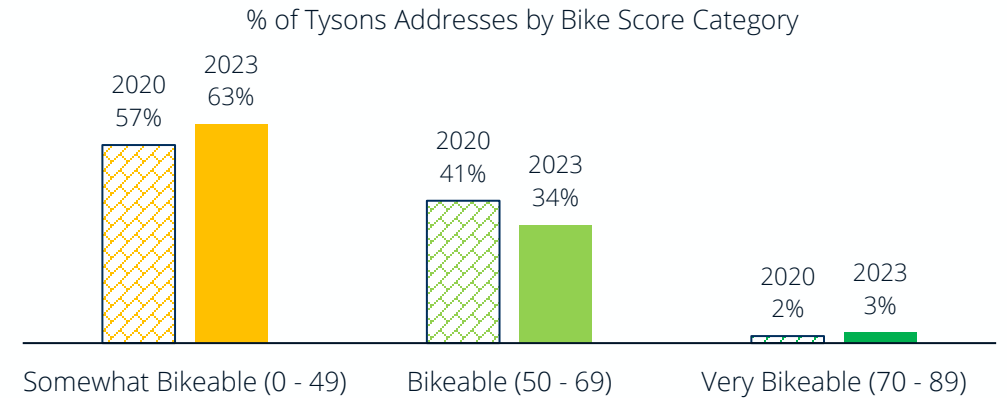
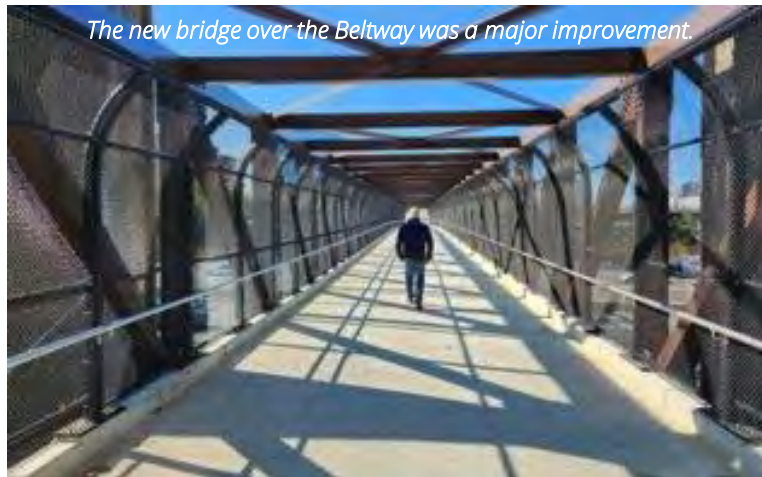


Source: WalkScore.com, Fairfax County GIS, and Tysons Community Alliance, Tysons Urban Center

TRANSPORTATION | BIKEABILITY

Tysons' bike score decreased from 47 in 2020 to 43 today.

- Bike score has dropped in the last three years, which could be a result of an increased demand for work from home, with fewer bike commuters.
- Lower speed limits and higher intersection density, and safe biking infrastructure imply bike friendliness. However, bike friendly areas in Tysons are disconnected from neighborhoods and busy streets like Route 7.
- One of the biggest challenges currently is the lack of bikeways across barriers arterial highways.



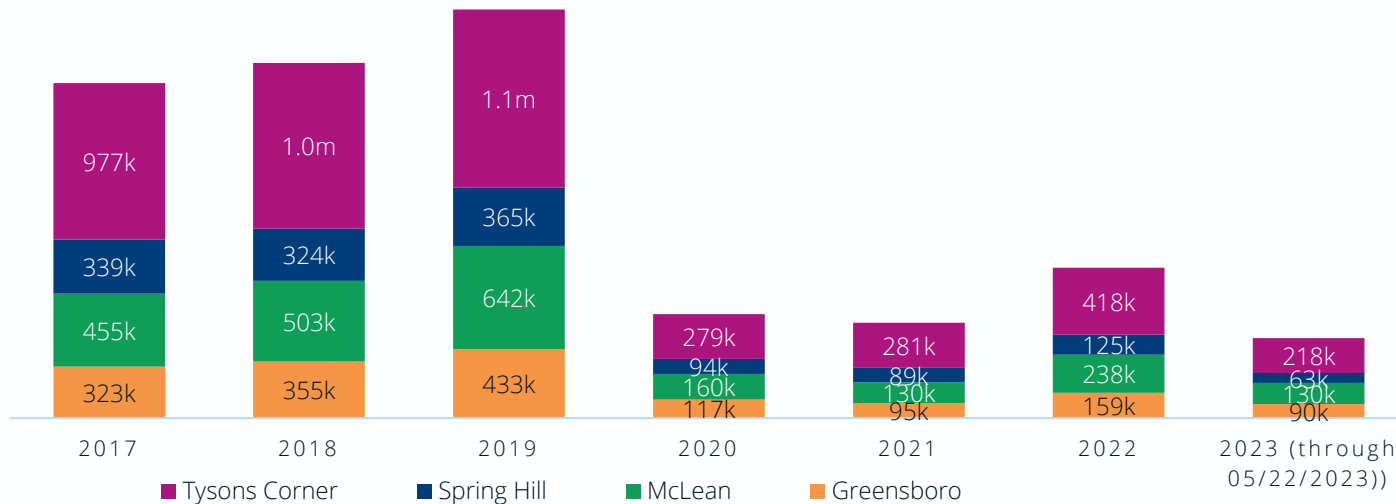
Source: Walkscore.com, Fairfax County, 2019 Bicycle Master Plan, Tysons Urban Center

TRANSPORTATION | TRANSIT ACCESSABILITY

Tysons' transit score increased from 53 in 2020 to 57 today.

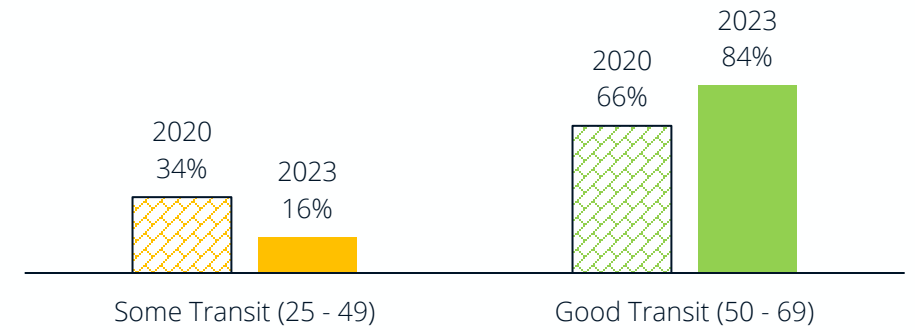
- In general Tysons has some access to Transit across the region. However, accessibility is limited on the East, West and South corners.
- Up until 2020, Metrorail usage at Tysons was trending up since the launch of Silver Line in 2014, with Tysons Corner and McLean stations as the busiest.
- Overall ridership in 2021 fell below 2020 levels but picked up with an YOY increase of 57% in 2022. Ridership in 2023 is in line with 2022 trends.

Tysons Metrorail Ridership



Source: Walkscore.com, Fairfax County, WMATA Ridership Data, Tysons Urban Center


% of Tysons Addresses by Transit Score Category



TRANSPORTATION | KEY TAKEAWAYS AND IMPLICATIONS

Key Takeaways:

1. Driving as a commute mode is down. Potential causes include increased telework, increased transit access & TDM activity.
2. Walk Score as a metric of walkability is up. Potential causes include increased population density and access to amenities.
3. Teleworking as a mode of work is up. Potential causes include the pandemic and new teleworking policies.
4. Transit Score is up, and Metrorail usage is picking up. Potential causes include increased population density and proximity to transit.
5. Bike Score as a metric of bikeability is down, Potential causes include reduced biking and lack of infrastructure connectivity.



02

Demographics

SUMMARY OF KEY FINDINGS - DEMOGRAPHICS

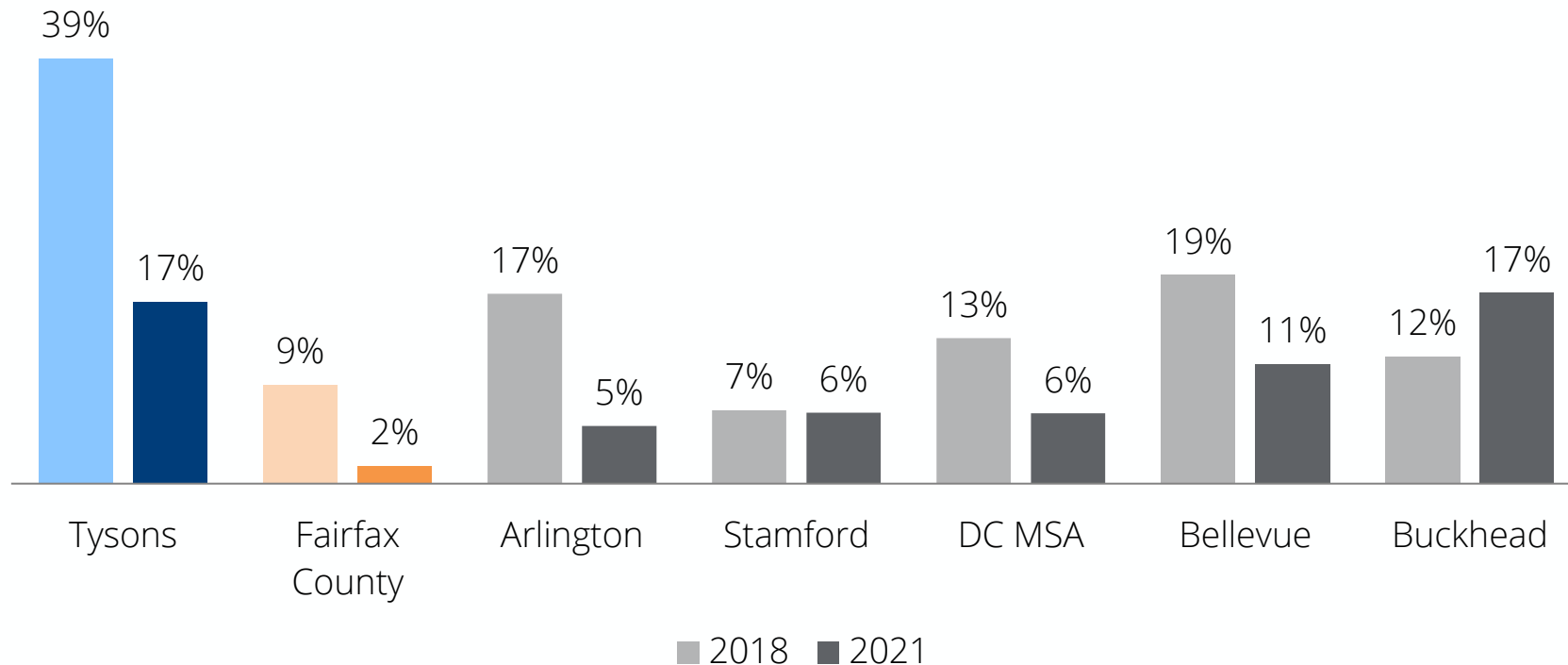
Key Takeaways:

- Tysons has established itself as **much more than a commercial hub**. It has higher rates of population and household growth compared to Fairfax County and the broader DC MSA.
- Compared to Fairfax County, Tysons attracts **residents that skew younger, less affluent, and single**.
- Tysons has **continued becoming more diverse**, 49% of residents are non-white, which is higher than Fairfax County but on par with the DC MSA.
- By 2030, the population in Tysons is projected to hover around 43K, supporting **Tysons' transition to a more balanced neighborhood**. However, it may also indicate that additional infrastructure and programming is needed to serve the influx of new residents.

DEMOGRAPHICS | POPULATION GROWTH

Tysons has grown 2.6% annually, which is more than **nine times the County average** and is greater than most comparable submarkets.

Population Growth



Tysons
29K Residents
 2021 Population
2.6%
 Annual growth*

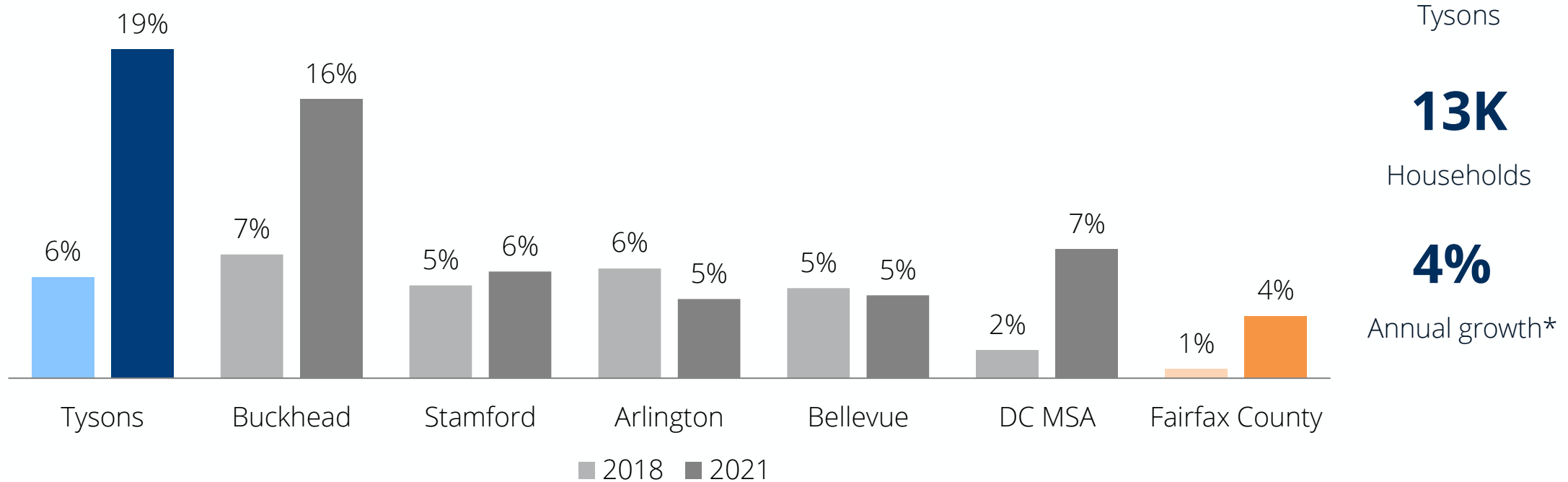
* Based on 5 years ending 2015 and 2021

Source: ACS 5-Year Estimates and Fairfax County Geospatial Data, Tysons CDP

DEMOGRAPHICS | HOUSEHOLD GROWTH

Tyson's continues to be a **leader in residential growth**, outperforming its regional and national peers. Tyson's **household growth rate has tripled** over the past three years compared to the preceding three-year period.

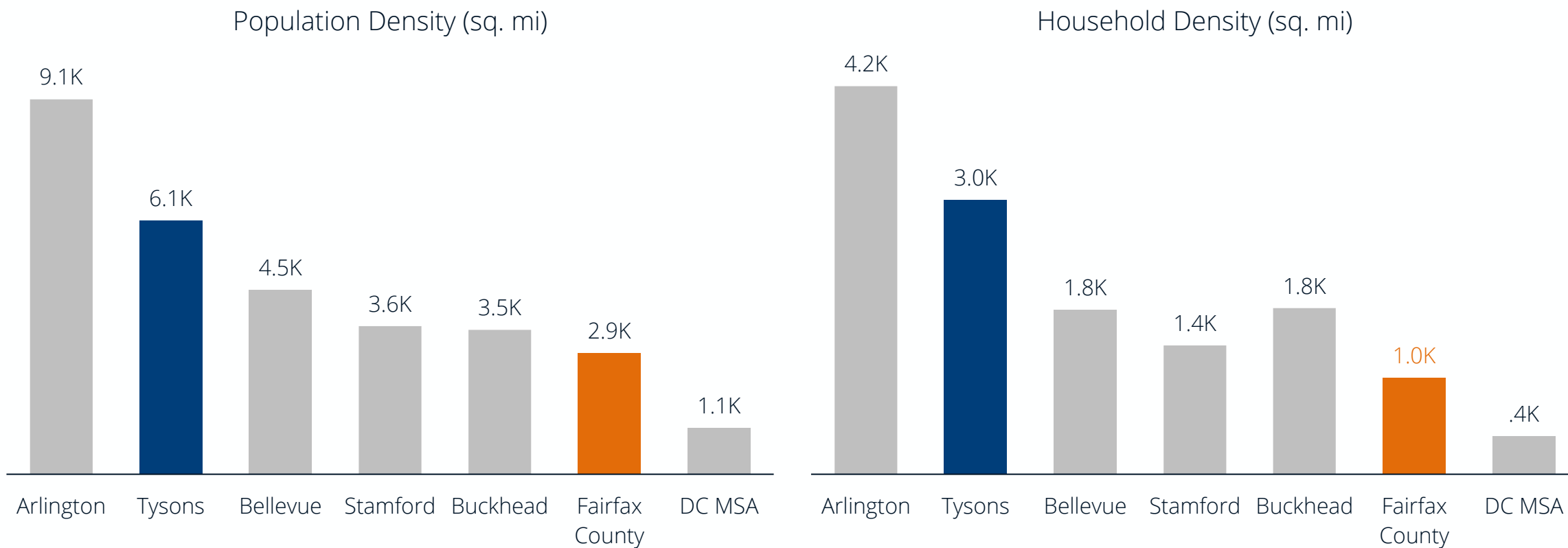
Total Household Growth



* Compounded annual growth rate based on 5 years ending 2015 and 2021
Source: ACS 5-Year Estimates and Fairfax County Geospatial Data, Tyson's CDP

DEMOGRAPHICS | POPULATION AND HOUSEHOLD DENSITY

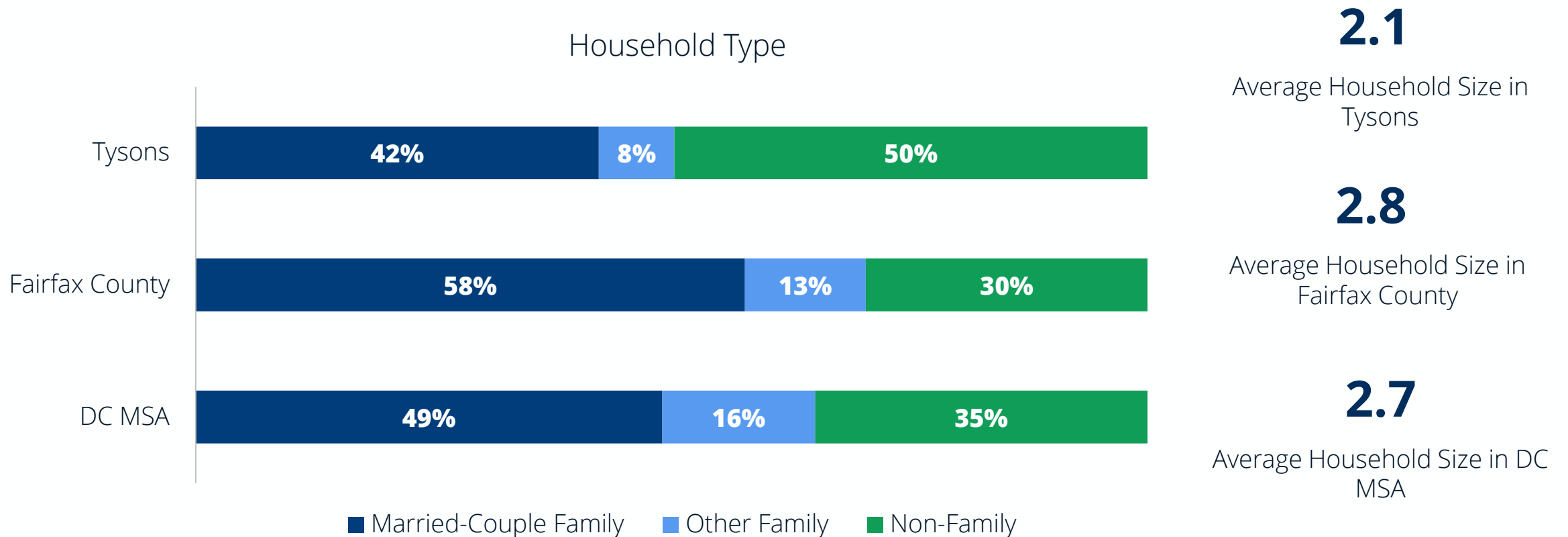
Other than Arlington, Tysons is **more densely populated** than other peer communities and the region, with around 6K residents per square mile. As Tysons continues to attract new residents and households, Tysons will continue to densify and **shrink the gap with Arlington**.



Source: ACS 5-Year Estimates, Tysons CDP

DEMOGRAPHICS | HOUSEHOLD TYPE AND SIZE

Tysons has an **equal number of family and non-family households**, contrasting with Fairfax County which skews toward family households. This **pattern is reflected in average household size** as Tysons averages barely more than two persons per household while Fairfax County and the DC MSA approach three persons per household.

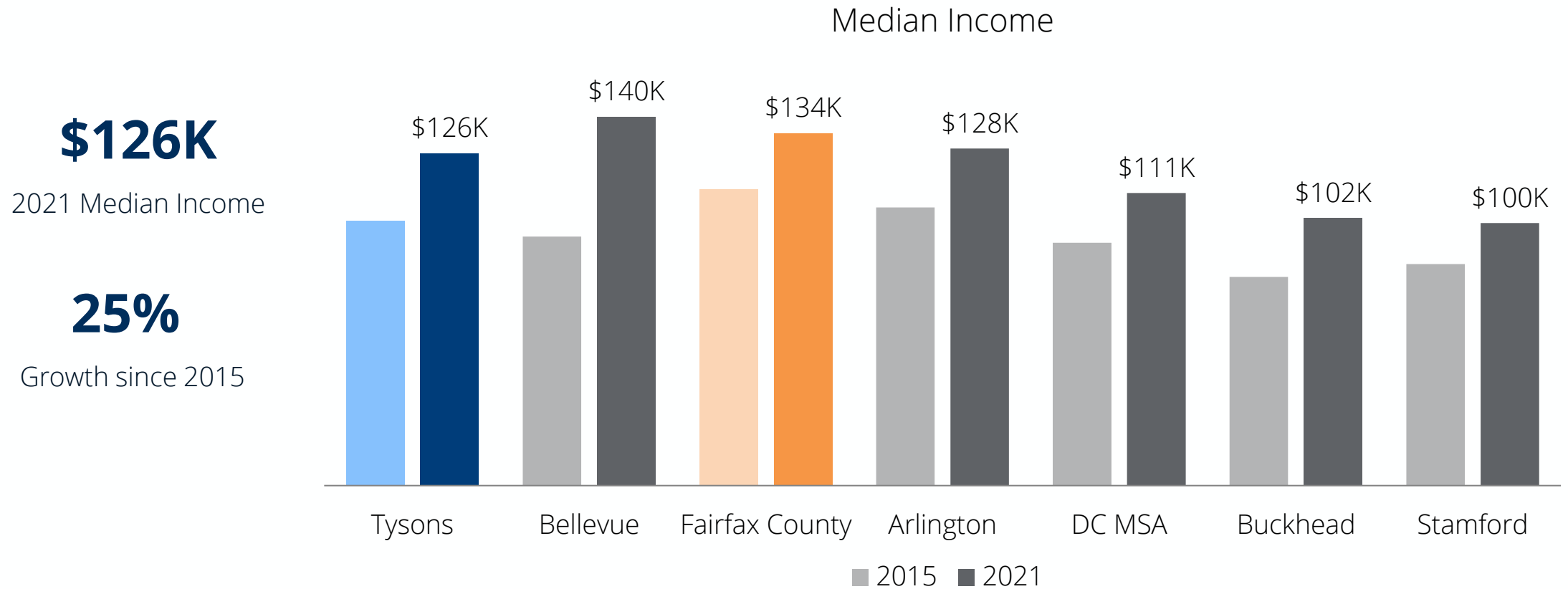


**based on 5 years ending 2015 and 2021*

Source: ACS 5-Year Estimates, Tysons CDP

DEMOGRAPHICS | MEDIAN INCOME

The median income in Tysons is \$126K, which is **only slightly lower than the County** average. However, median income growth in Tysons has **outpaced Fairfax County at 25%**, indicating Tysons **appeals to younger, high-income households**. If these trends continue, Tysons will soon surpass the County in median income.

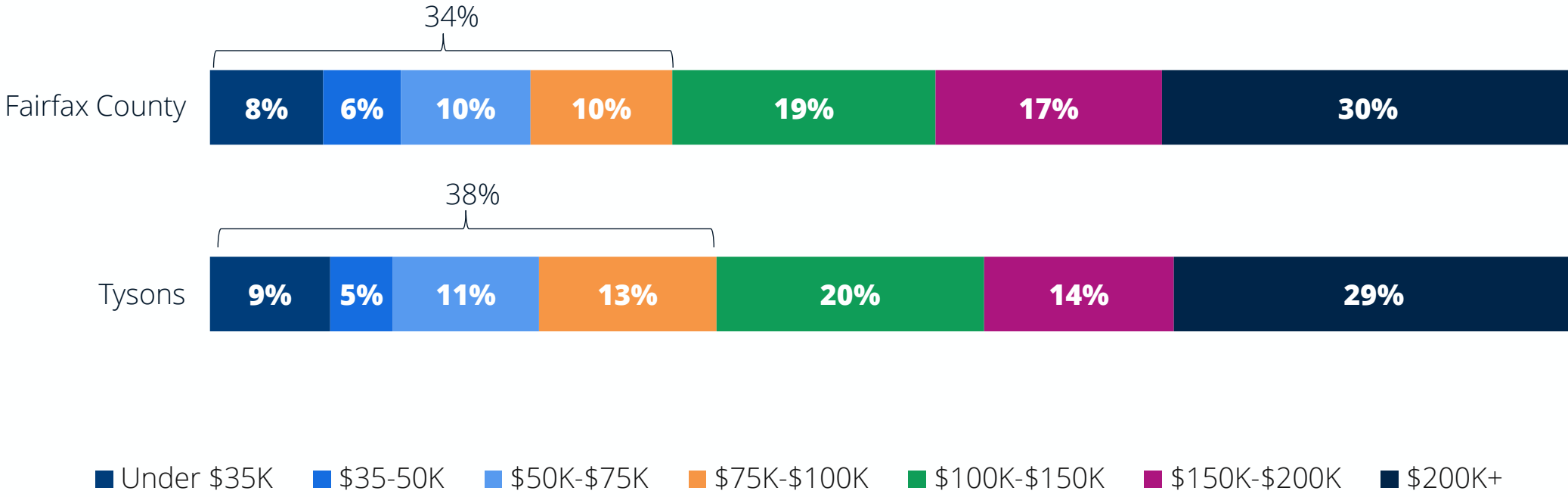


Note: 2021 is the most recent ACS data available.
Source: ACS 5-Year Estimates, Tysons CDP

DEMOGRAPHICS | INCOME DISTRIBUTION

Tysons income distribution contains a **higher share of lower- to middle-income households** (up to \$100K) compared to Fairfax County. However, Tysons also has a **similar share of very high-income households** (earning over \$200K), illustrating the **economic diversity** of households that call Tysons home and underscoring the **need for housing at a variety of price points**.

Household Income Distribution

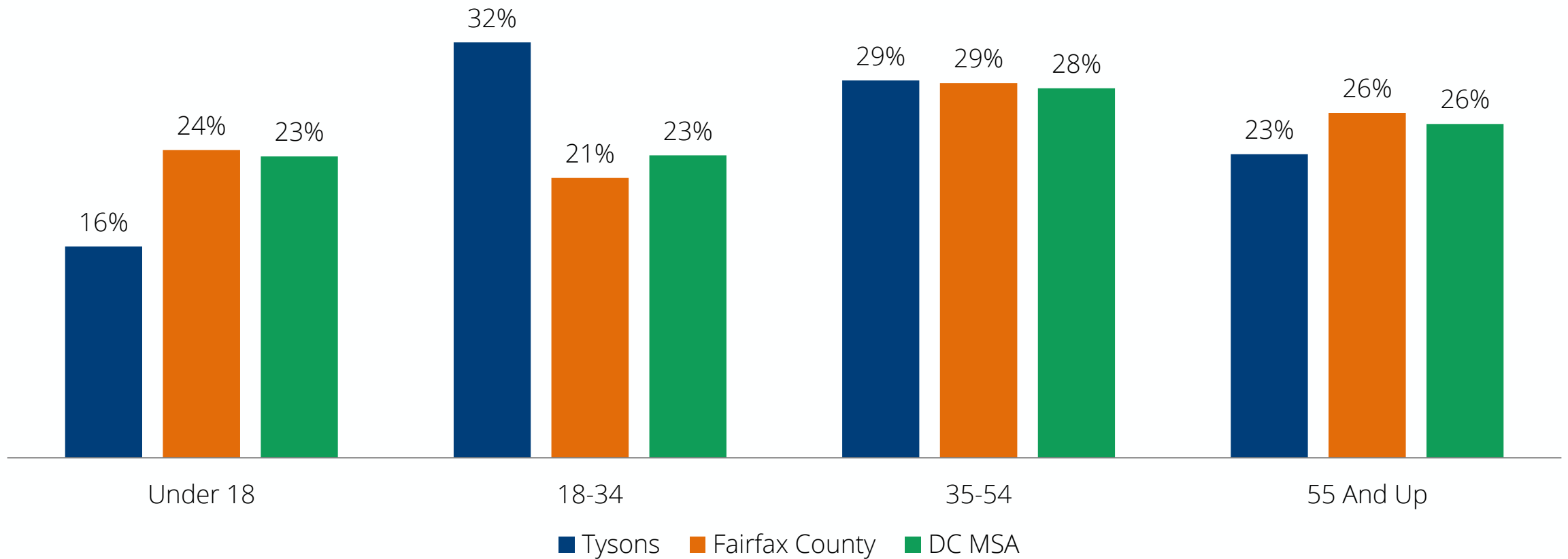


**based on 5 years ending 2021*
 Source: ACS 2021 5-Year Estimates, Tysons CDP

DEMOGRAPHICS | AGE DISTRIBUTION

Compared with Fairfax County and the MSA, Tysons has a **significantly larger share of young adults**, with over a third of the population aged 18-34. Additionally, Tysons has a **significantly smaller share of children under 18**, illustrating Tysons' **strong appeal to young-to-mid career professionals** without children.

Age Distribution

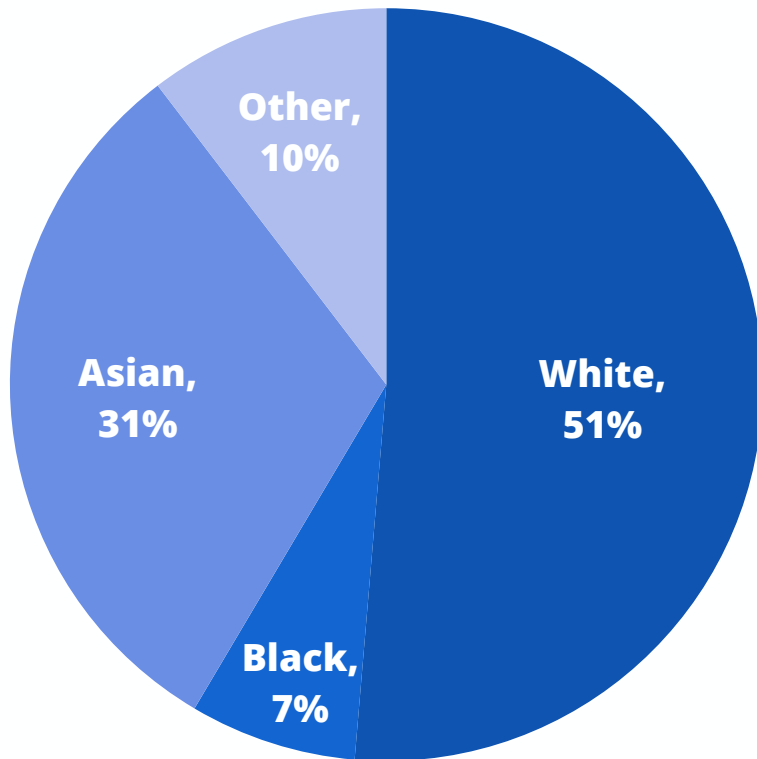


Source: ACS 5-Year Estimates, Tysons CDP

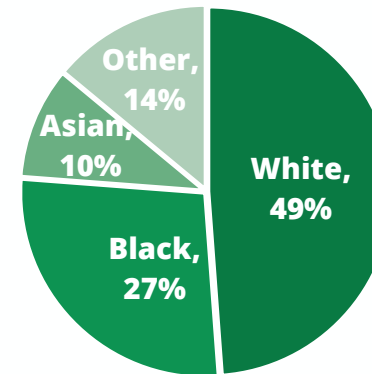
DEMOGRAPHICS | RACE

Both Tysons and the DC MSA have similar concentrations of white residents, however Tysons has a **larger concentration of Asian residents** and lower concentration of Black residents. **Tysons skews more diverse than Fairfax County** but lags the DC MSA as a whole.

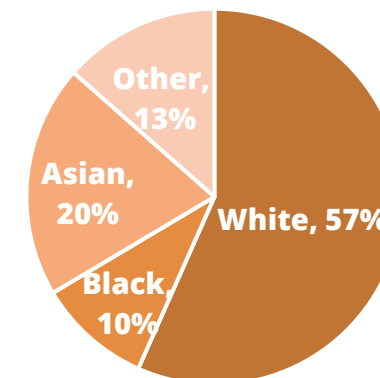
Tysons Race



DC MSA Race



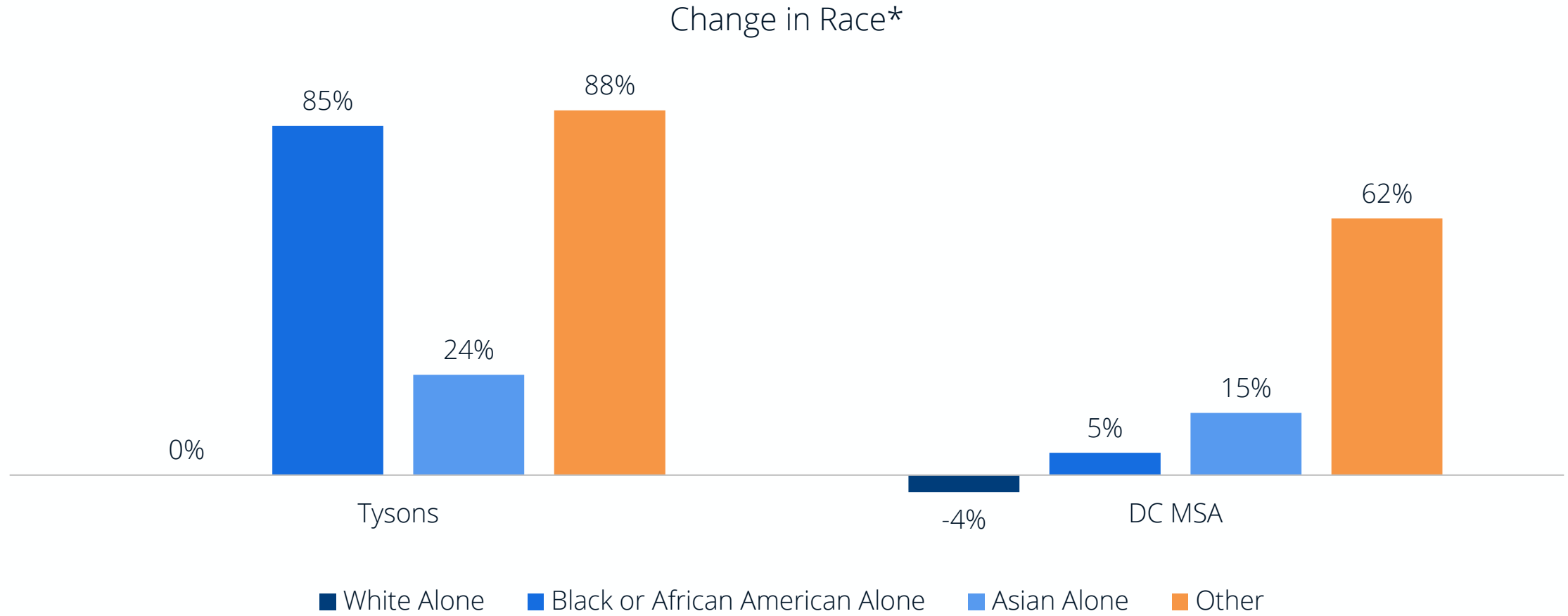
Fairfax County Race



Source: ACS 5-Year Estimates, Tysons CDP

DEMOGRAPHICS | RACE CHANGE

Since 2015, Tysons has become more diverse with an **85% increase in Black residents** and a **24% increase in Asian residents**.

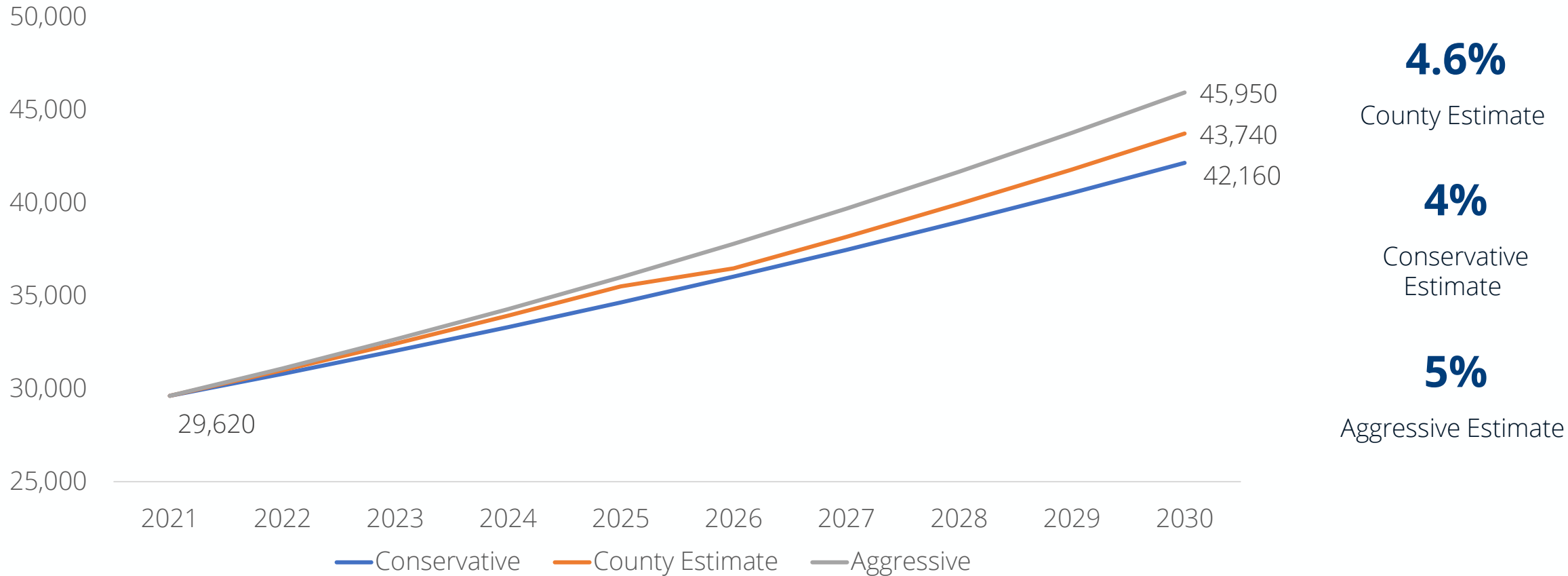


*based on 5 years ending 2015 and 2021
Source: ACS 5-Year Estimates, Tysons CDP

DEMOGRAPHICS | PROJECTED POPULATION GROWTH

In 2030, the population in Tysons is projected to range between **42K and 45K**, depending on estimate. Under these differing scenarios, Tysons is **still forecasted to grow faster than Fairfax County** as a whole.

Tysons Projected Growth

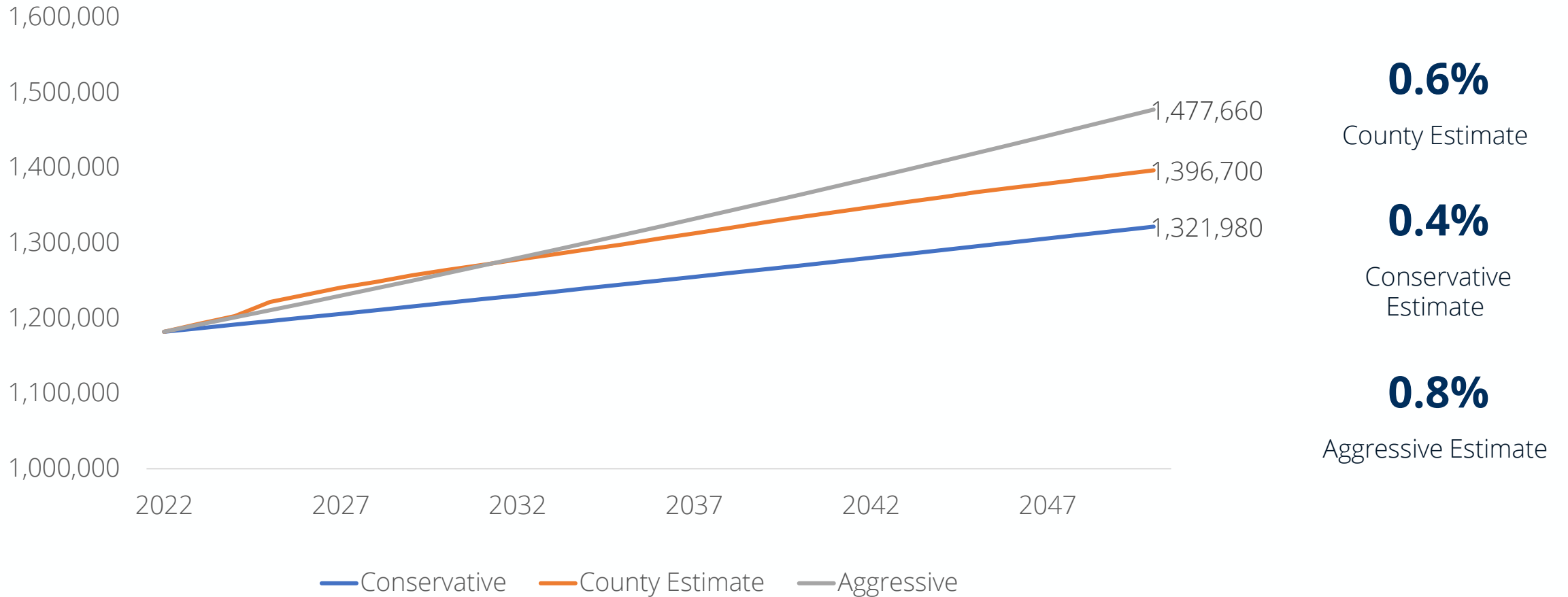


Source: Fairfax County Geospatial Data, HR&A analysis

FAIRFAX COUNTY PROJECTED POPULATION GROWTH

In 2030, the population in Fairfax County will range between **1.3M and 1.4M**, reflecting substantially slower growth than expected in Tysons.

Fairfax County Projected Growth

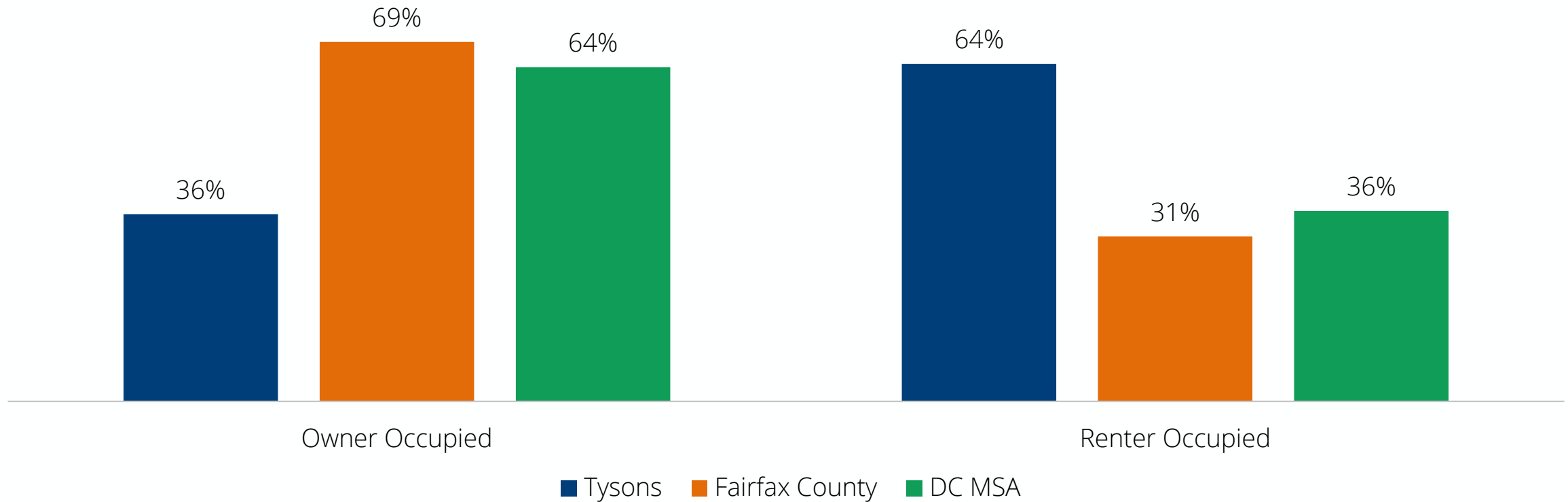


Source: Fairfax County Geospatial Data, HR&A analysis

HOUSING TENURE

In Tysons, **64% of homes are renter-occupied**, which is significantly larger than the county rate of 31%. This is **primarily driven by the housing stock of Tysons** which skews heavily towards large, multifamily rental properties.

Housing Tenure



Source: ACS 5-Year Estimates, Tysons CDP

A cityscape at dusk with a prominent skyscraper and a highway interchange. The sky is dark with some clouds, and the city lights are visible. A green vertical bar is on the left side of the page.

03

Residential Analysis

Key Takeaways:

- Available **housing units are projected to grow** by over 82% in the next ten years. This is substantially higher than the county rate of 25%.
- Since the beginning of 2022, there have been over 1,000 new rental units. Instead of markedly increasing vacancy, absorption has kept up, **indicating demand for housing in Tysons.**
- **Housing costs continue to climb**, but are **in line** with **regional and national trends.** Growth in home sales price mirror trends in Fairfax County and rent growth in Tysons **mirrors other, national peer markets.**
- While there has been a concerted effort to increase the **affordable housing** stock, the majority of available units are affordable to **households that earn more than 60%** of the area median income.

RESIDENTIAL | MULTIFAMILY INVENTORY

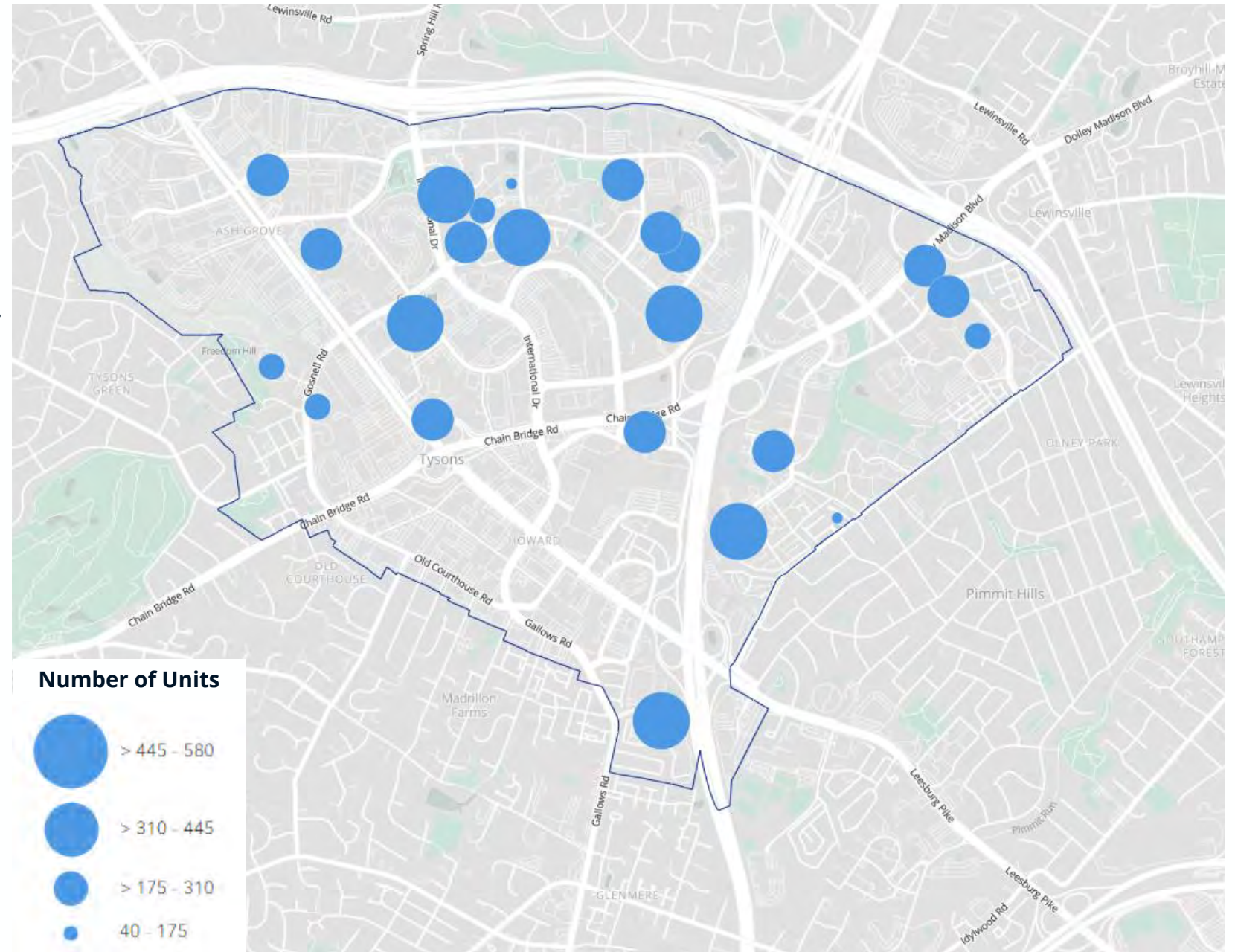
There are 23 existing multifamily housing communities with 8.6K units in Tysons. Since the beginning of 2020, 1.2K units have been added, a 16% increase.

18

Average Age of Development

901

Average Unit Square Footage



RESIDENTIAL | PIPELINE PROJECTS

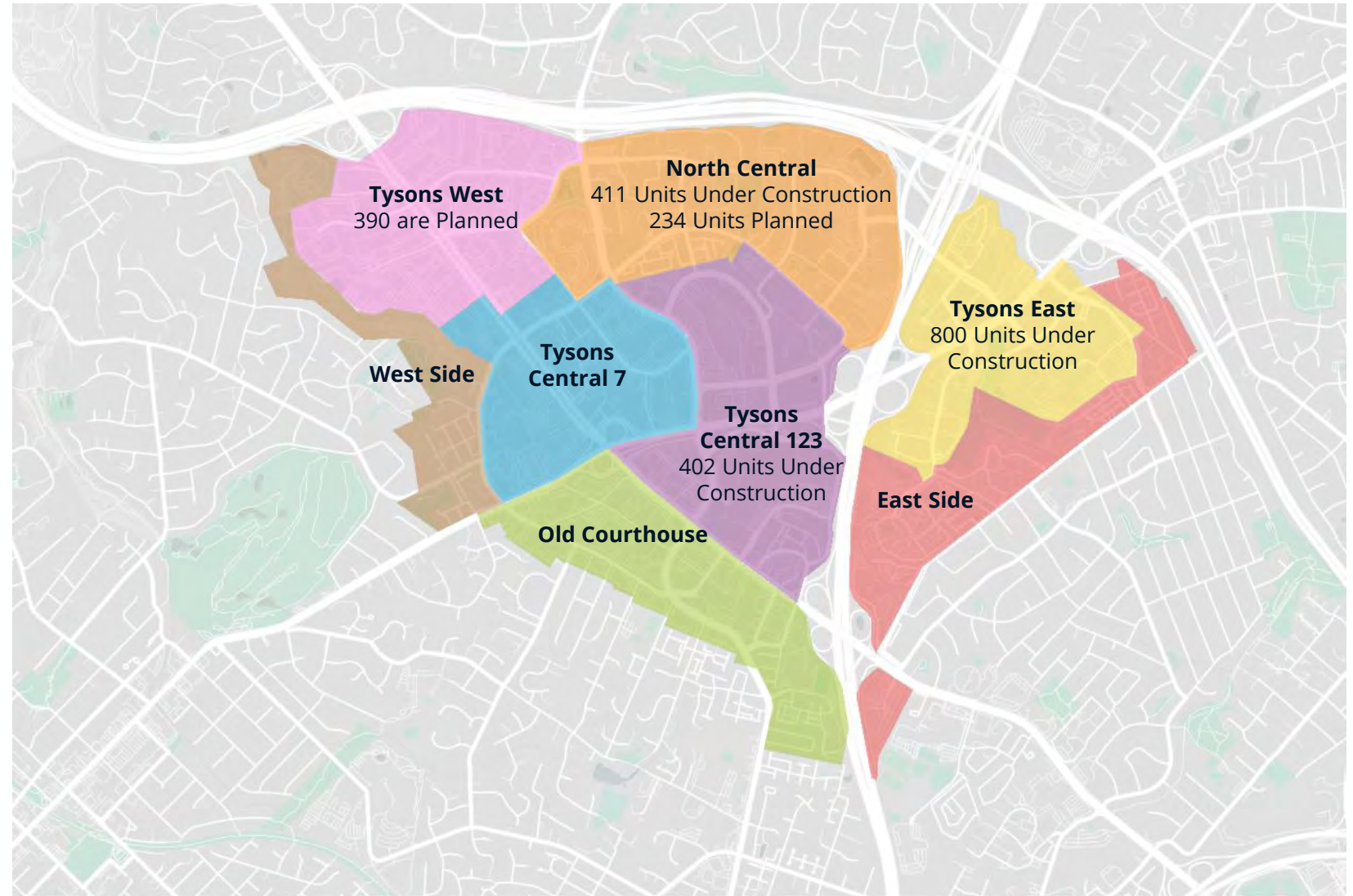
New residential development is happening along the I-495 corridor. Planned residential development is also occurring along the VA-7 corridor, in Tysons West.

1.6K

Units Under Construction

624

Units are Planned

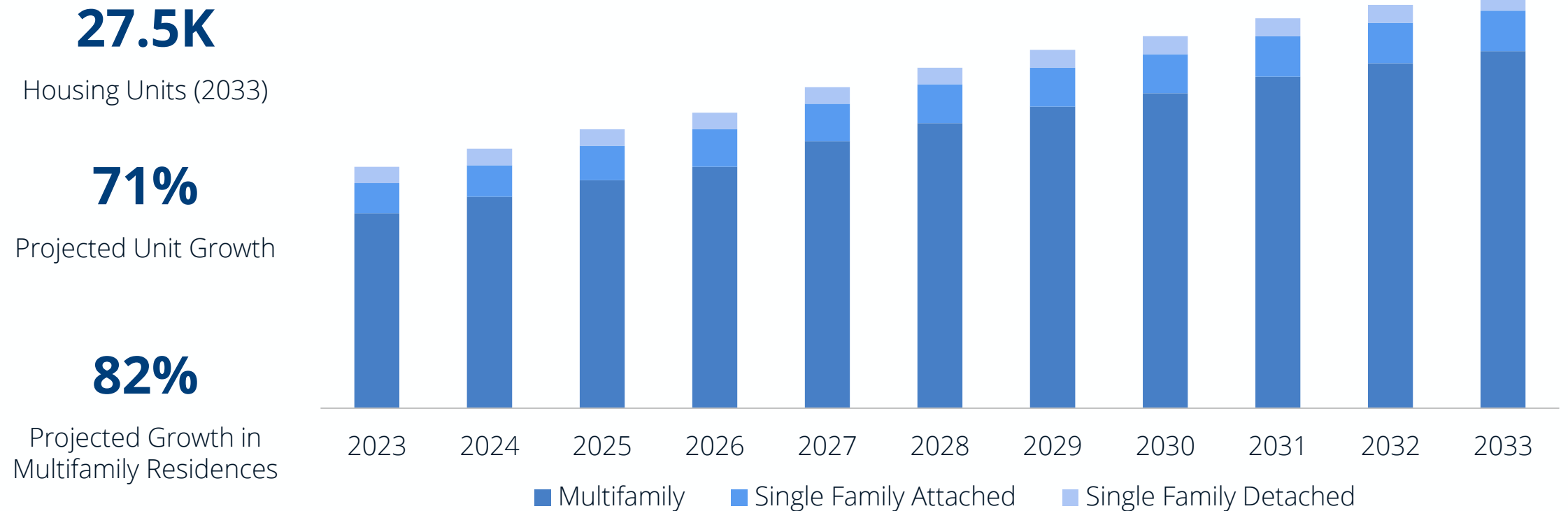


*Note: Planned units are those with an approved or pending site plan, but are not yet under construction.
Source: ESRI, Fairfax County Data, HR&A Analysis, Tysons Urban Center*

RESIDENTIAL | PROJECTED HOUSING UNITS

Between 2023 and 2033, multifamily units in Tysons are **expected to grow 82%**, which is significantly more than the county rate of 25%. This will **well position Tysons to capture future County growth**, particularly smaller households.

Projected Housing Units in Tysons

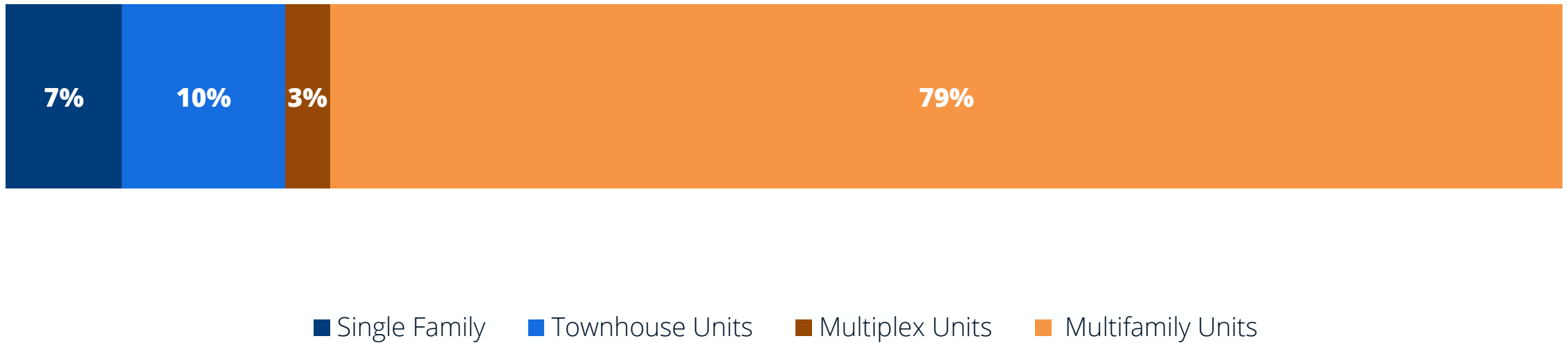


Source: Fairfax County Geospatial Data, HR&A analysis, Tysons Urban Center

RESIDENTIAL | CURRENT HOUSING UNITS

Multifamily and multiplex units make up 82% of the current housing units in Tysons – underscoring the **region’s smaller average household size** and appeal to younger and non-family households.

Current Units in Tysons

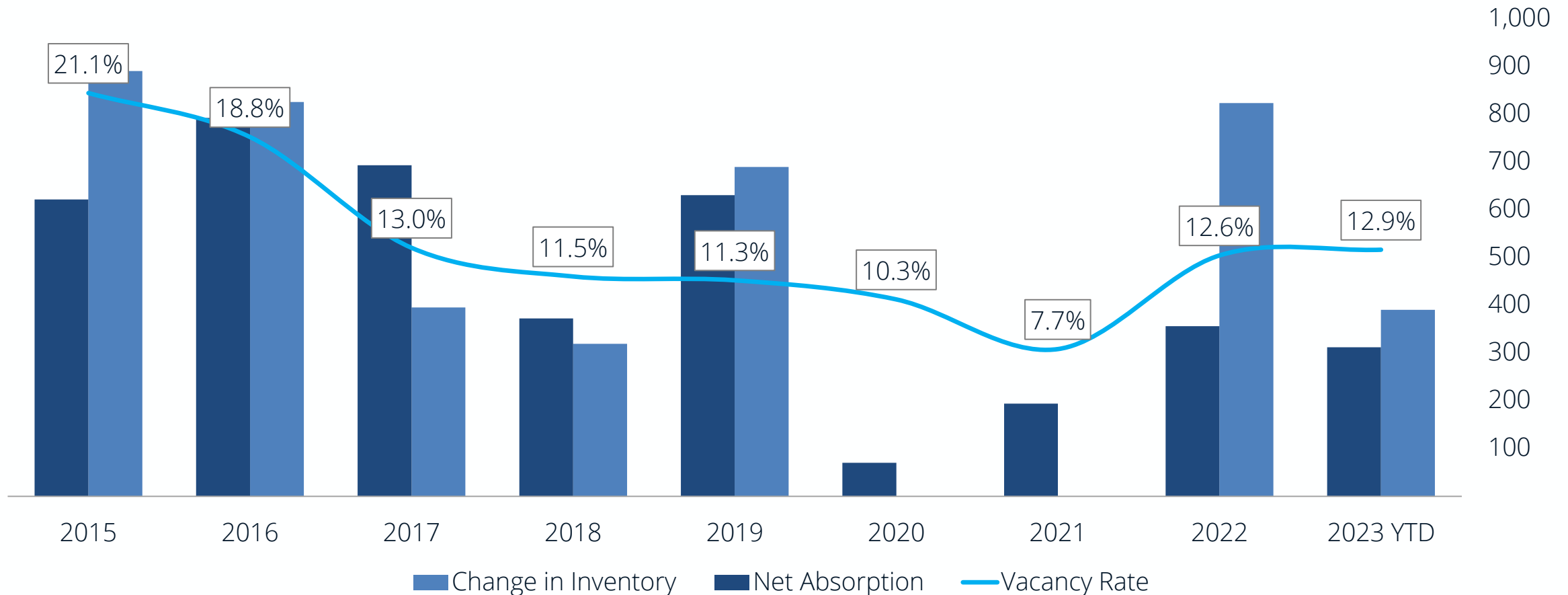


*Note: Multiplex units are in 2-4 unit properties. Multifamily units are in properties with 5+ units.
Source: Fairfax County Geospatial Data, HR&A analysis, Tysons Urban Center*

RESIDENTIAL | RENTAL MARKET PERFORMANCE

While a spike in recent residential deliveries increased vacancy somewhat, steady vacancy in 2023 suggest that **most new units are being leased**. This trend is indicative that there is substantial **demand for new units** in Tysons.

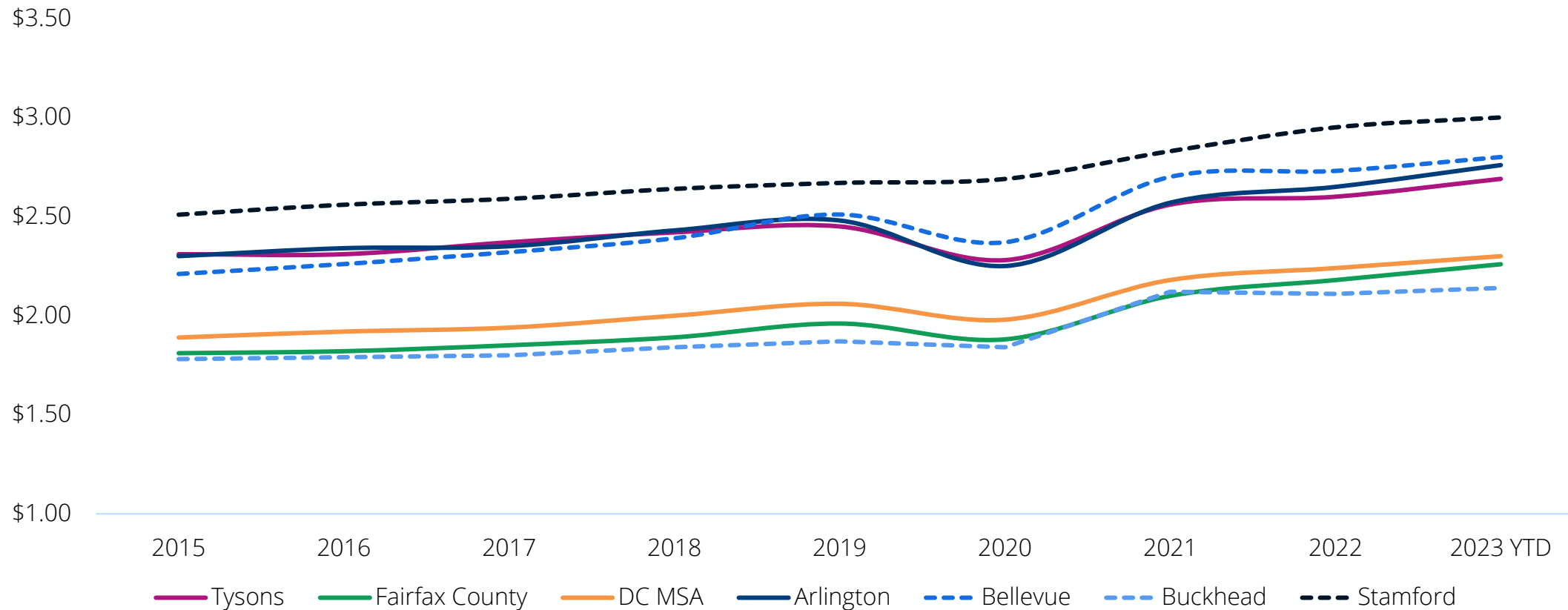
Tysons Residential Rental Market Performance



RESIDENTIAL | EFFECTIVE RENTS

Since the onset of the COVID-19 pandemic, effective rents in Tysons have recovered and **exceeded their pre-pandemic levels**, in line with regional and national trends.

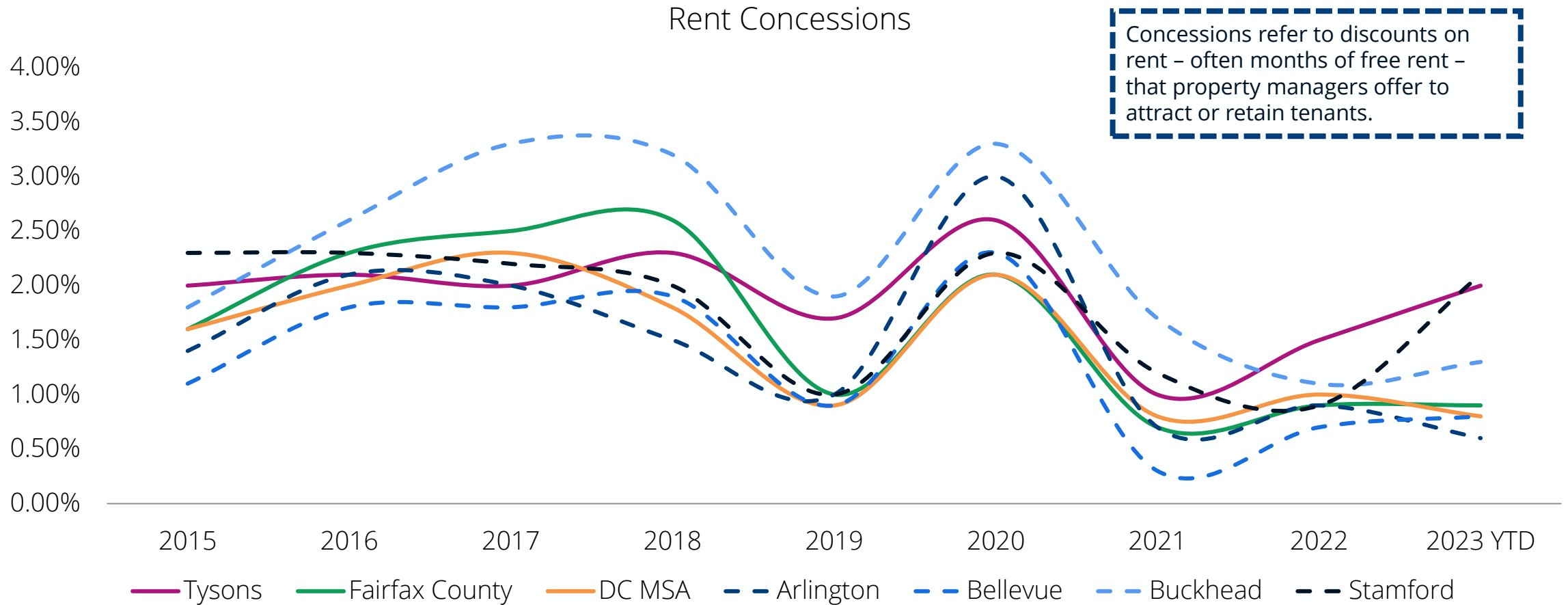
Effective Rents Over Time



Source: CoStar, HR&A Analysis, Tysons Urban Center

RESIDENTIAL | RENT CONCESSIONS

Since 2021, rent concessions in Tysons have been **steadily increasing**. Tysons almost leads the study areas with a 2% concession rate, driven by the **significant number of new deliveries**.

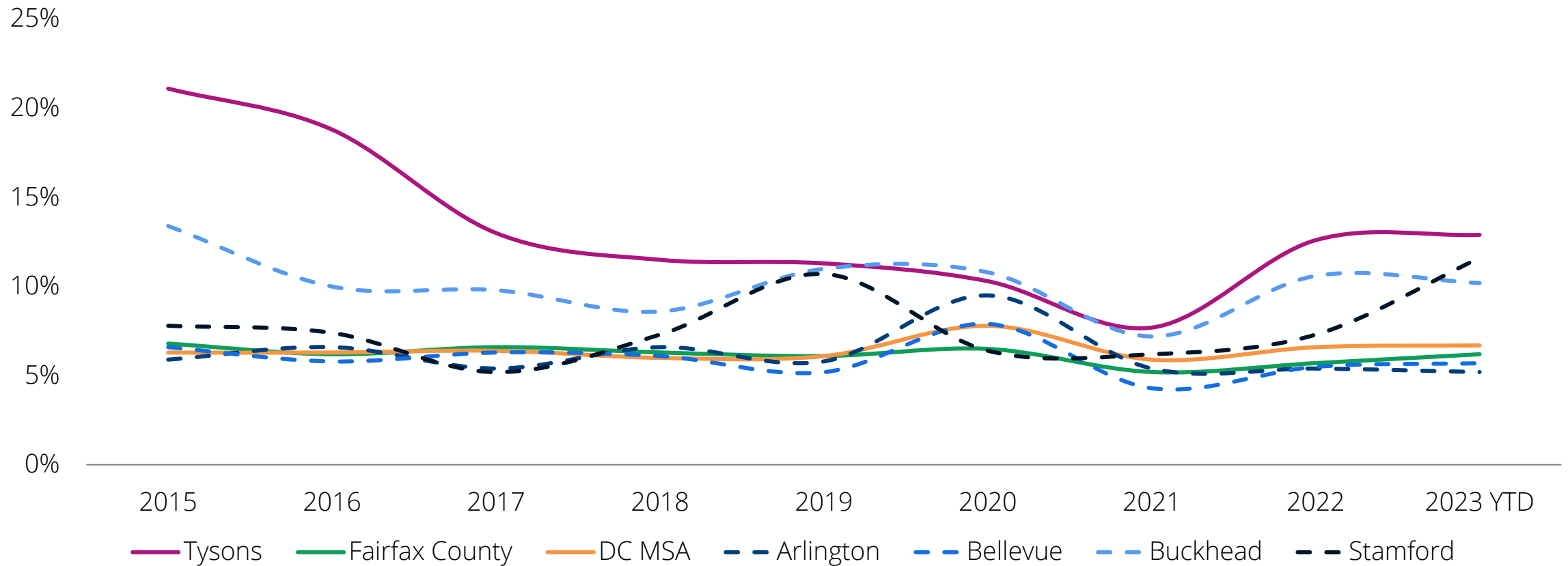


Source: CoStar, HR&A Analysis, Tysons Urban Center

RESIDENTIAL | VACANCY

Vacancy in Tysons **remains elevated at 13%**, compared to regional peers which are all below 7%, **driven by recent new deliveries**. Given strong absorption, this elevated vacancy is **not indicative of a weak market**.

Vacancy Over Time



Source: CoStar, HR&A analysis, Tysons Urban Center

RESIDENTIAL | RENTAL COMPARABLES

Tysons has a wide range of rental homes, from garden style to high-rise. Most homes have on-site parking, access to public transit, and amenities.



The Rylan (2023)
Mid-Rise



Lumen at Tysons (2019)
High Rise



Commons of McLean (1969)
Garden Style

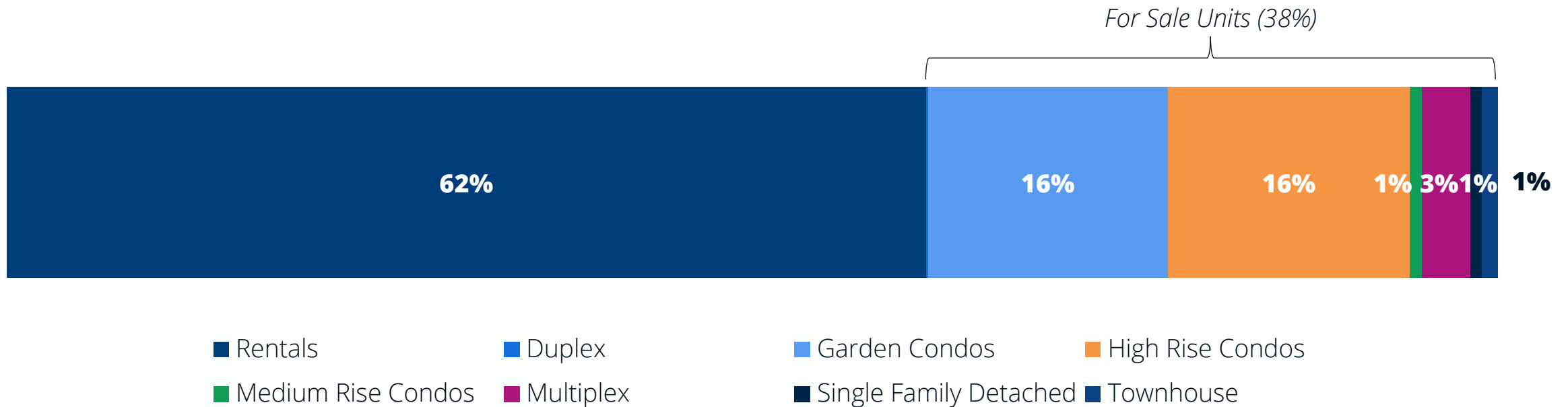
Units	390	398	204
Average Rent	\$2,864	\$2,378	\$2,029
Rent PSF	\$2.85	\$3.25	\$2.09
Class	B	A	B
Vacancy	65.6%	6.2%	2.1%
Parking	Private access parking garage	Garage parking	1,200 spots, free, unstructured
Unit Mix	1 BD: 43% 2 BD: 57%	Studio: 14% 1 BD: 54%	2 BD: 31% 3 BD: 1% 1 BD: 28% 3 BD: 7% 2 BD: 62% 4 BD: 2%

Source: CoStar, HR&A analysis, Tysons Urban Center

RESIDENTIAL | HOUSING STOCK

Only 38% of the available housing stock is comprised of owner-occupied units. There are **1.6 rental units for every for-sale unit** in Tysons. Less than 1% of the housing stock is made up of single-family detached homes. Most of these are located adjacent or right outside of the urban center boundary.

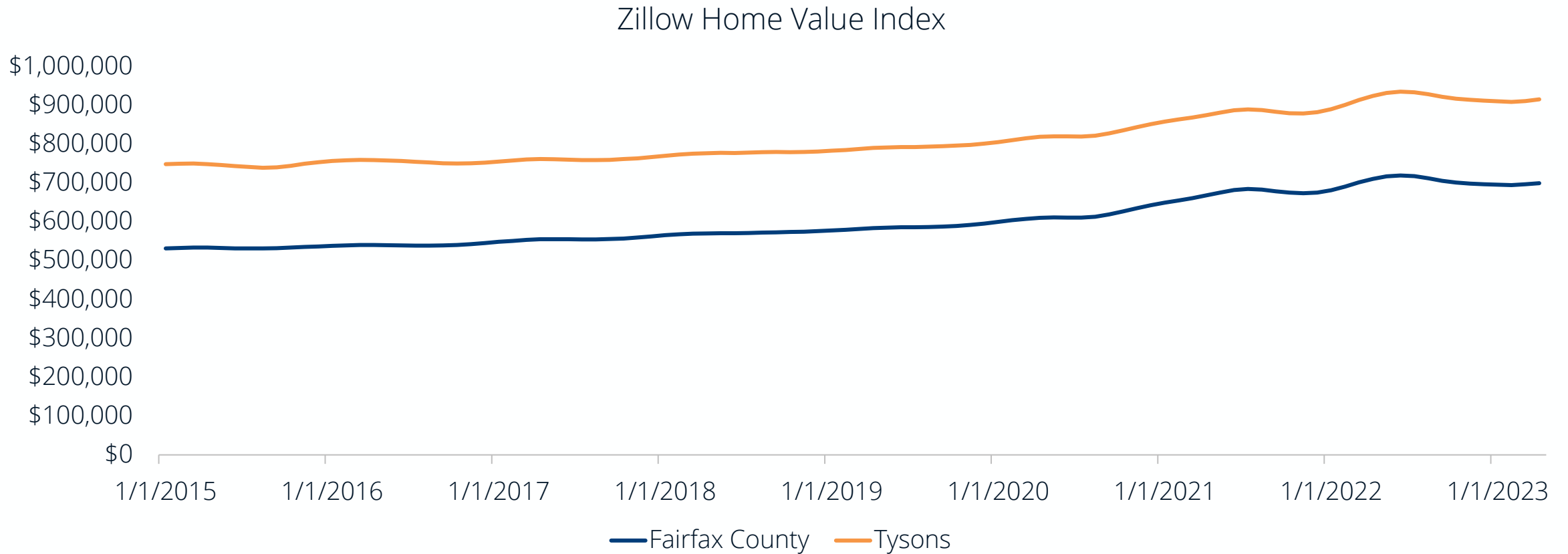
Housing Stock



Source: Fairfax County data, CoStar, HR&A analysis, Tysons Urban Center

RESIDENTIAL | HOME SALES PRICE TRENDS

Home prices in the zip codes surrounding **Tysons are 1.3x higher than the county as a whole**. This gap has remained consistent since 2015, indicating **that Tysons is influenced by County price trends**.



Source: Zillow Home, HR&A analysis, Tysons Urban Center

RESIDENTIAL | FOR-SALE UNITS

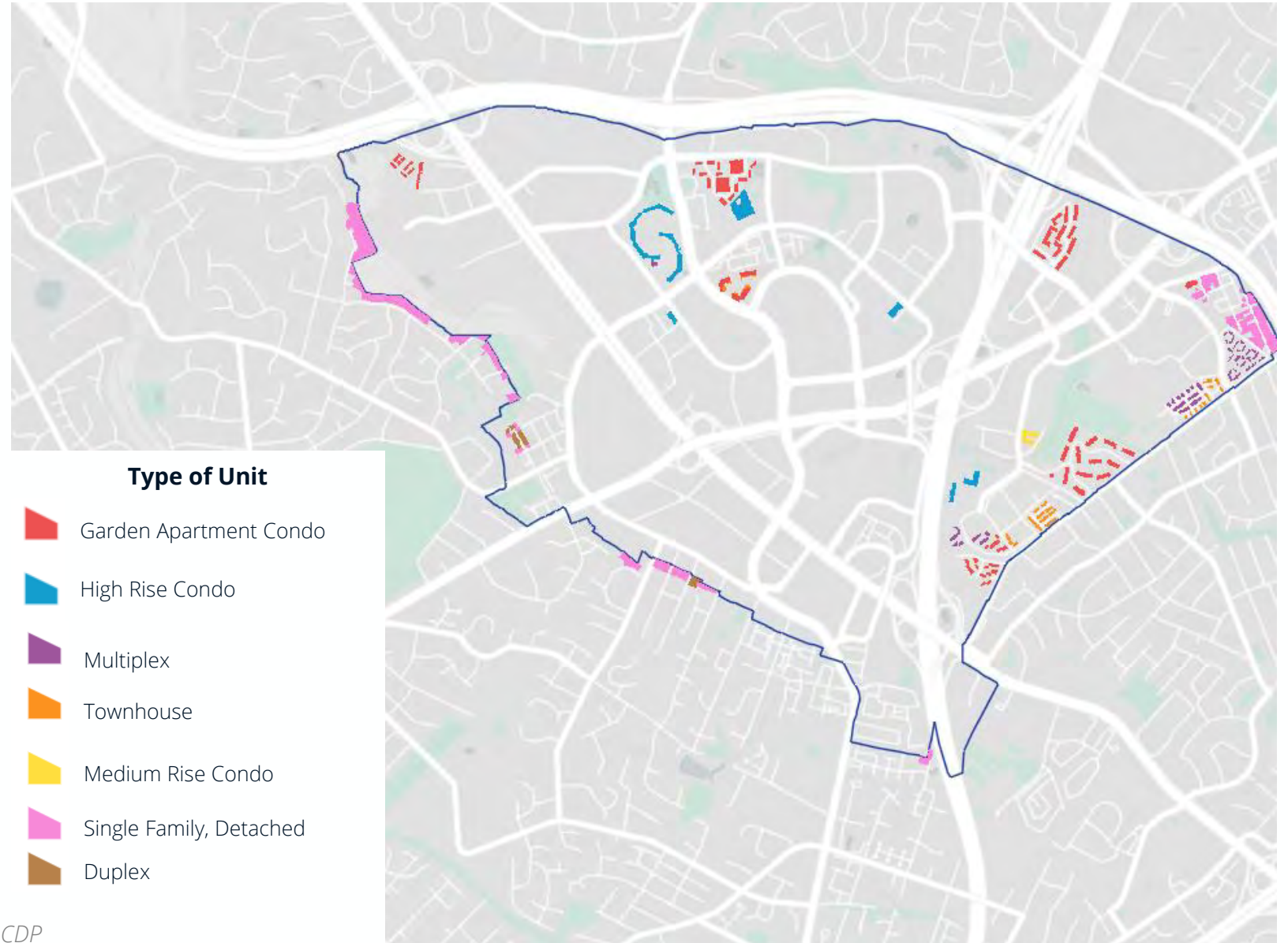
The majority of for-sale units are located along or **near the edges** of the urban development area.

5.3K

Owned Parcels

56%

Owned Parcels are Low-Rise or Single Story



Source: ESRI, Fairfax County Data, HR&A Analysis, Tysons CDP

RESIDENTIAL | FOR SALE COMPARABLES

Tysons has both attached and detached homes for sale. Prices range widely depending on the size and access.



1747 Mckenna Point Dr #2704
McLean



1611 Leeds Castle Drive
Vienna



8350 Greensboro Drive #416
McLean

Type	Townhome	Townhome	Condo
Size	2,164 SF	1,730 SF	902 SF
Cost PSF	\$1,225,000	\$760,000	\$317,000
Layout	3 beds and 3.5 bath	3 beds and 2.5 bath	1 bed and 1 bath
Amenities	Three levels, rooftop terrace, walking distance to metro station	2 car garage, metro access, gated community	Balcony, stainless steel appliances, access to the metro

RESIDENTIAL | AFFORDABLE UNITS

There are 12 locations with committed affordable units and 9 locations with naturally occurring affordable housing. There are 2 affordable housing complexes under development.

1.8K

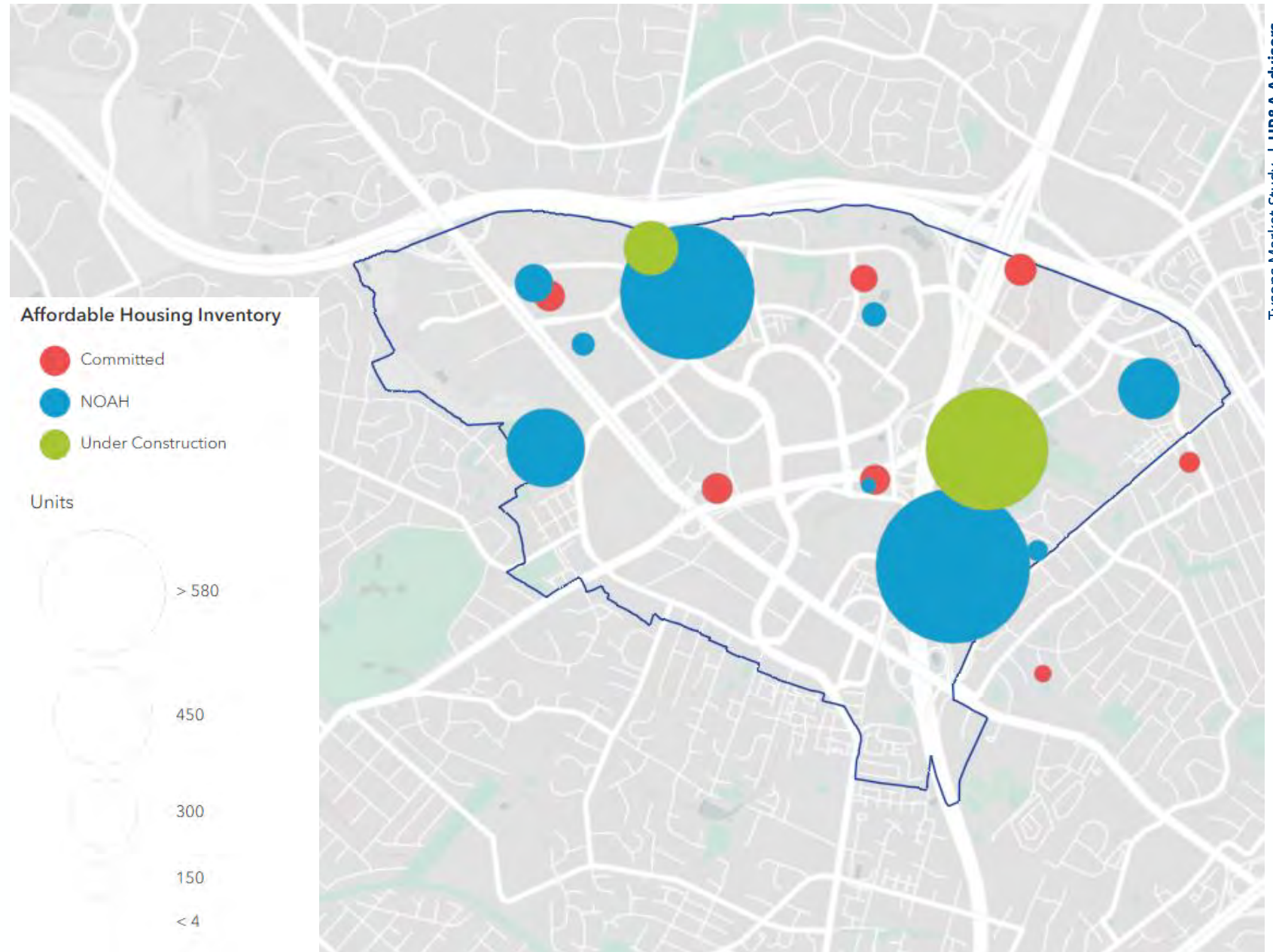
Units of Naturally Occurring Affordable Housing

700

Units of Committed Affordable Housing

625

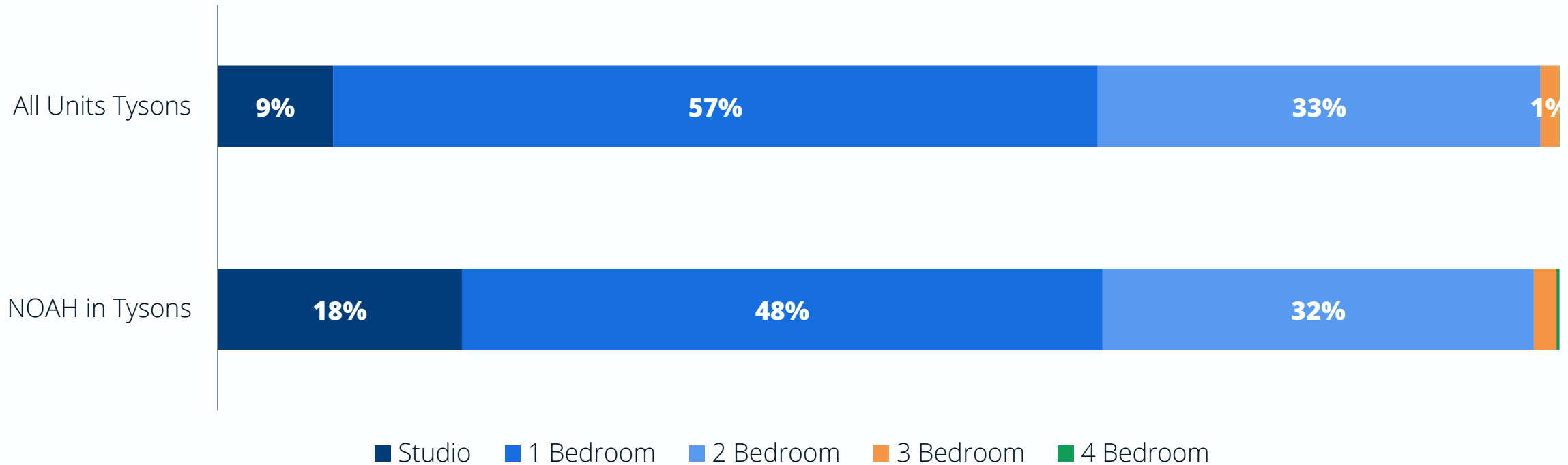
Units Under Development



RESIDENTIAL | PRESERVED AFFORDABLE UNITS

Around **21% of affordable multifamily housing units in Tysons are naturally occurring**, meaning their market rent is affordable to residents who earn up to 80% of the area median income, accounting for the number of bedrooms. Affordable units in Tysons roughly mirror the overall unit distribution, which is heavily weighted towards smaller units.

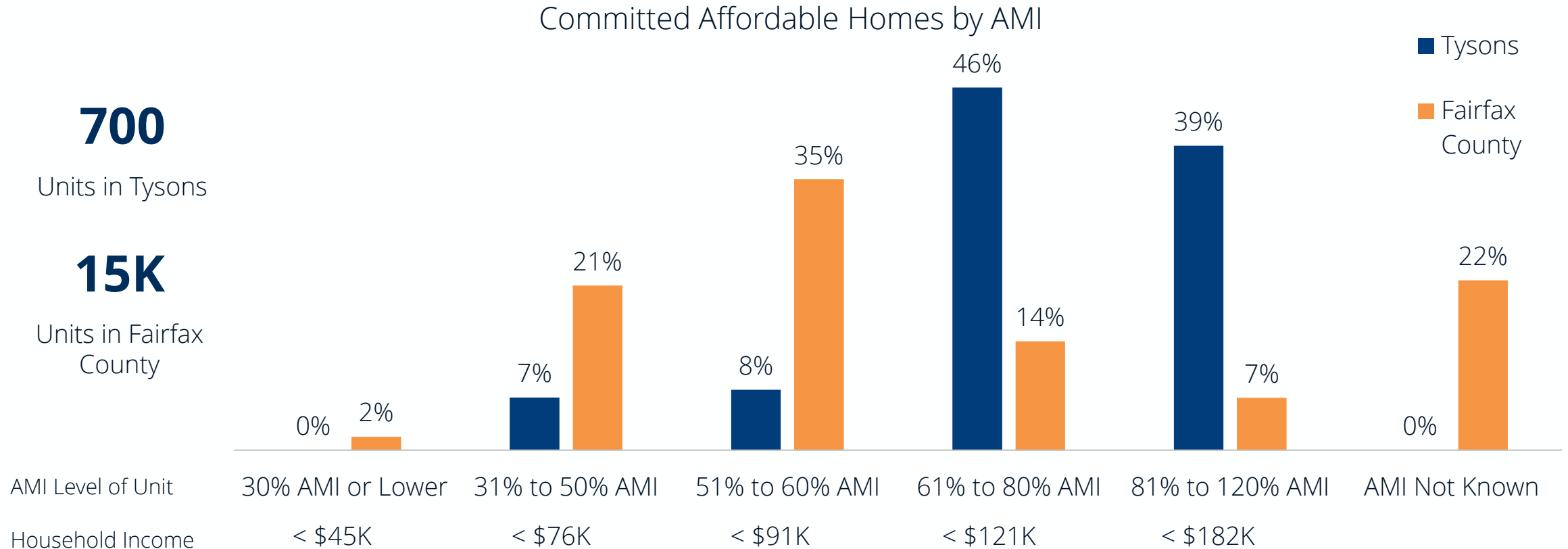
Multifamily Unit Comparison



*Note: NOAH are those where the rent is lower than HUD rent limits added to allowable utilities.
Source: CoStar, HR&A Analysis, Tysons Urban Center*

RESIDENTIAL | AFFORDABLE HOUSING BY AMI LEVEL

Tysons' affordable housing stock is **substantially more weighted toward middle-income households than** Fairfax County's. This indicates that there are comparatively fewer opportunities for low-income households to affordably live in Tysons.

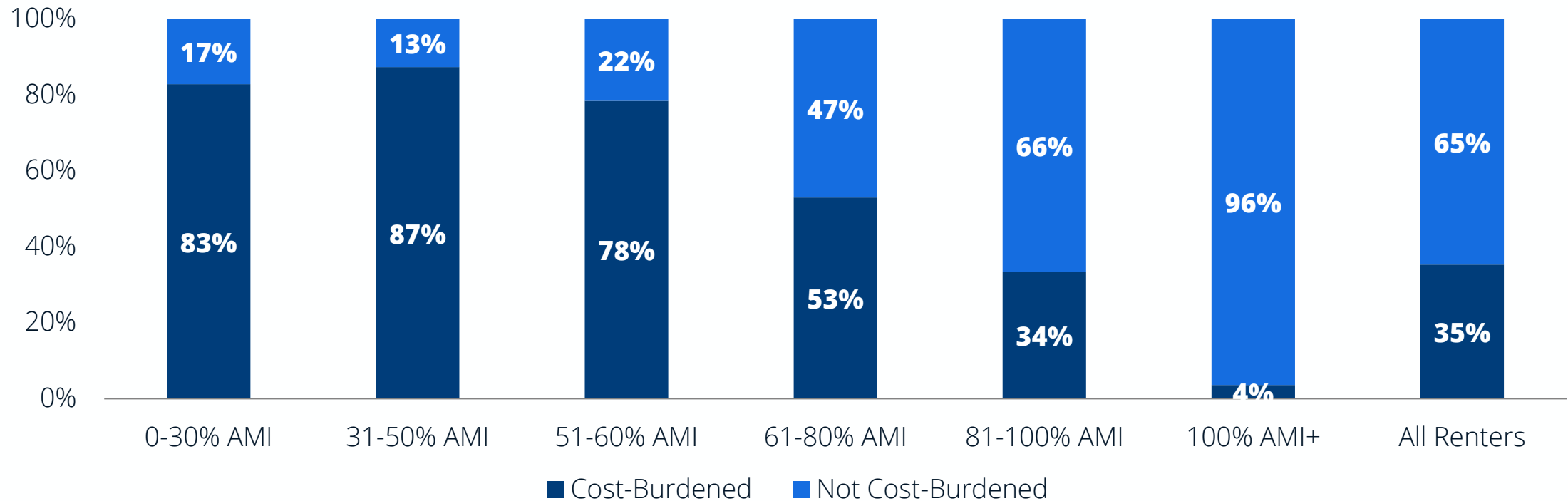


Note: AMI is \$152K for a 4-person household in the DC MSA.
Source: Fairfax County Affordable Housing Dashboard, HR&A analysis, Tysons CDP

RESIDENTIAL | COST BURDENED HOUSEHOLDS

The highest concentrations of cost burdened renters earn under 60% AMI, further illustrating the **importance of developing more deeply affordable units in Tysons**. Around 15% of renting household in Tysons are cost burdened. It would require an **additional 1,900 affordable units to alleviate cost burden**.

Share Renters That Are Cost-Burdened by AMI



Note: AMI is \$105K for 1-person household in Fairfax County.

Source: ACS Public Use Micro-Data, 2021 5-Year Sample, HR&A analysis, Tysons CDP


RESIDENTIAL | RESIDENTIAL DEMAND ANALYSIS

In order to keep up with projected household growth, **residential demand is equal to almost 500 new rental units per year**. According to Fairfax County projections, in the year 2032, 47K residents will live in Tysons. Based on Census counts, this translates into 15K renting households in 2032. To accommodate that demand, 4.4K new rental units will need to be built by 2032 in addition to the existing units and units under construction.



Note: Rental units in 2032 is equal to projected population divided by the average household size of 2.1 persons. According to past trends, 64% of these will be renters.

Note: Fairfax County, ACS, HR&A Analysis, Tysons CDP



04

Office
Analysis

OFFICE | SUMMARY OF KEY FINDINGS

Key Takeaways:

- Office-using industries constitute 9 of the top 10 employers in Tysons. Together, the ten office-using industries employ just over 85% of the local workforce. **Two of every five workers are employed in Professional Services**, which is by far the largest industry in the area.
- In line with national market conditions, **Tysons' office sector has struggled with increasing vacancy** currently sitting at 20%, as a result of the pandemic-induced decrease in demand.
- Despite historically high vacancy rates, **there is still a robust pipeline of new office development in Tysons**. If vacancies remain high, future deliveries could saturate the market with newer product, which could strain older office buildings.
- Since 2020, there has been a **strong preference for newer, higher-quality office space**, as Class A and properties built since 2000 have been more resilient in attracting and retaining tenants. This indicates an **opportunity to rethink the future** of older, under performing office properties.

OFFICE | WORKFORCE ANALYSIS

Office-using industries constitute nine of the top ten employers in Tysons. Together, the ten office-using industries employ just over 85% of the local workforce. Two of every five workers are employed in Professional Services, which is by far the largest industry in the area.

116,000

Total workers

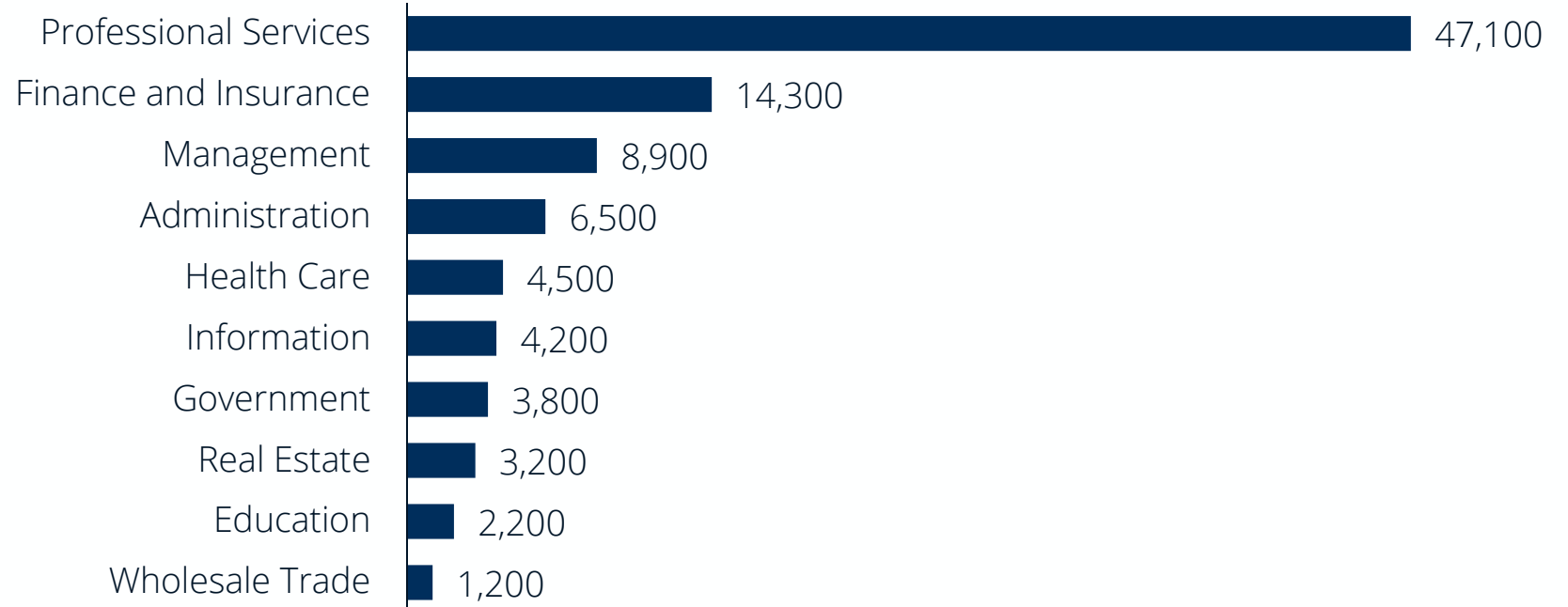
96,000

Office-using workers

17%

Tysons' share of Fairfax County office-using jobs*

Employment In Office-using Industries (2023)



Source: Lightcast

Note: Area of analysis are ZIP Codes 22102 and 22182, which include small areas outside of Tysons.

OFFICE | WORKFORCE GROWTH ANALYSIS

Tyson's **grew more slowly than surrounding Fairfax County and the D.C. MSA in the last three years and is projected to continue growing more slowly** in the next five years. Management had the fastest past (16%) growth rate, while health care has the fastest projected growth rate (9%).

Tyson's Net Change In Jobs By Industry (2020-2028)

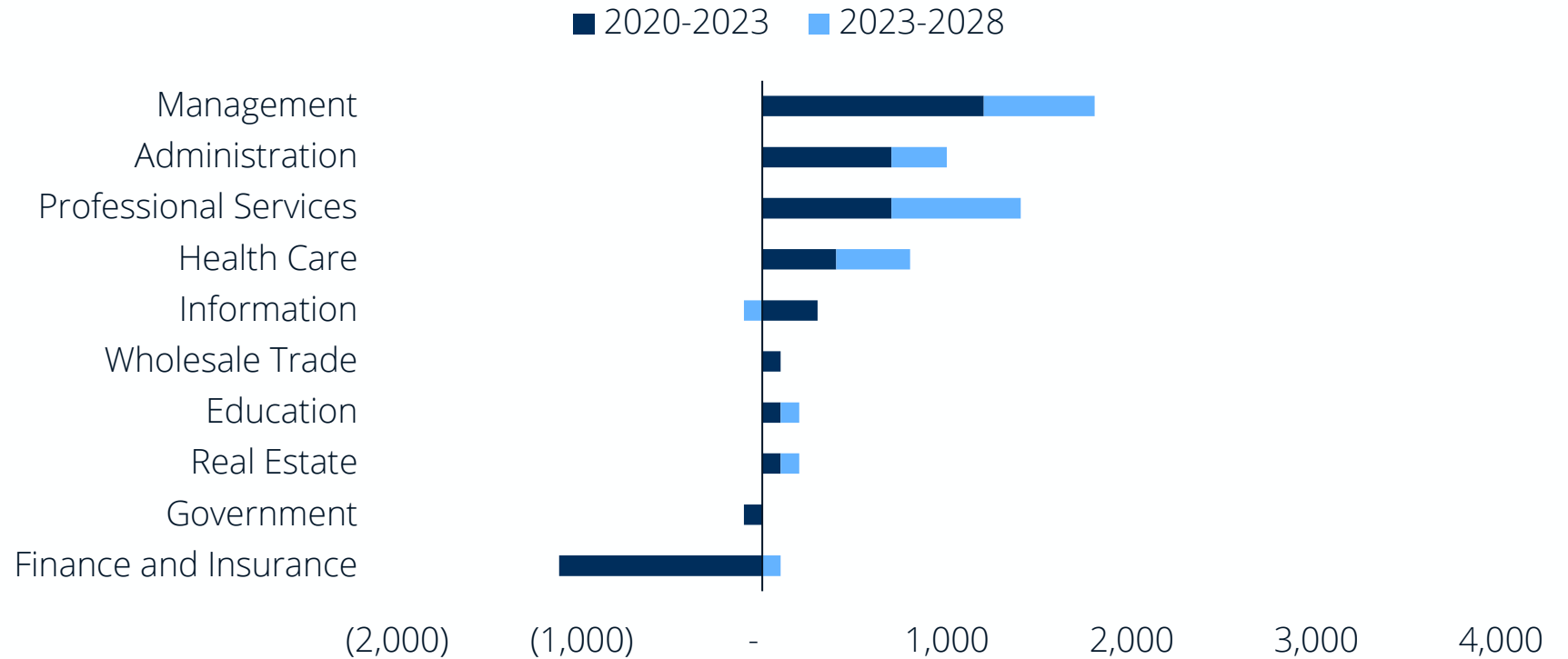
Total Job Growth

+2.8%

2020-2023

+2.6%

2023-2028 (projected)



Source: Lightcast

Note: Area of analysis are ZIP Codes 22102 and 22182, which include small areas outside of Tyson's.

OFFICE | WORKFORCE ANALYSIS

The ten largest office-using occupations account for approximately a third of Tysons' workers. The median annual earnings for these 10 occupations was \$108,000, 46% above Fairfax County's median of \$74,000.

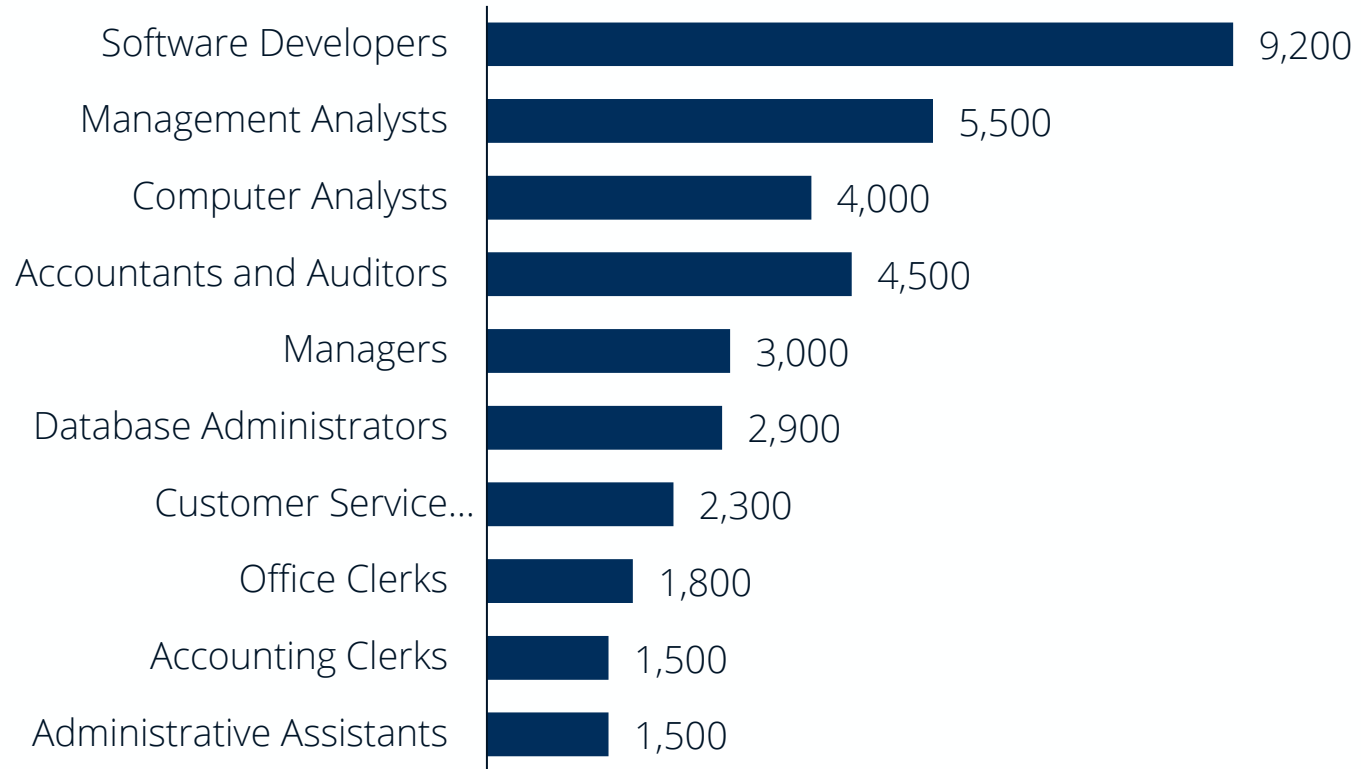
36,200

Office-using workers
(31% of total)

\$108,000

Median annual earnings
(Weighted average)

Employment In Office-using Occupations (2023)

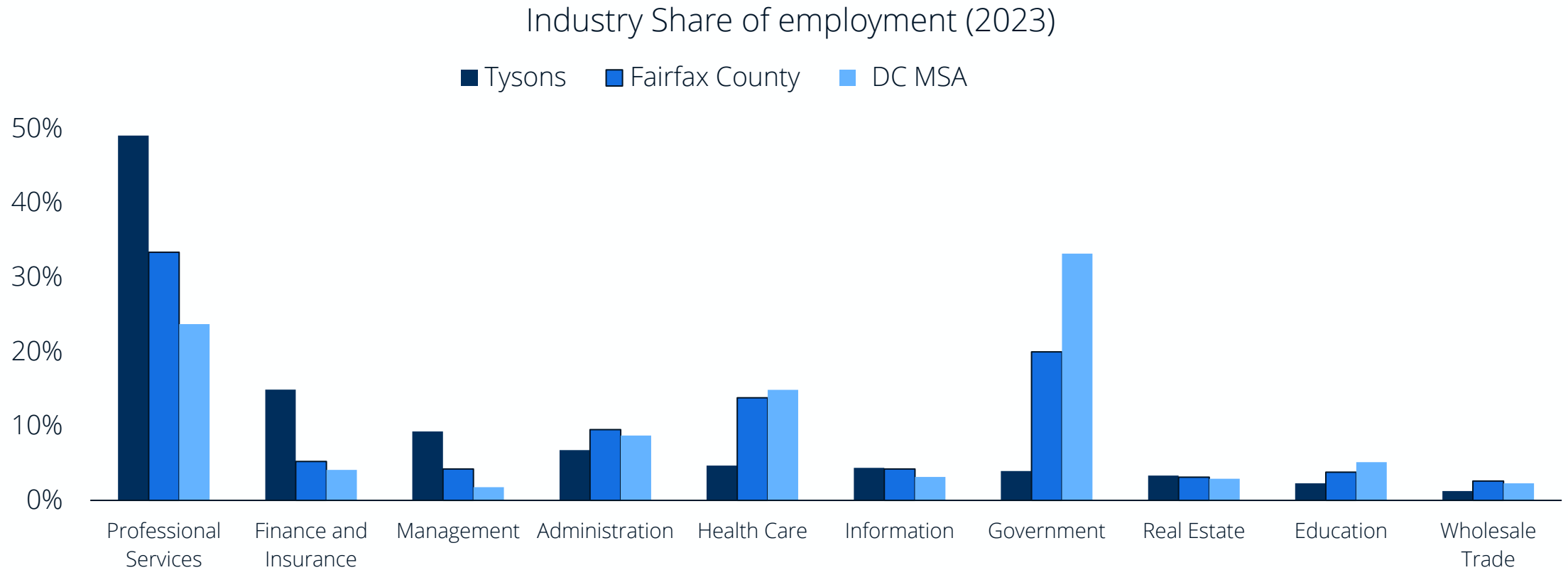


Source: Lightcast

Note: Area of analysis are ZIP Codes 22102 and 22182, which include small areas outside of Tysons.

OFFICE | WORKFORCE ANALYSIS

Tyson's Professional Services, Finance and Insurance, and Management cluster represents Tyson's **competitive advantage as a hub for skilled, private-sector professionals**. Tyson continues to lag Fairfax County and the DC MSA in Healthcare and Government jobs.

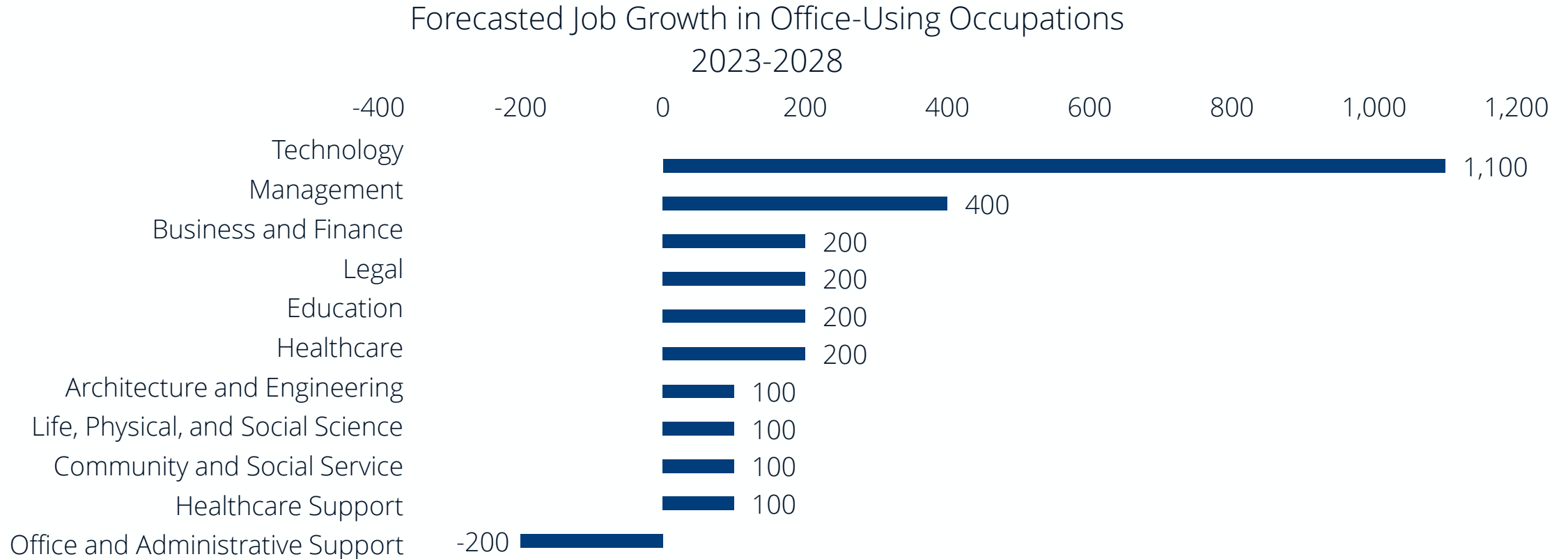


Source: Lightcast

Note: Area of analysis are ZIP Codes 22102 and 22182, which include small areas outside of Tysons.

OFFICE | EMPLOYMENT BASE

Future office demand will be driven by job growth in quantitative, managerial, and financial occupations. This growth will **further solidify Tysons' competitive advantage in Professional Services** and other highly-skilled industries.

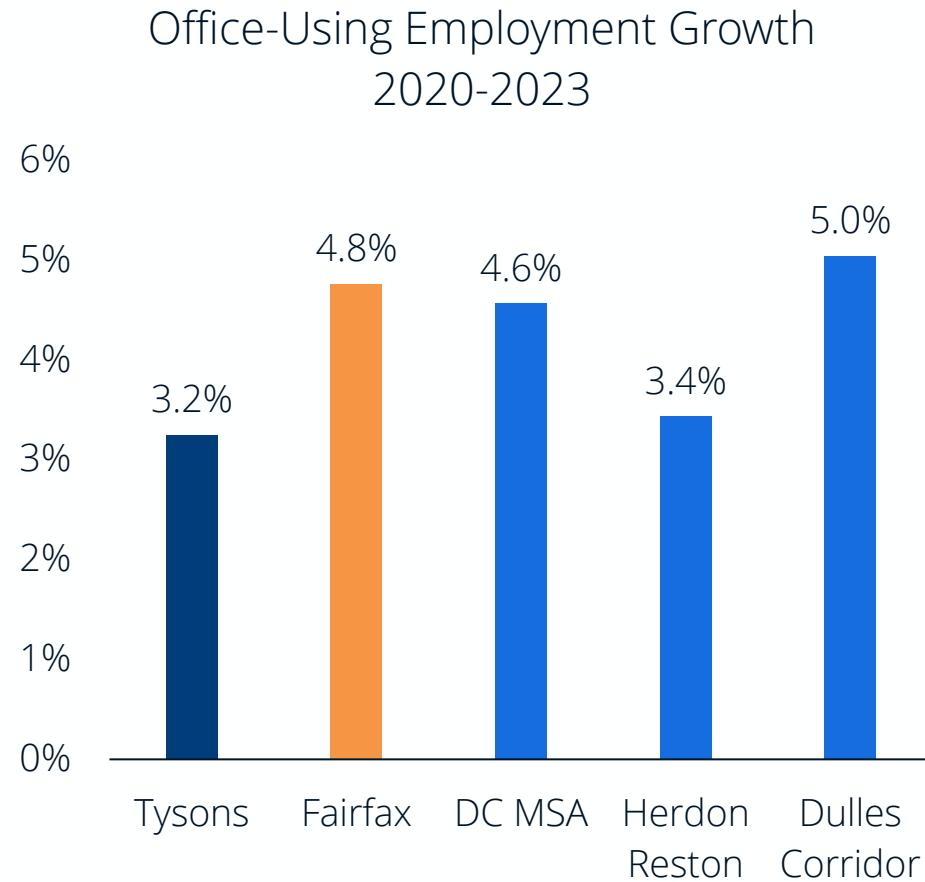
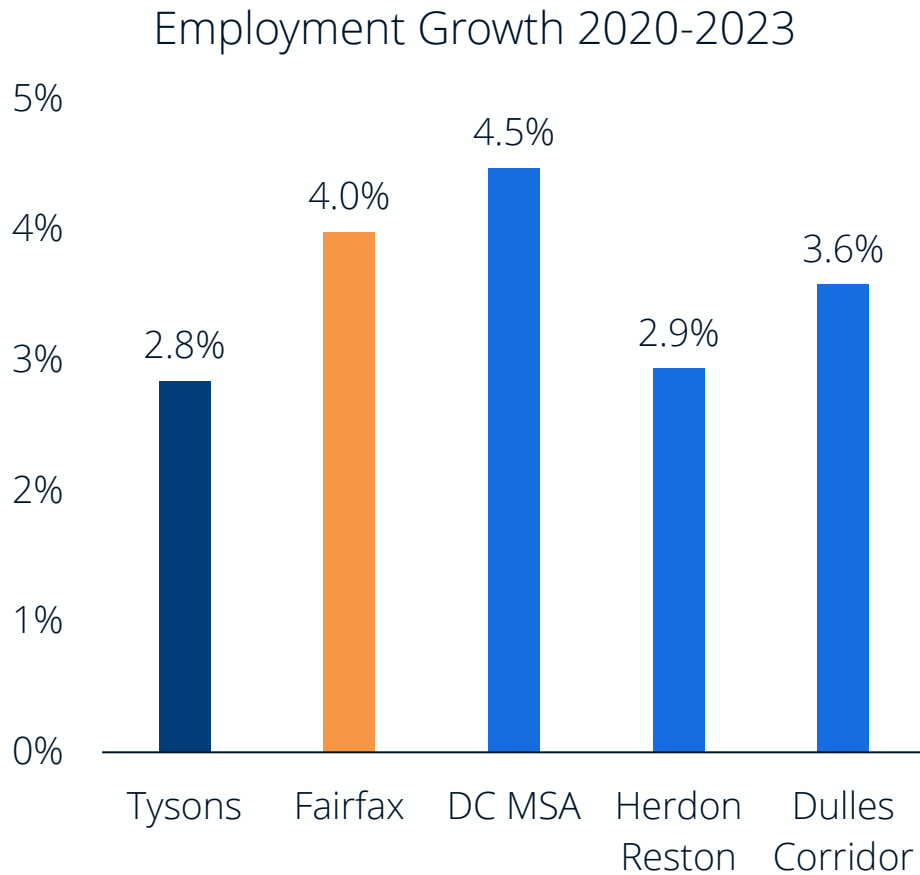


Source: Lightcast

Note: Area of analysis are ZIP Codes 22102 and 22182, which include small areas outside of Tysons.

OFFICE | EMPLOYMENT BASE

While Tysons remains a **critical anchor of Fairfax County employment**, the district has seen **somewhat slower employment growth** than the broader region since the pandemic.



15%

**Tysons Share of Fairfax
Total Employment**

17%

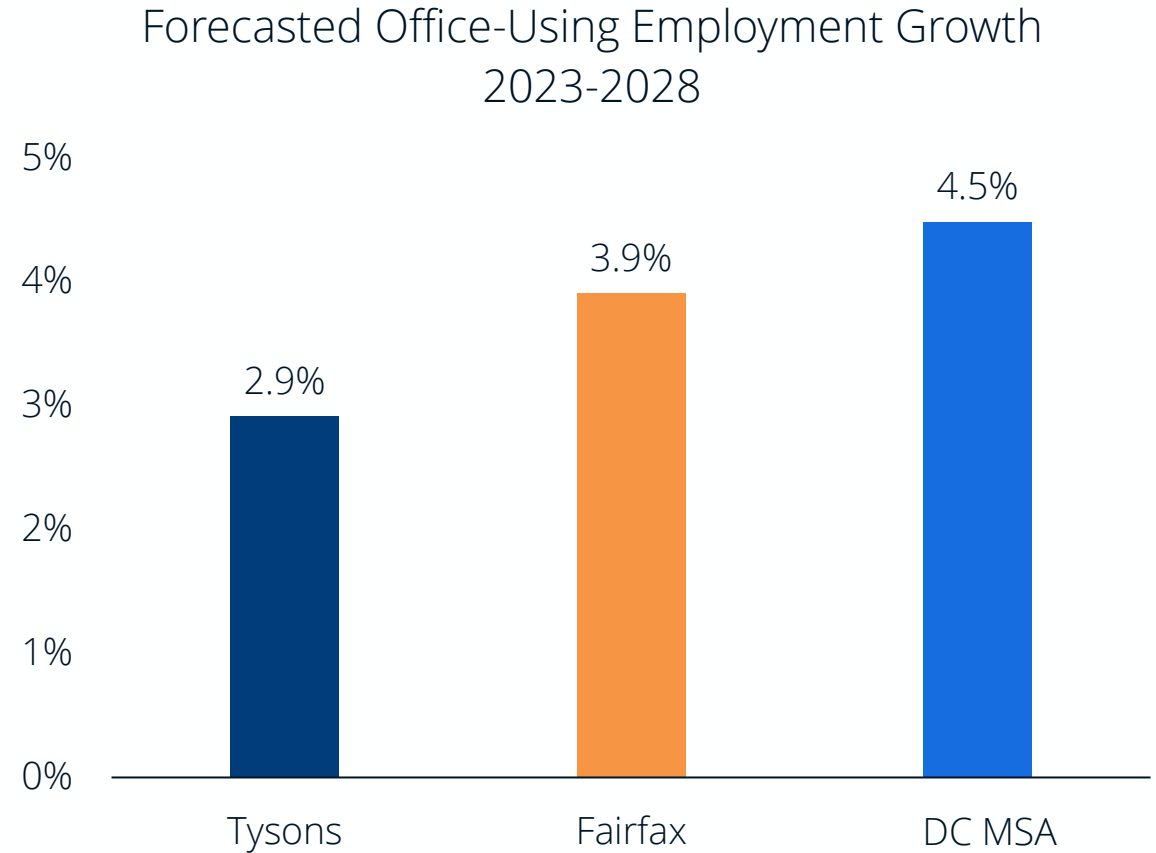
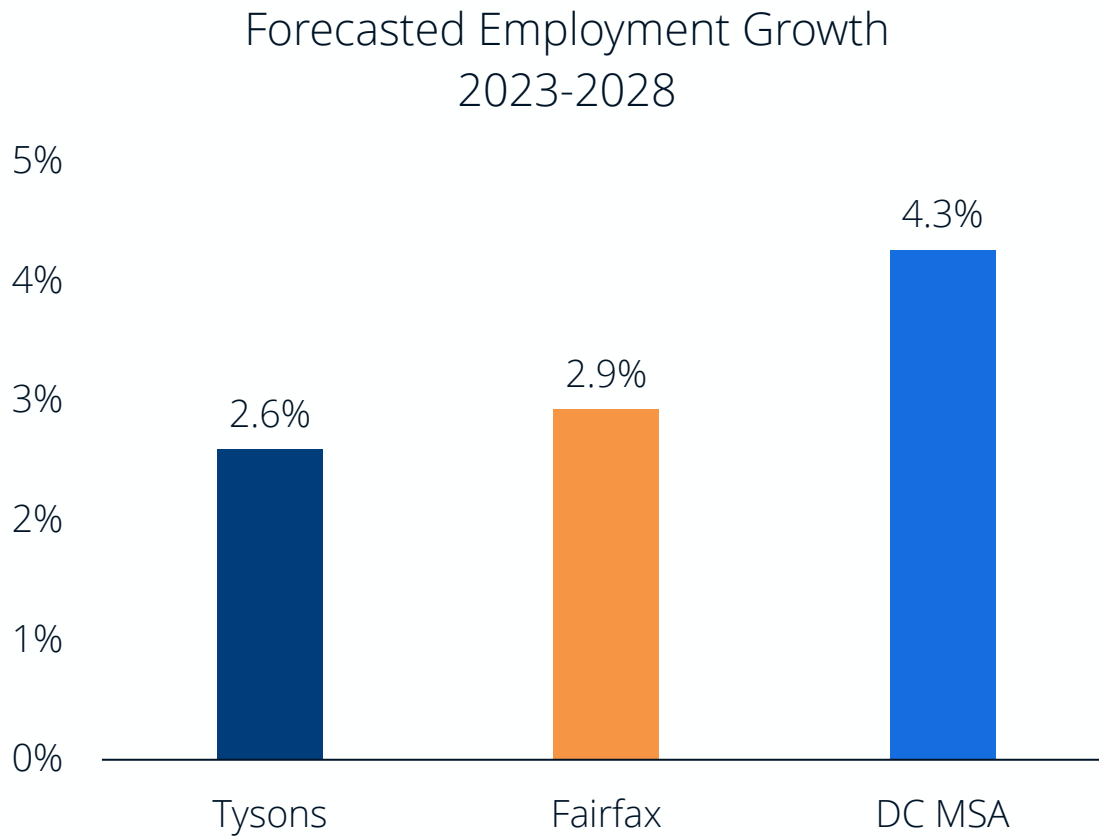
**Tysons Share of Fairfax
Office-Using Employment**

Source: Lightcast

Note: Area of analysis are ZIP Codes 22102 and 22182, which include small areas outside of Tysons.

OFFICE | EMPLOYMENT BASE

Future job growth in Tysons is **forecasted to remain slightly lower** than in Fairfax County and DC over the next five years.



Source: Lightcast

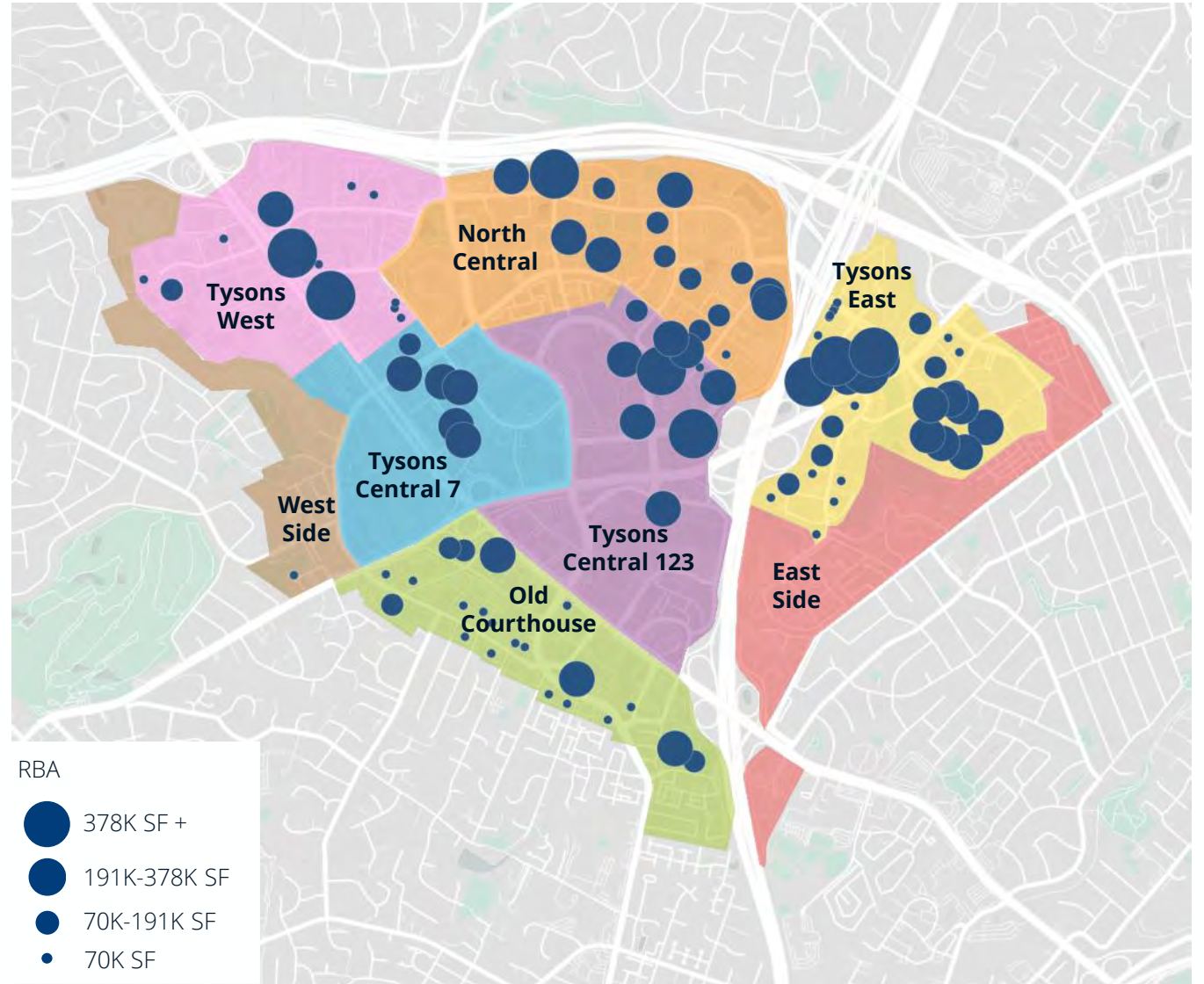
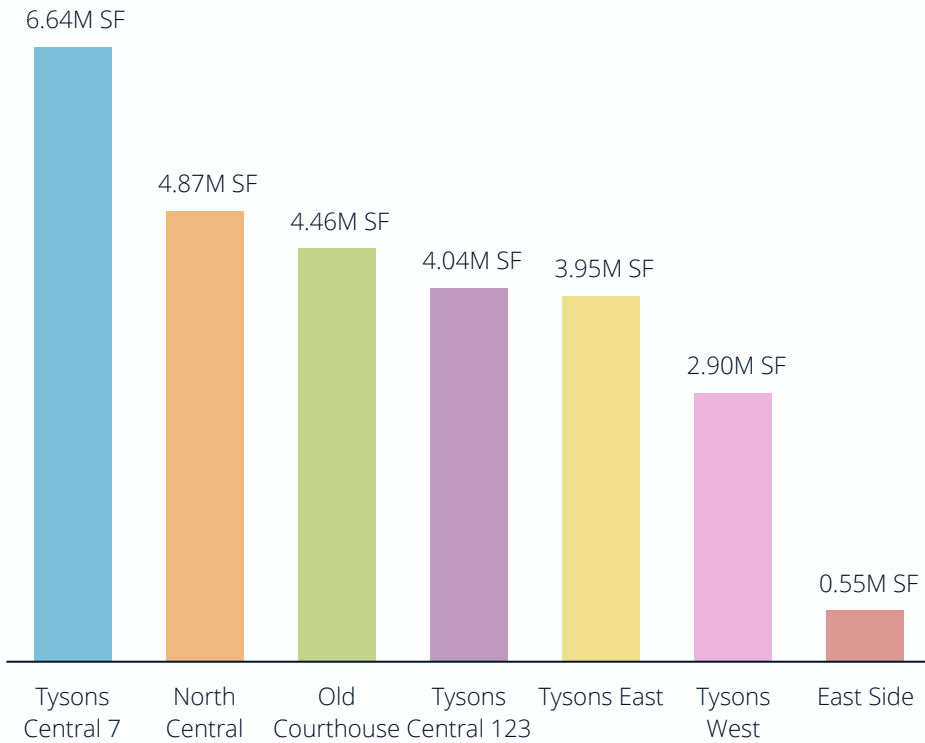
■ Tysons ■ Fairfax ■ DC MSA

Note: Area of analysis are ZIP Codes 22102 and 22182, which include small areas outside of Tysons.

OFFICE | INVENTORY BY PLANNING DISTRICT

Most of Tysons' inventory exists in buildings sized **250K SF and larger** along its central and northeastern planning districts.

Office Inventory By Planning District



Source: CoStar, Tysons Urban Center

OFFICE | INVENTORY PIPELINE

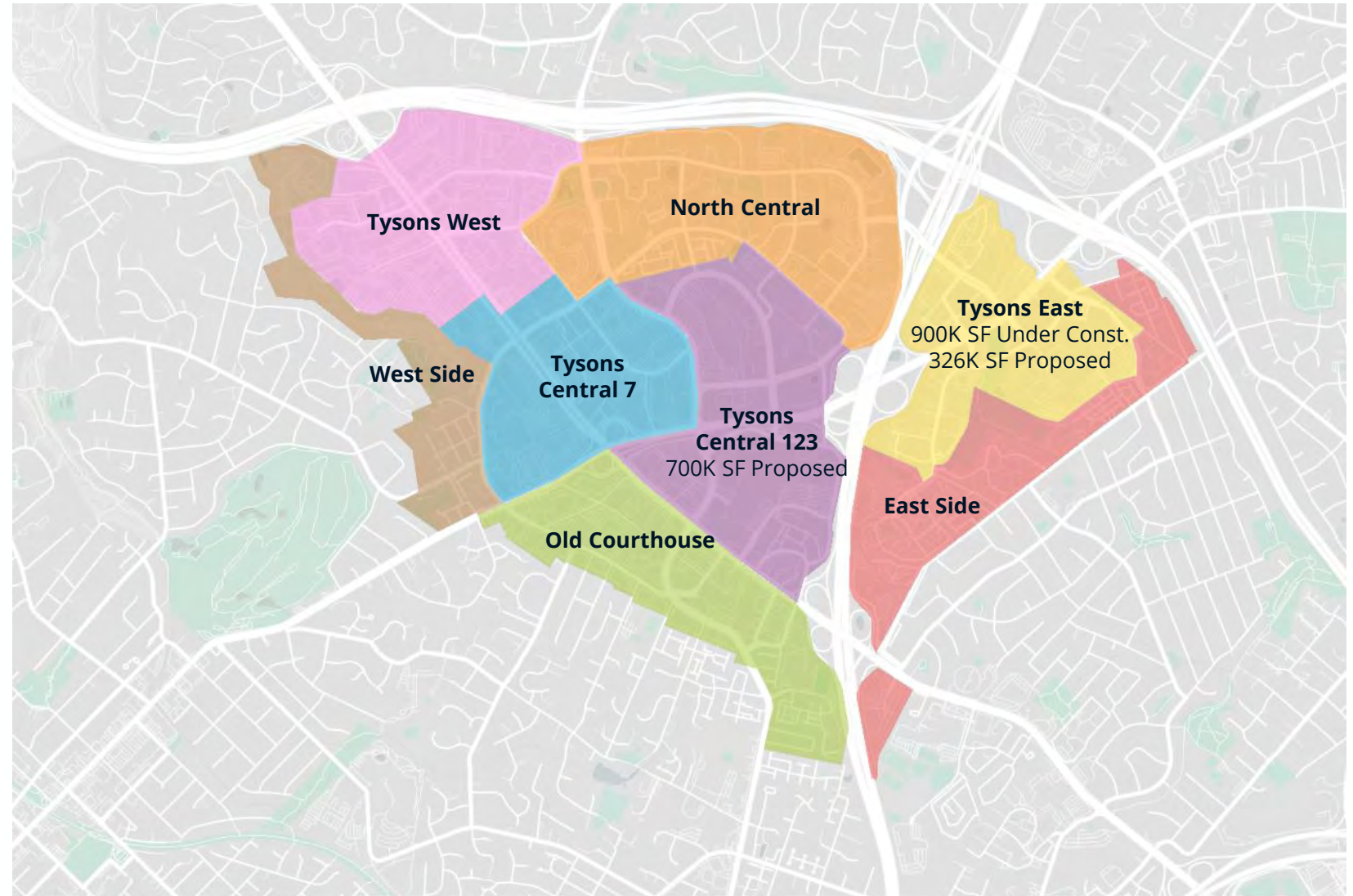
Tysons' under construction office pipeline is concentrated in Tysons East, with some more proposed development in Tysons Central 123.

900K SF

Under Construction

1M SF

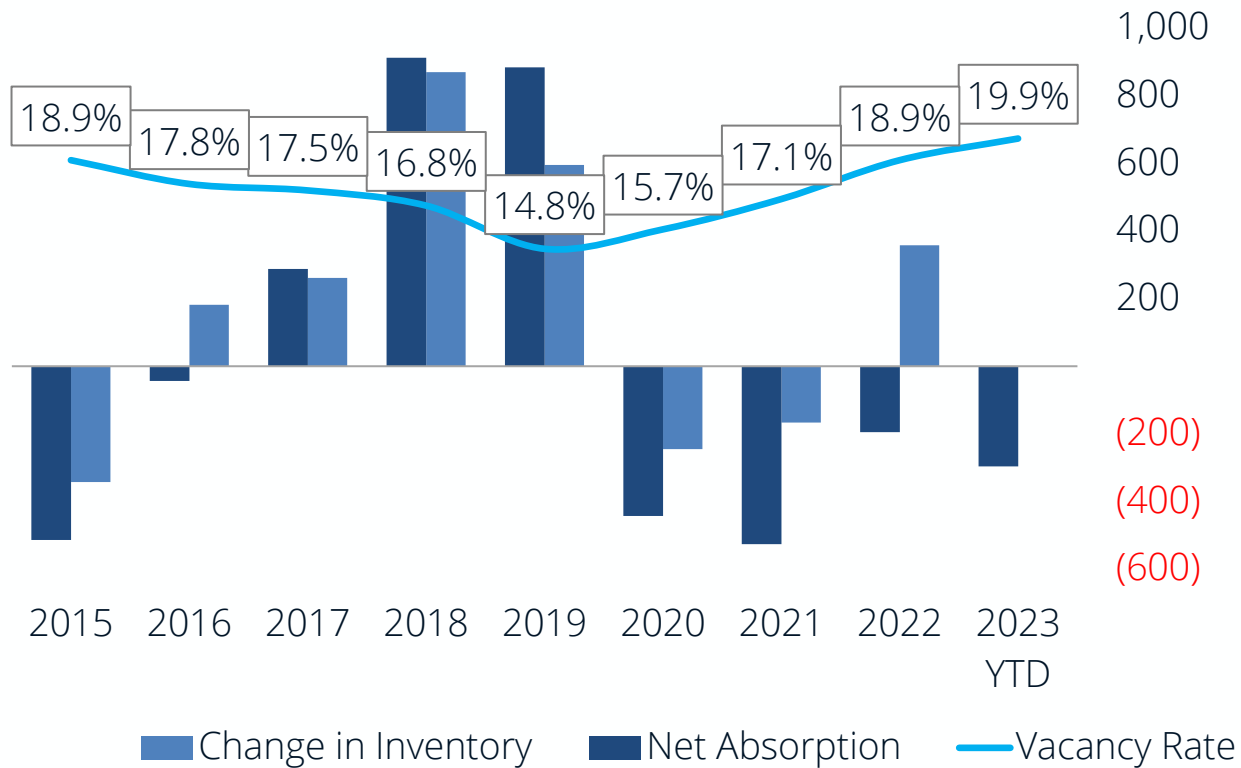
Proposed



OFFICE | MARKET PERFORMANCE

In line with national market conditions, Tysons' office sector has **struggled with increasing vacancy** since the pandemic.

Tysons Office Market Performance
(2015-2023)



Tysons Office Market Overview

Thousands of Square Feet

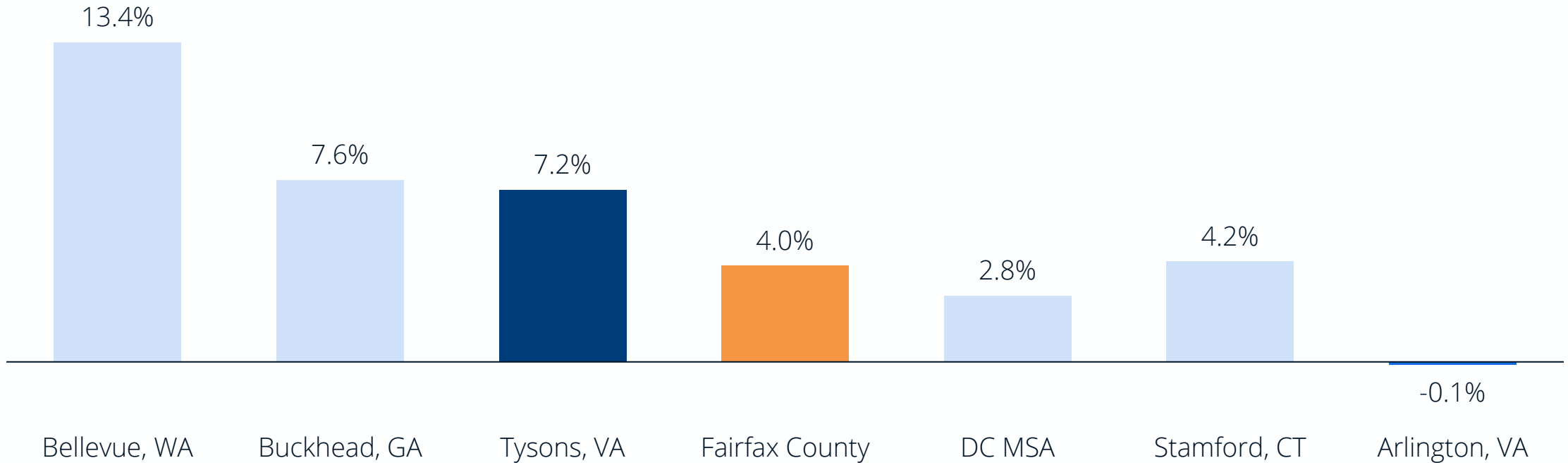
Inventory (SF)	28M
Rent/SF	\$39
Vacancy Rate	20%
Vacant SF	5.6M
SF Under Const.	900K

Source: CoStar, Tysons Urban Center

OFFICE | MARKET PERFORMANCE – INVENTORY GROWTH

Tyson's experienced the **third highest growth rate of office product** among comparable submarkets and regional benchmarks between 2015 and 2022.

Inventory Change (2015-2023 YTD)



Source: CoStar, Tysons Urban Center

OFFICE | MARKET PERFORMANCE – INVENTORY GROWTH

Tyson's office inventory has grown 7% (1.8M SF) since 2015 and by 2% since the start of the Pandemic (500K SF), **faster than Fairfax, DC, and the MSA.**

Change (2015-2023 YTD)

+7%

Tyson's

+4%

Fairfax County

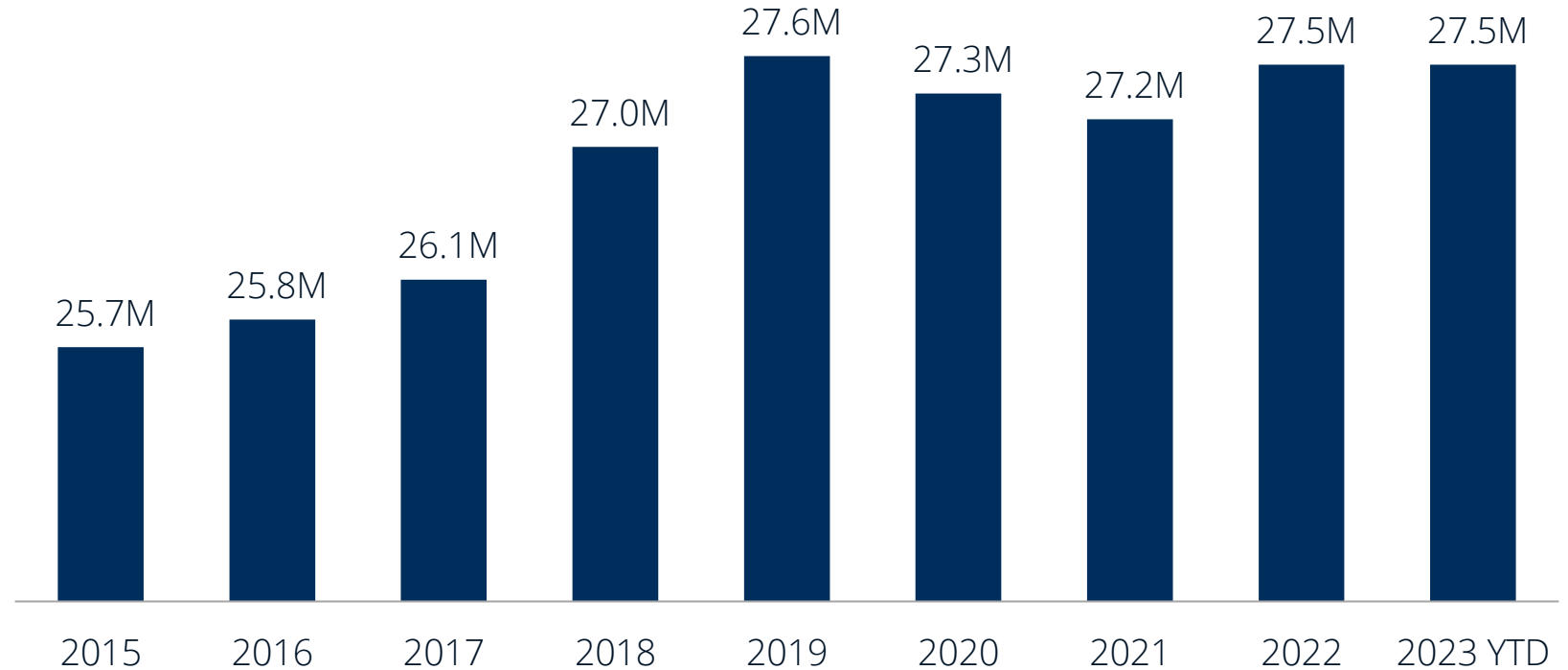
+4%

Washington, D.C.

+3%

D.C. MSA

Tyson's Office Supply, Square Feet (2015-2023)



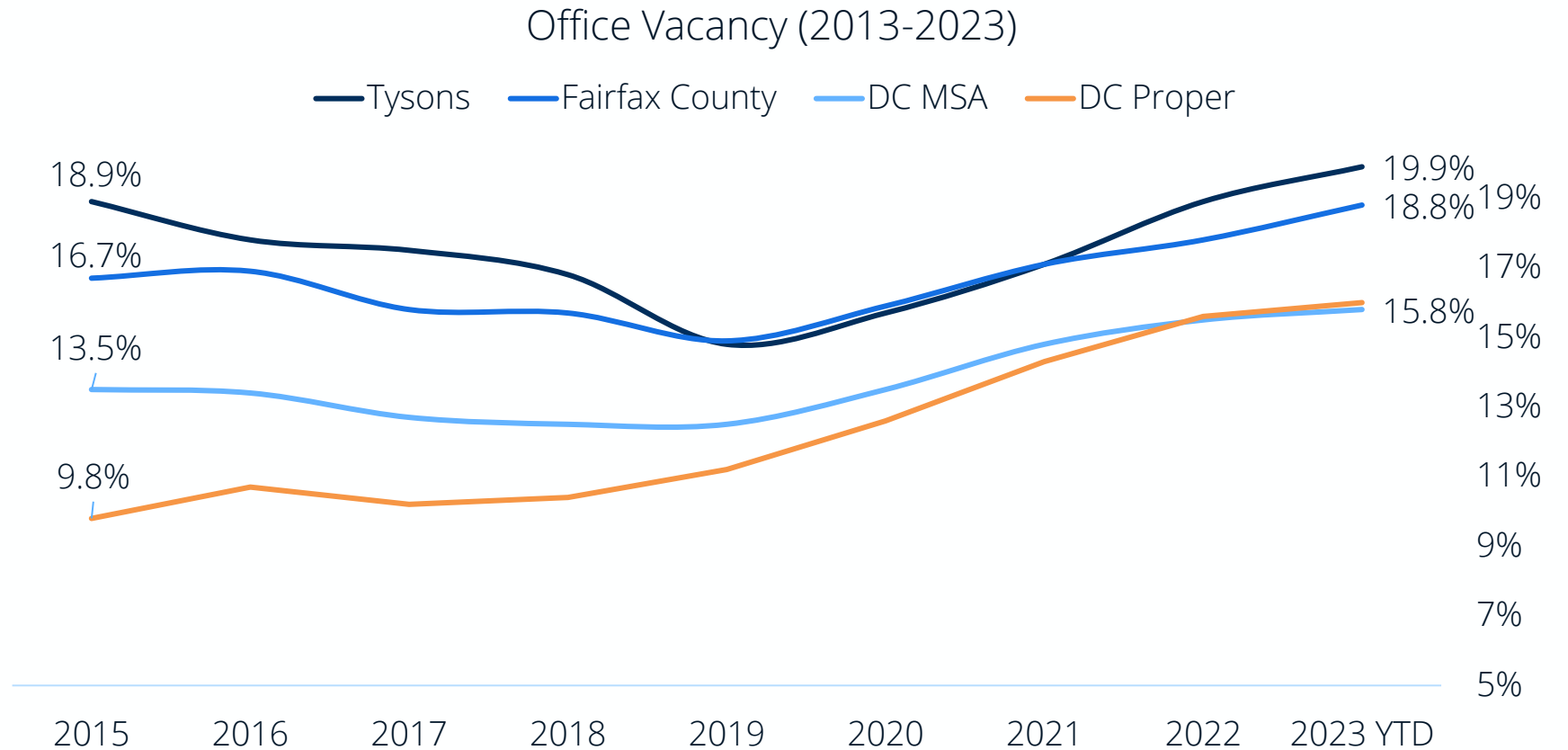
Source: CoStar, Tyson's Urban Center

OFFICE | MARKET PERFORMANCE - VACANCY

Office vacancy **has increased since the outset of the pandemic in early 2020**. Tysons now a higher vacancy rate than Fairfax County or the DC MSA.

Change (2015-2022)

Percentage Points

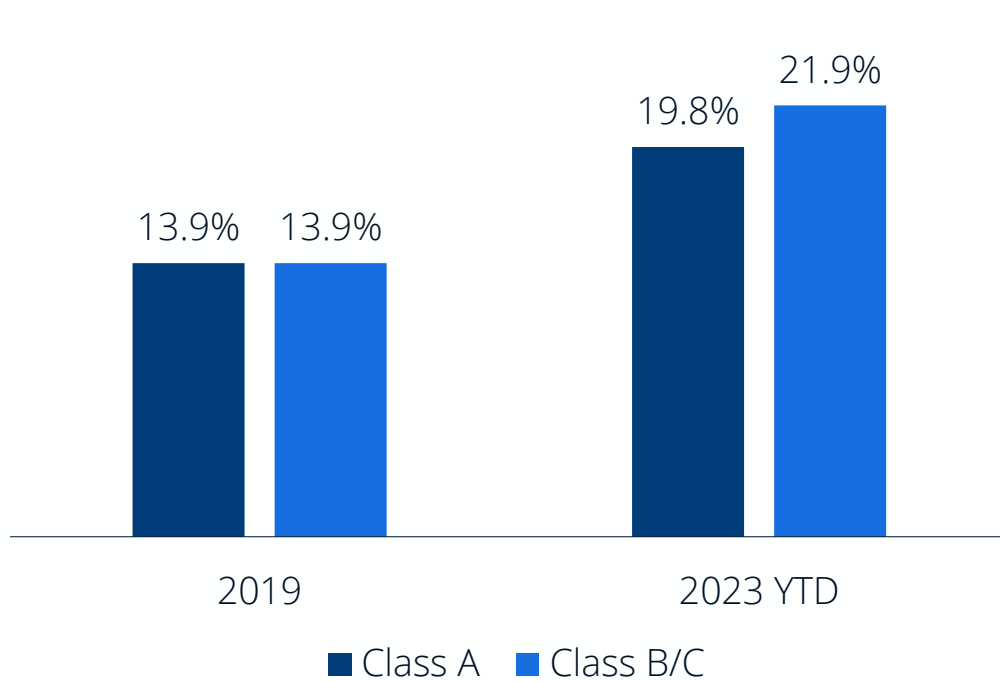


Source: CoStar, Tysons Urban Center

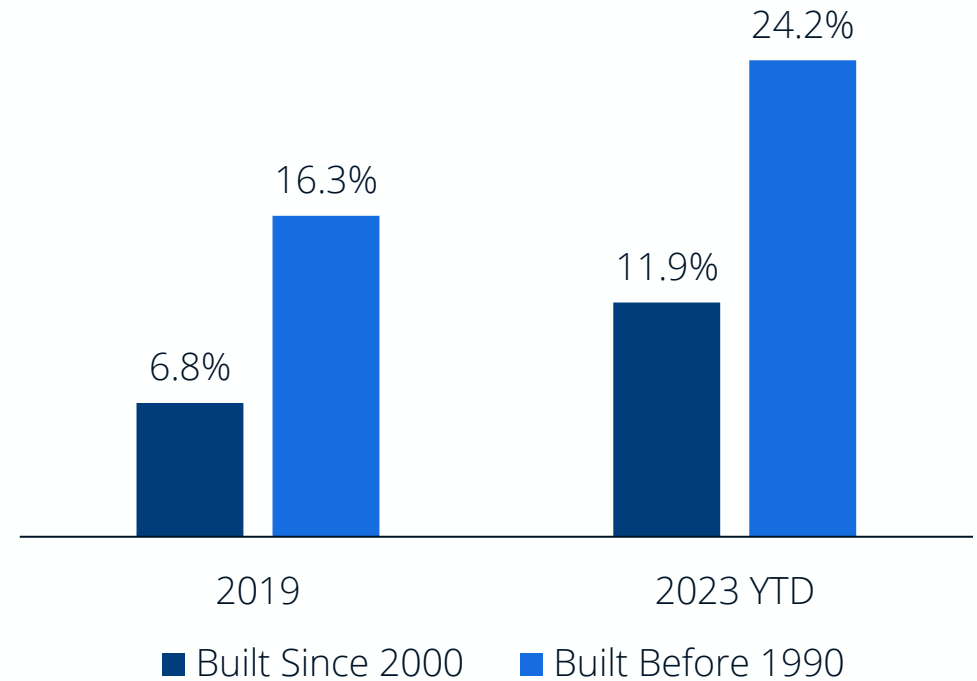
OFFICE | MARKET PERFORMANCE – VACANCY SINCE 2020

Since 2020, **older office properties and Class B/C properties have seen sharper increases in vacancy**. This trend indicates a **preference for quality**, with office tenants showing a preference for newer and nicer properties.

Office Vacancy by Building Class



Office Vacancy by Year Built



OFFICE | MARKET PERFORMANCE - RENTS

Despite high vacancy rates, office rents have increased rapidly in 2023 YTD. This is in part due to the delivery of Tysons Central, a 390K SF Class A building, that is asking \$65/SF.

Change (2015-2023)

+24%

Tysons

+17.2%

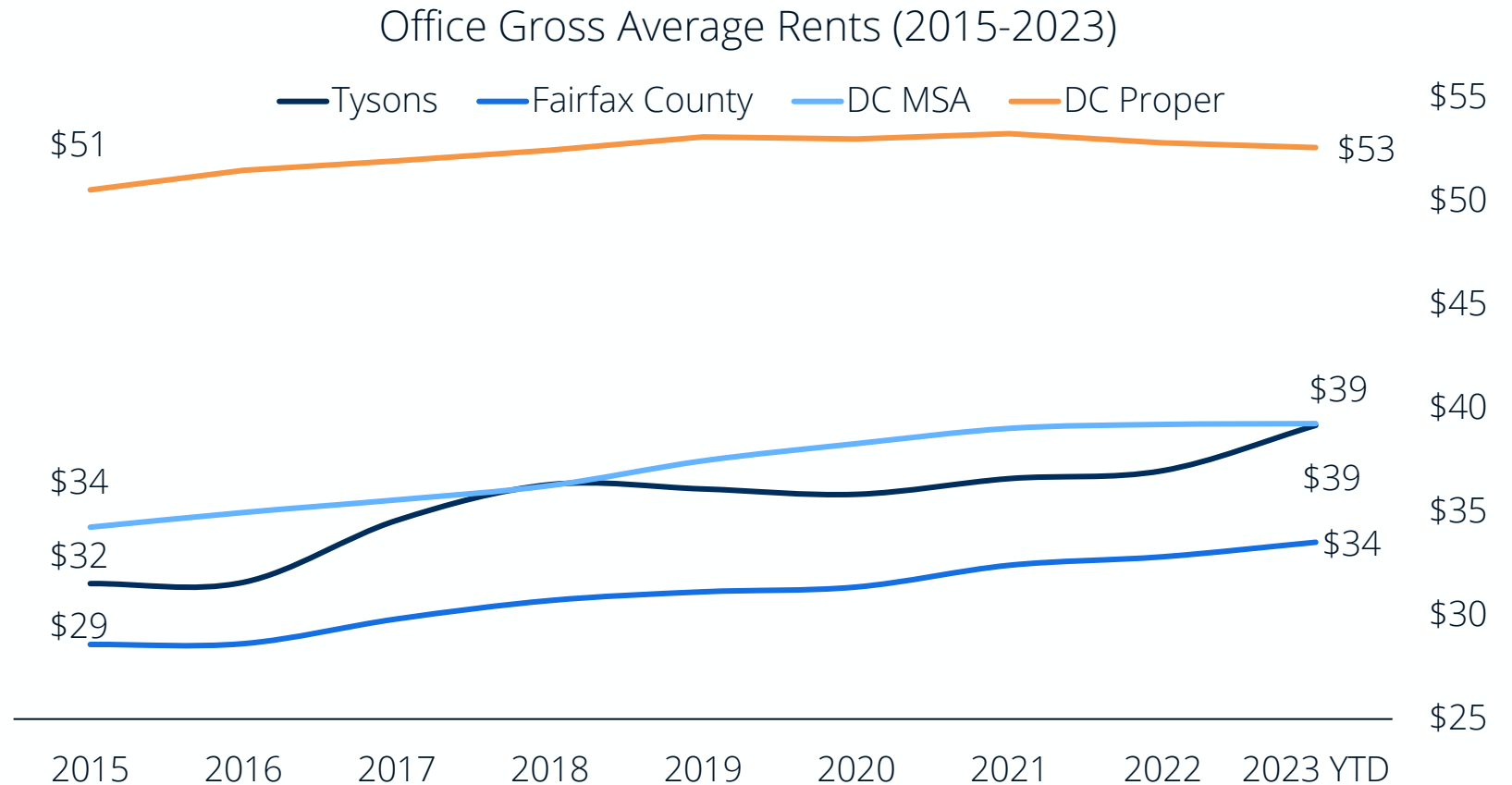
Fairfax County

+14.6%

Washington, D.C.

+6.5%

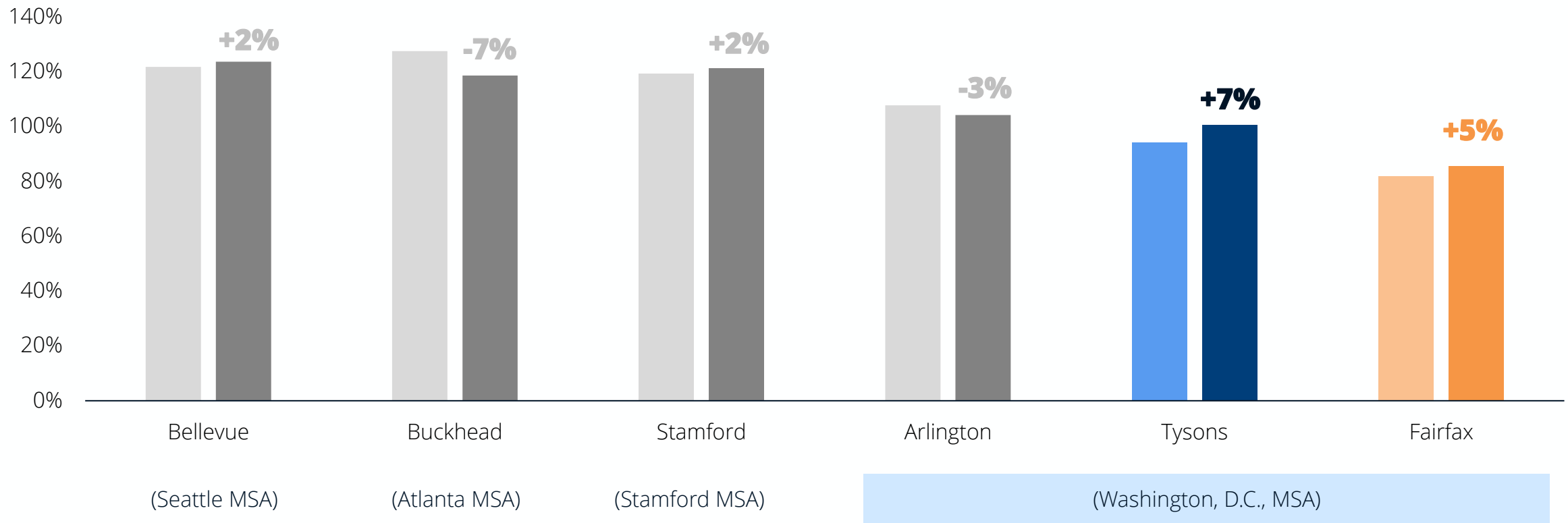
D.C. MSA



OFFICE | MARKET PERFORMANCE – RENT PEER COMPATISON

Since the start of the pandemic, **office rents in Tysons have grown to match those of the D.C. MSA.** Office rents in Tyson as a share of MSA rents have grown faster than in other comparable markets.

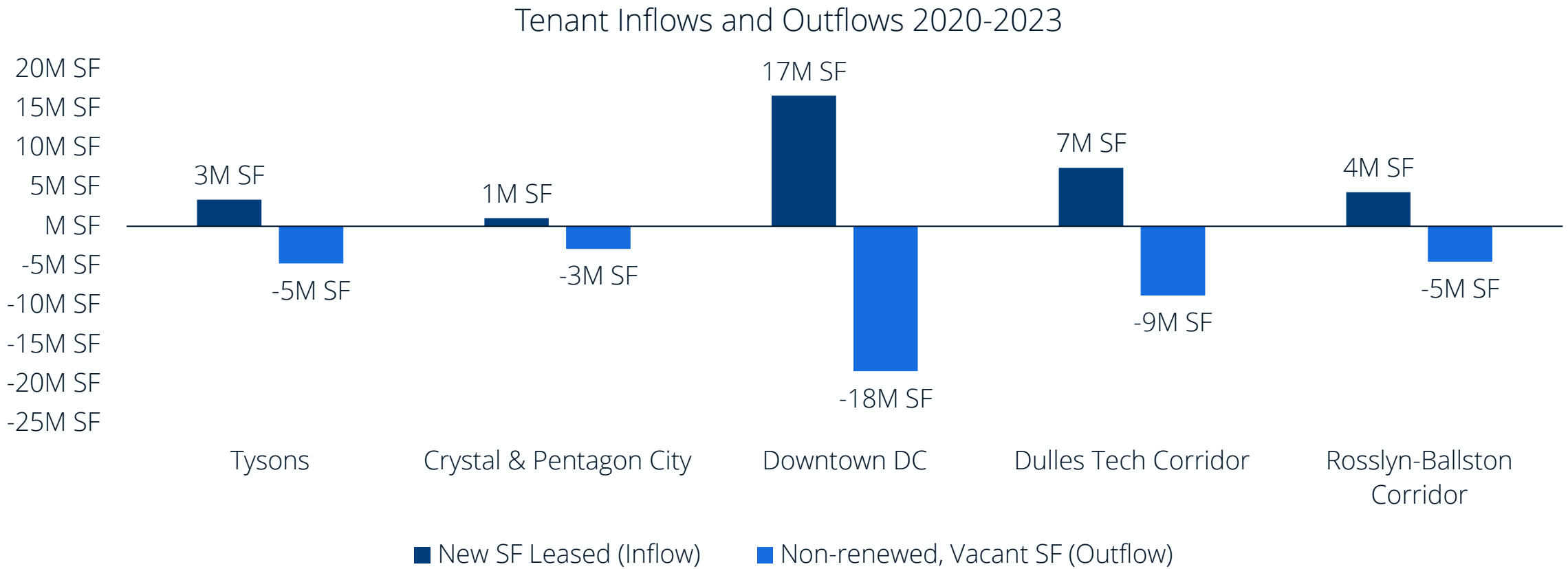
Commercial Office Rents as Share of MSA Rents (2020-2023)



Source: CoStar, Tysons Urban Center

OFFICE | MARKET PERFORMANCE – TENANT MIGRATION

Since the start of the pandemic, Tysons has seen a **net outflow in office tenancy** in line with other regional office clusters like Downtown D.C., the Dulles Tech Corridor, and the Rosslyn-Ballston Corridor.

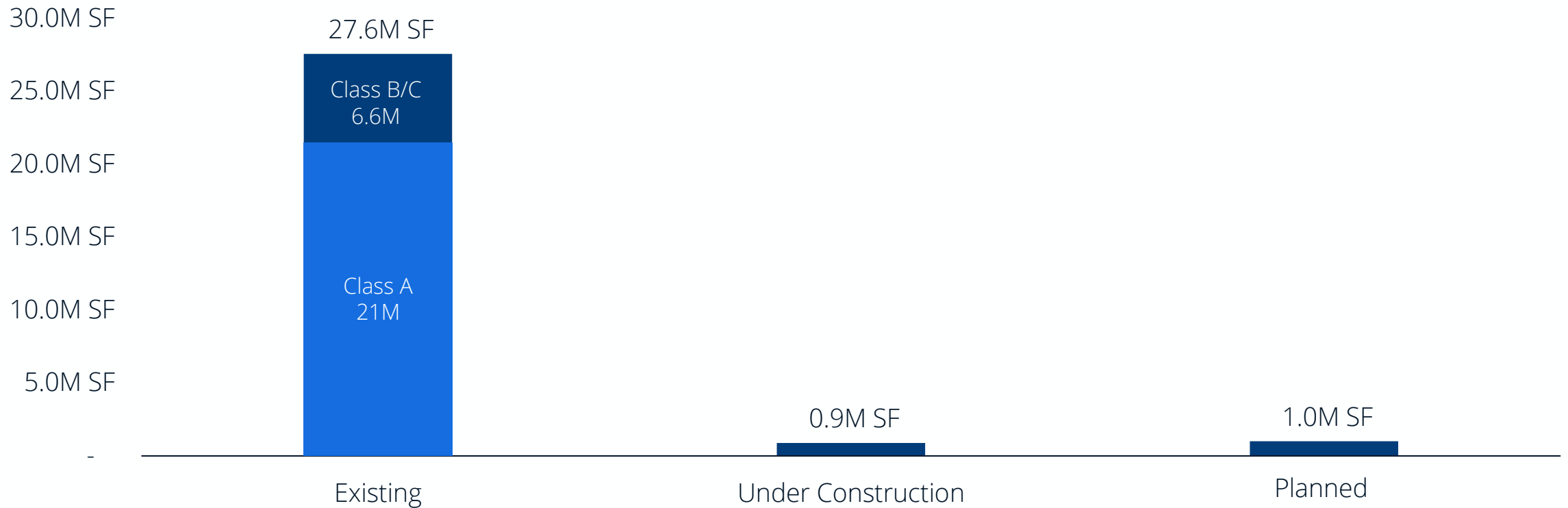


Source: CoStar, Tysons Urban Center

OFFICE | MARKET PERFORMANCE – INVENTORY BREAKDOWN

Class A office space constitutes **76% of existing inventory**. Projects in the development pipeline are also mostly Class A office space.

Office Inventory and Development Pipeline

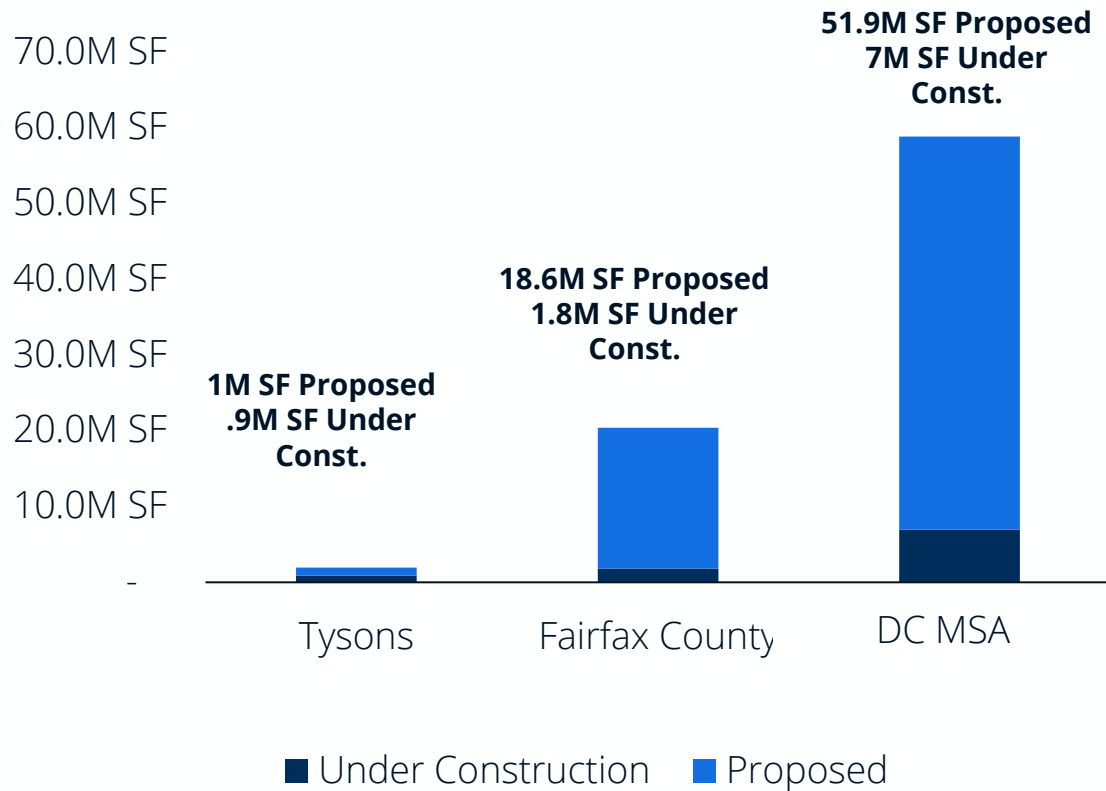


*Note: Panned projects have a pending or approved site plan.
Source: CoStar, Fairfax County, Tysons Urban Center*

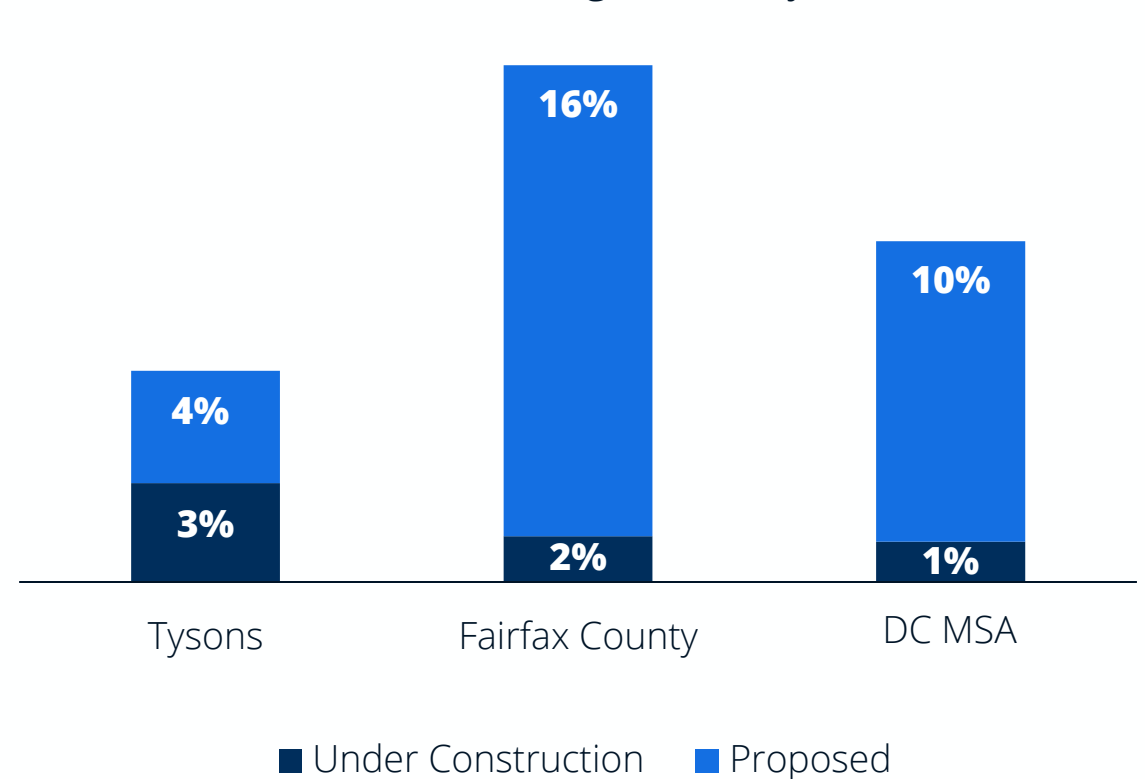
OFFICE | MARKET PERFORMANCE – PIPELINE BREAKDOWN

Despite historically high vacancy rates, there is **still a robust pipeline of new office development** in Tysons. If vacancies remain high, **future deliveries could result in stagnant rents and continued high vacancy.**

Office Space Pipeline By Market And Status
(2023)



Office Space Pipeline By Market And Status,
As Share Of Existing Inventory (2023)



Source: CoStar, Fairfax County, Tysons Urban Center

OFFICE | MARKET PERFORMANCE – DEMAND FORECAST

For developers to fill pipeline office space, **office-using jobs in Tysons need to grow at 1.4 times the projected growth of 3,300 jobs** between 2023 and 2033.

Job Growth Projection

3,300

Lightcast-projected growth in office-using jobs

×

200

Weighted average square feet per worker

=

660K SF

Projected total inventory growth

Pipeline Projection

900K SF

Projected inventory growth assuming 100% of projects under construction are completed

÷

200

Weighted average square feet per worker

=

4,500

Implied office-using job growth

Source: Lightcast, CoStar, Fairfax County

Note: Area of analysis are ZIP Codes 22102 and 22182, which include small areas outside of Tysons.

OFFICE | SALE COMPARABLES

In the past 24 months, there have been 24 office sale transactions in Tysons with rents hovering around \$257/SF for Class A space.



7900 Westpark Dr
McLean



1750 Old Meadow Rd
McLean



8000 Westpark Dr
McLean

Size	479,705 SF RBA	142,932 SF RBA	139,883 SF RBA
Cost/SF	\$257/SF	\$140/SF	\$275/SF
Class	A	B	B
Year Built/Renovated	1987/2015	1985	1986
Transaction Date	July 2021	December 2022	July 2022

Source: Costar, HR&A analysis, Tysons Urban Center

OFFICE | LEASE COMPARABLES

Since 2021, there have been several notable lease transactions in Tysons, including the arrival of Clark Construction Group and In-Q-Tel:



7930 Jones Branch Dr
McLean



7900 Westpark Dr
McLean



1800 Tysons Blvd
McLean

SF Leased

220,000 SF

128,000 SF

79,716 SF

Est. Rent

\$46/SF

\$42/SF

\$45-\$54/SF

Tenant

Hilton
Worldwide

Clark Construction Group

In-Q-Tel

Class

A

A

A

**Year
Built/Renovated**

1987/2015

1987/2015

2005

Transaction Date

July 2022

December 2021

April 2022

Transaction Type

Renewal

New Lease

New Lease

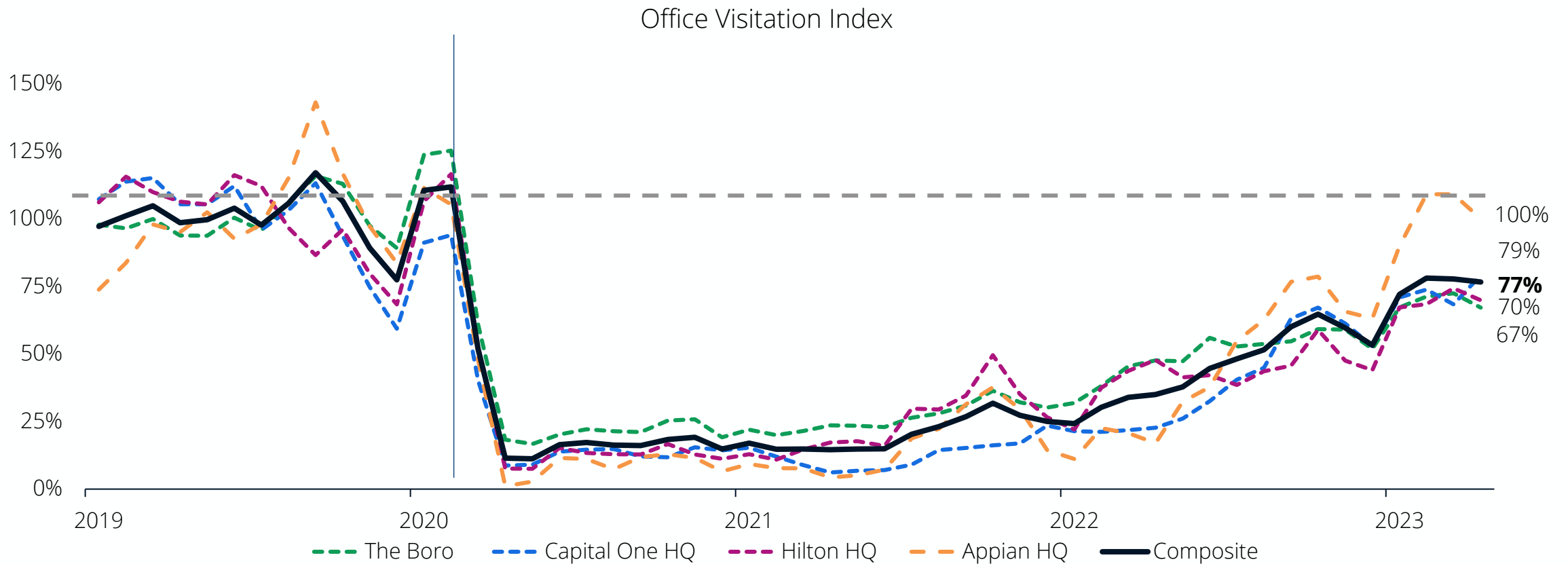
OFFICE | FOR SALE COMPARABLES

There are several large office leases coming due over the next five years, the three largest are:

			
	1775 Tysons Blvd <i>McLean</i>	7799 Leesburg Pike <i>Falls Church</i>	7980 Quantum Dr <i>Vienna</i>
SF Leased	59,677 SF	54,098 SF	43,853 SF
Est. Rent	\$39.50/SF	\$33.11/SF	\$29.80/SF
Tenant	ID.me	Amentum	Internal Revenue Service
Class	A	A	B
Year Built/Renovated	2016	1986	1978
Exp. Date	June 2029	June 2026	December 2025

OFFICE | OFFICE VISITATION

The Office Visitation Index, derived from Placer.ai data, **measures how worker foot traffic at office buildings in Tysons has changed since 2019**, with a value of 100% representing average worker foot traffic in 2019. A composite index of four sample office buildings in Tysons shows **that office visitation is at 77% of pre-pandemic (2019 average) levels.**

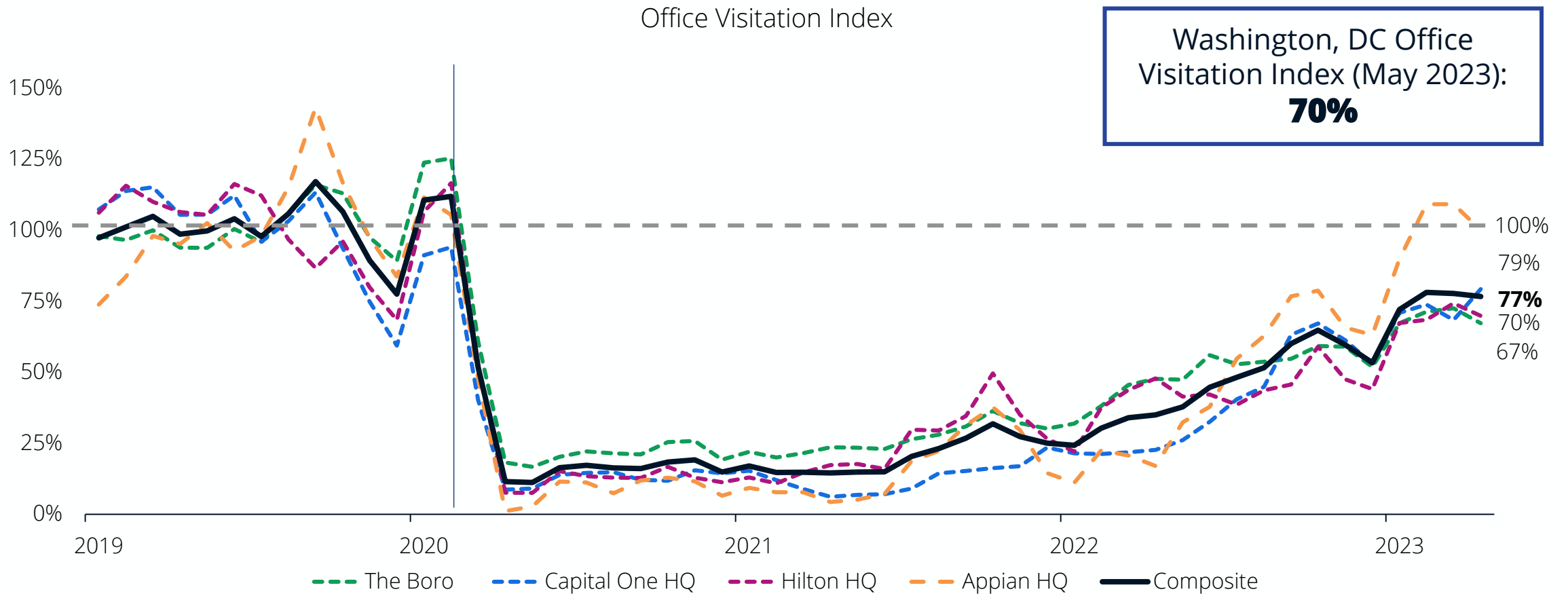


Source: Placer.ai, HR&A Analysis, Tysons Urban Center

An index value of 100% represents the average office visitation of 2019.

OFFICE | OFFICE VISITATION

A **larger share of Tysons office employees have returned to the office** compared to Washington, DC. Using a similar methodology, Placer.ai found that **office visitation in Washington, DC is 70%** of pre-pandemic (2019) averages.



Source: Placer.ai May 2023 Office Index, HR&A Analysis, Tysons Urban Center

An index value of 100% represents the average office visitation of 2019.

A city skyline at dusk with a pink vertical bar on the left side of the page. The sky is dark with some clouds, and the city lights are visible. The text '05' is in a pink font, and 'Retail Analysis' is in a white font.

05

Retail Analysis

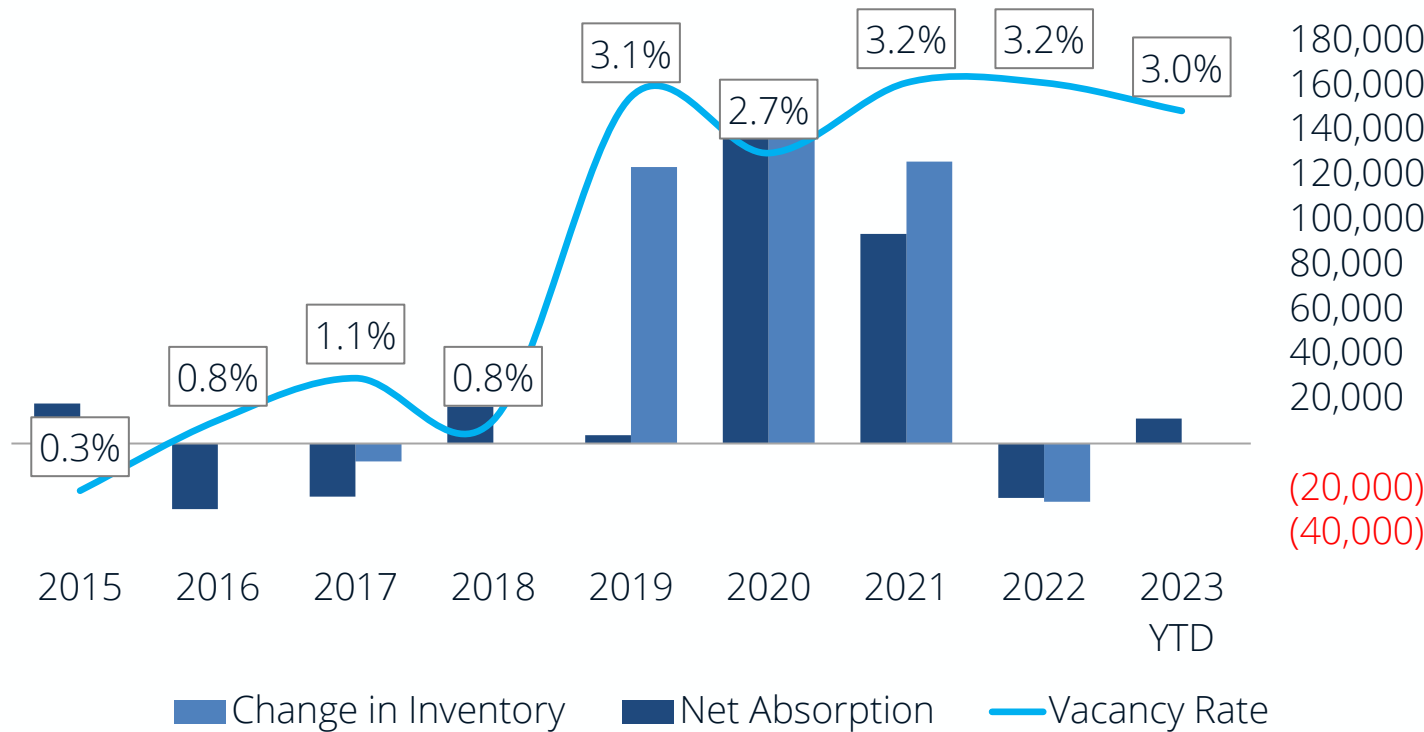
Key Takeaways:

- Tysons retail market has been **resilient** in the wake of Covid-19, with vacancies hovering around 3%.
- Over the last 5 years, the **Tysons market has experienced a 7% increase in total retail inventory, more than double the rate among its peers** and the DC Metro area.
- Tysons retailers have **recovered substantially from the pandemic, nearly reaching pre-COVID levels of visitation**. While recovery is strong across many of the major retail centers in Tysons, recovery has been particularly strong at Tysons Corner Center and the Tysons Galleria - retail centers that draw most heavily from outside of Tysons.
- Since 2020, the **existing gap for Health, Grocery, and Bars/Restaurants has shrunk significantly** with the opening of Wegmans and retailers at The Boro. However, there is an opportunity to **increase the amount of entertainment-focused retail**.

RETAIL | MARKET PERFORMANCE

Vacancies have yet to recover to pre-pandemic levels but they are still hovering at a low 3%, indicating the resiliency of Tyson's retail market in the wake of Covid-19.

Tyson's Retail Market Performance
(2015-2023)



Tyson's Retail Market Overview

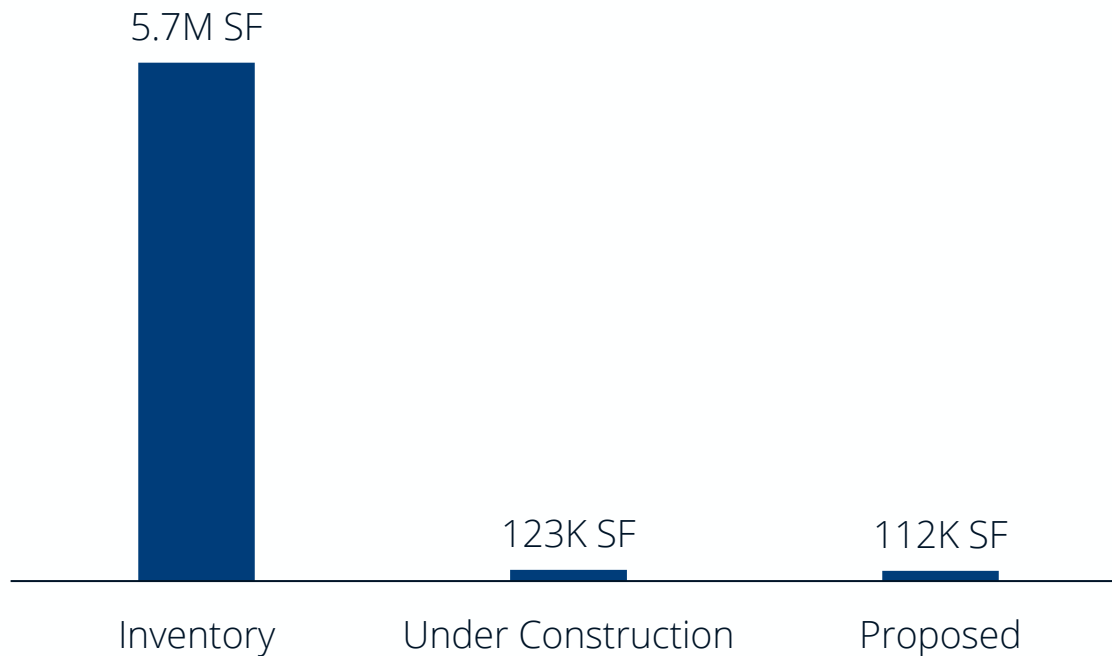
Inventory (SF)	5.5M
Rent/SF	\$22.50
Vacancy Rate	3%
Vacant SF	167K
SF Under Const.	123K

Source: CoStar, Tyson's Urban Center

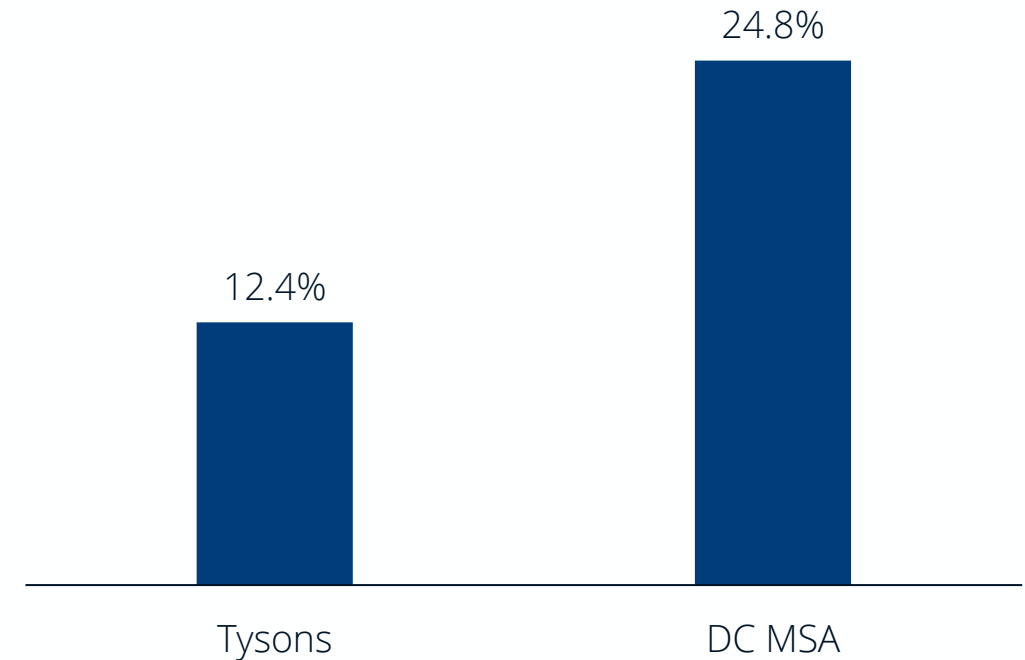
RETAIL | INVENTORY

5.7 million sf of retail use accounts for **12% of the total building stock in Tysons**, behind office (59%) and multi-family (20%). Retail in Tysons represents a much smaller fraction of the entire real estate product compared to the overall DC MSA.

Retail Inventory and Pipeline



Retail Share of Total Product



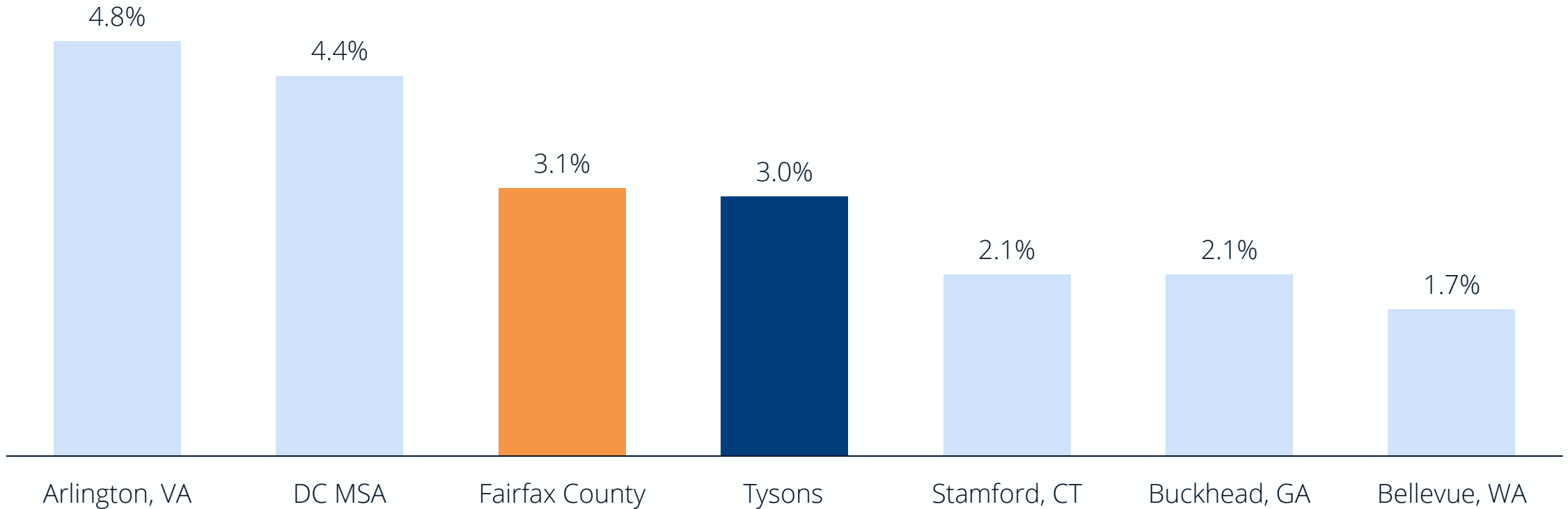
Note: Proposed is composed by buildings that are approved but are not under construction or have site plan pending

Source: CoStar, Fairfax County, Tysons Urban Center

RETAIL | PEER COMPARISON - VACANCY

2023 YTD **retail vacancy is on par with the Tysons' peer average** of 3%. Vacancy at Tysons sits below regional averages for Arlington, Fairfax, and the DC MSA.

2023 YTD Retail Vacancy

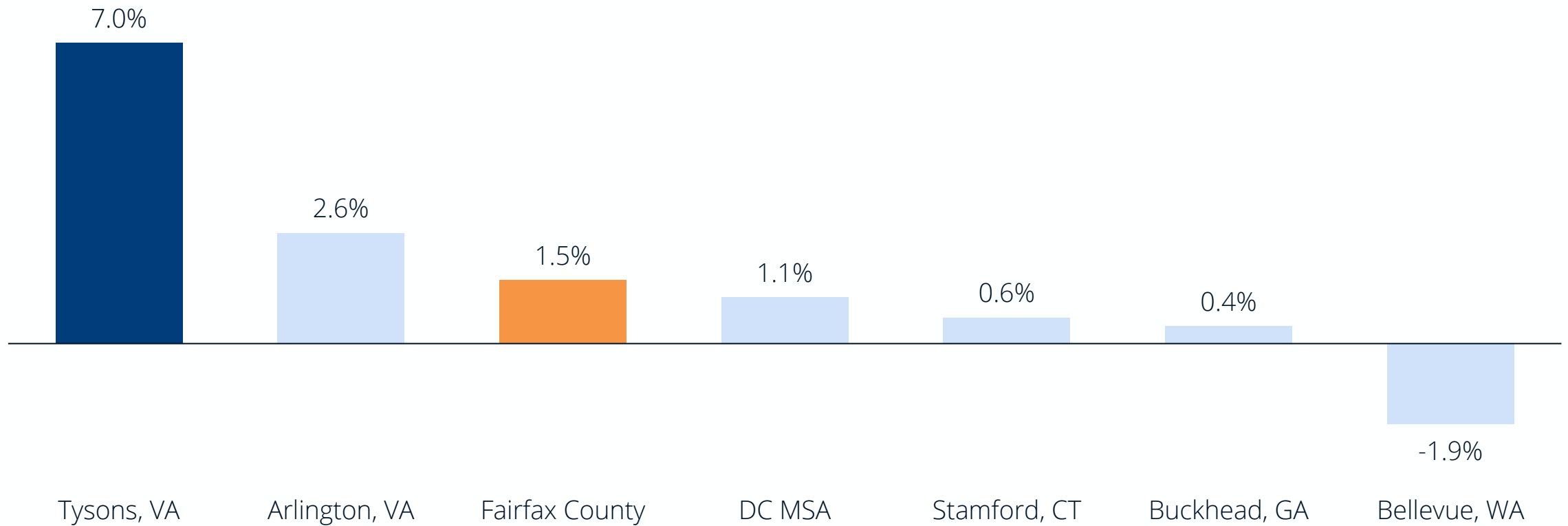


Source: CoStar, Tysons Urban Center

RETAIL | PEER COMPARISON: INVENTORY

Over the last five years, the Tysons market has experienced a 7% **increase in total retail inventory, more than double the rate among its peers** and the DC Metro area.

Five-Year Retail Inventory Growth

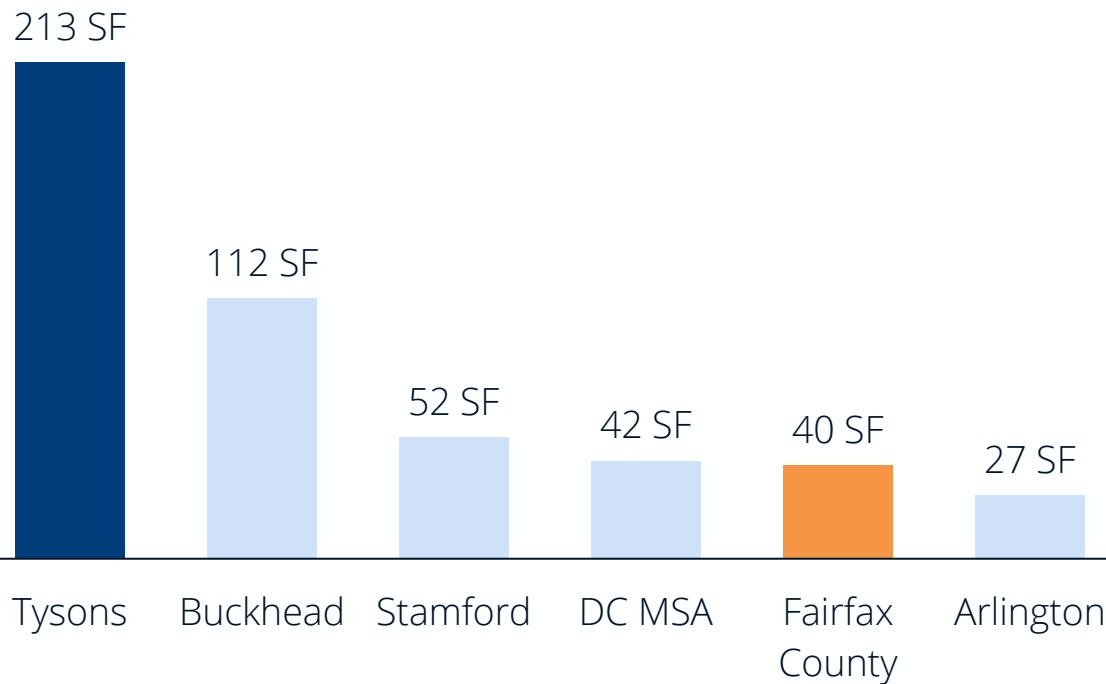


Source: CoStar, Tysons Urban Center

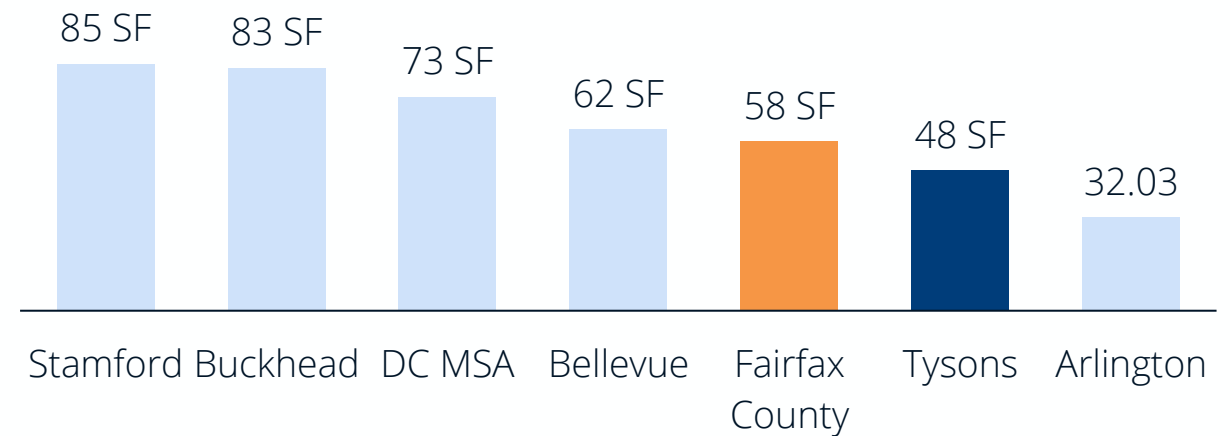
RETAIL | PEER COMPARISON – SF PER CAPITA

There is over 200 sf of retail space per resident in Tysons, **five times the Fairfax County average** and almost twice that of the next peer. However, there is only 58 sf of retail space per worker in Tysons, reflecting its larger role as a **regional job center** than a residential hub, although this is shifting.

Retail SF per Resident



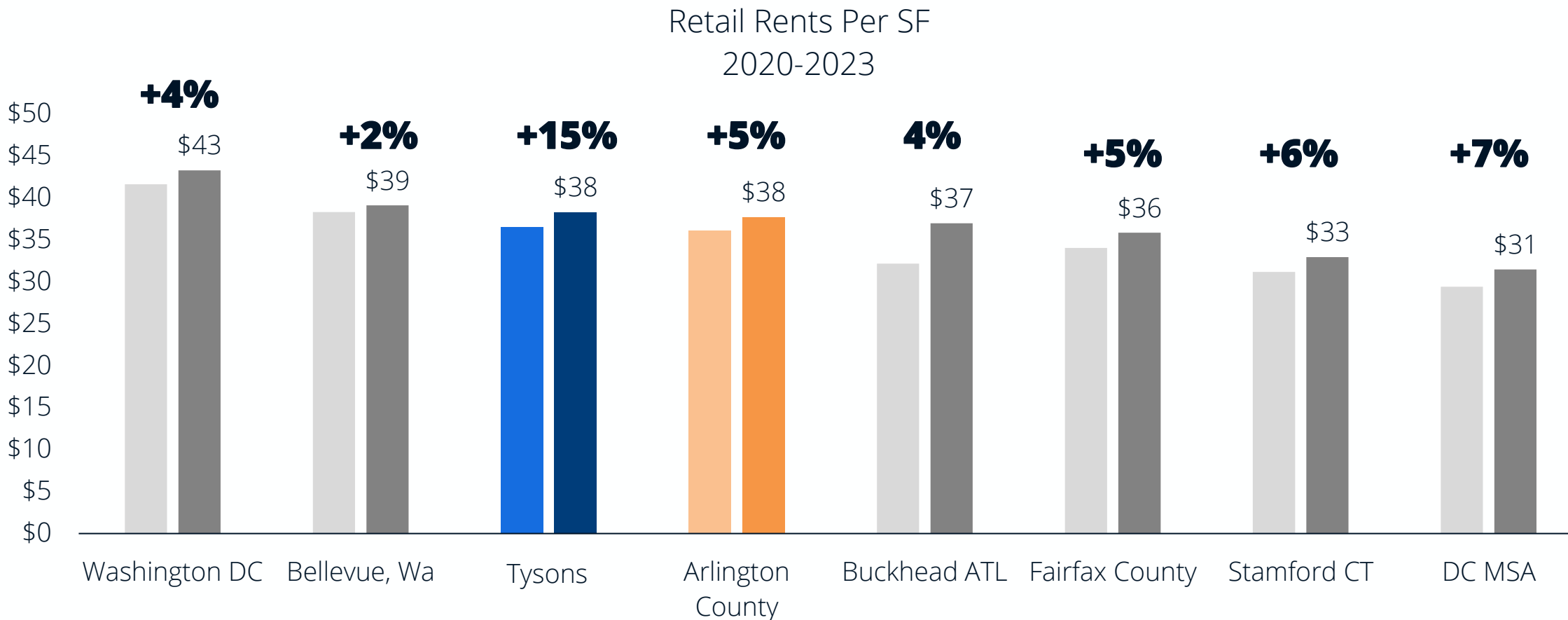
Retail SF per Worker



Source: CoStar, Tysons Urban Center

RETAIL | PEER COMPARISON - AVERAGE RENT

Retail rents in Tysons have grown in line with County and MSA-wide trends. While Tysons **rents are higher than the County or MSA average**, they are **12% lower than in DC** proper.



Source: CoStar, Tysons Urban Center

RETAIL | LEASE COMPARABLES

The following are examples of recent retail leases in Tysons:



1635 Boro Pl
McLean



2001 International Dr
McLean



1800 8201 Leesburg Pike
Vienna

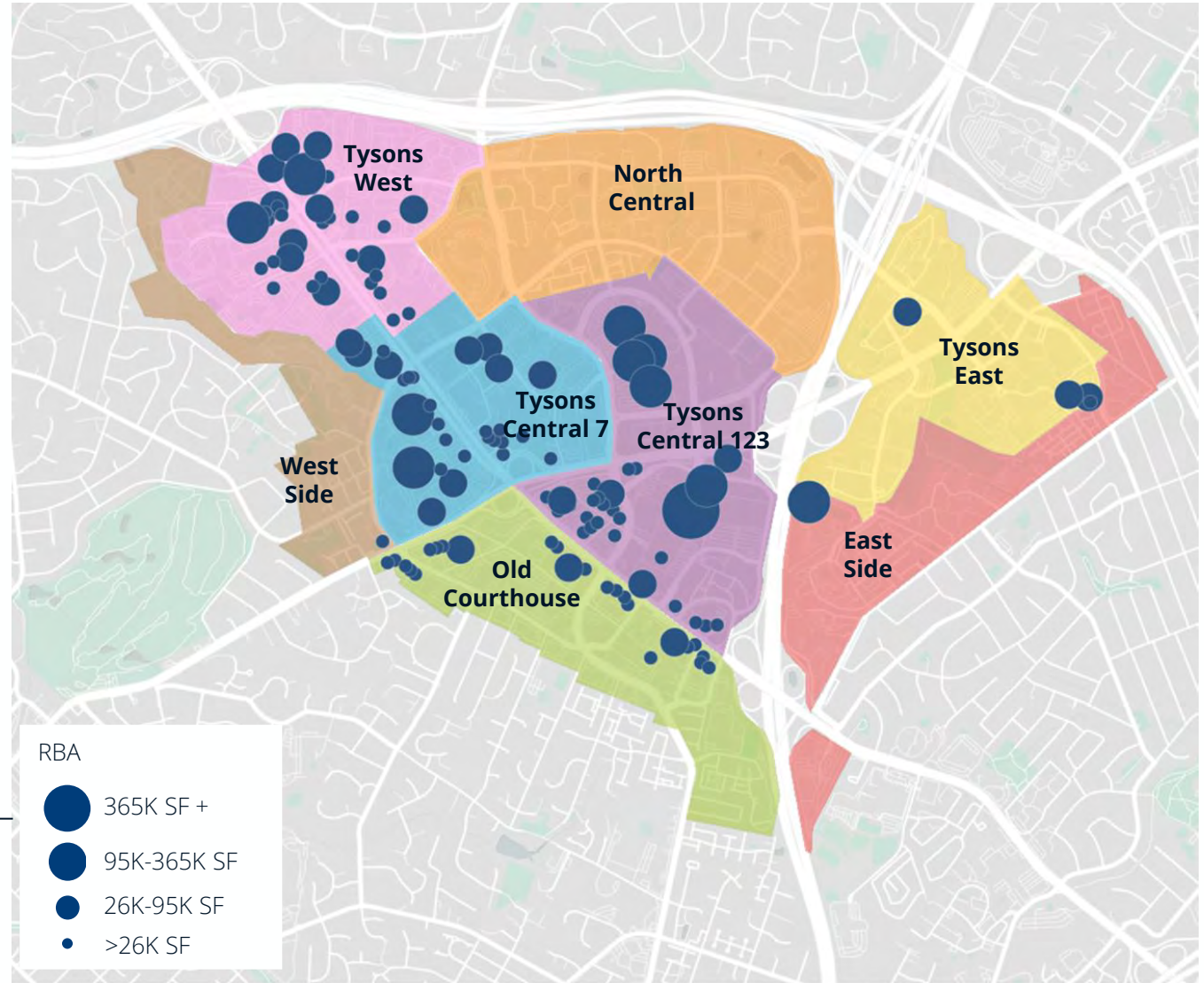
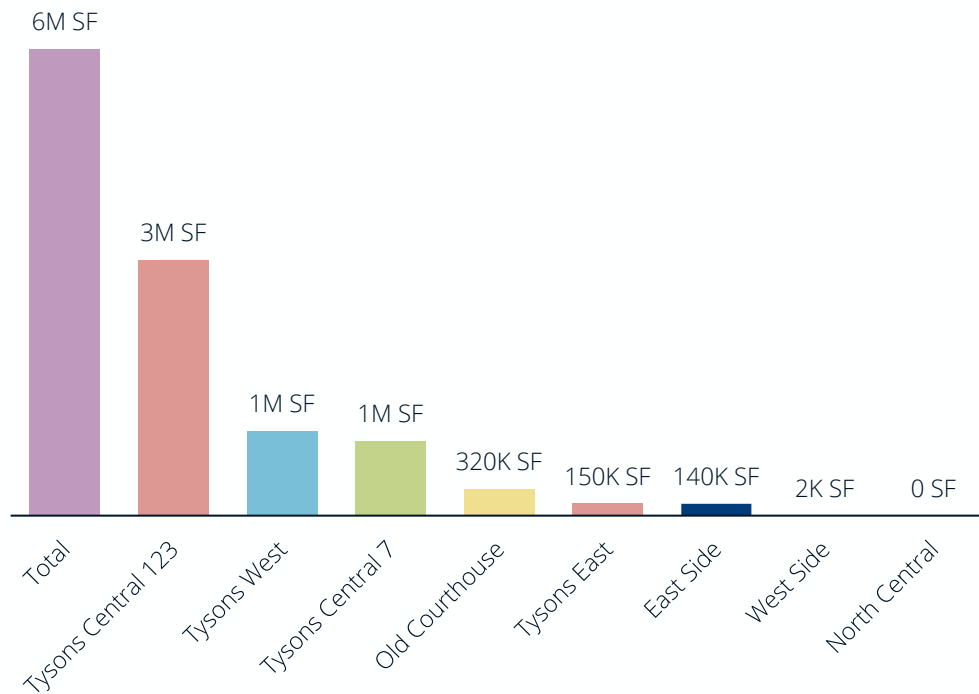
SF Leased	7,500 SF	5,000 SF	20,000 SF
Est. Rent	\$36-\$45/SF	\$33-\$40/SF	\$48-\$58/SF
Tenant	Sandbox VR	Patrick's Fine Linens & Home Décor	Pride Automotive
Year Built/Renovated	2019	1988/1997	1968
Transaction Date	January 2023	September 2022	January 2023
Transaction Type	New Lease	Renewal	New Lease

Source: CoStar, Tysons Urban Center

RETAIL | INVENTORY BY PLANNING DISTRICT

Retail is concentrated in the Tysons Central 123 planning district, where the **Tysons Corner Center** supports nearly 2M SF, and the **Tysons Galleria** supports another 800K SF.

Retail Inventory by Planning District

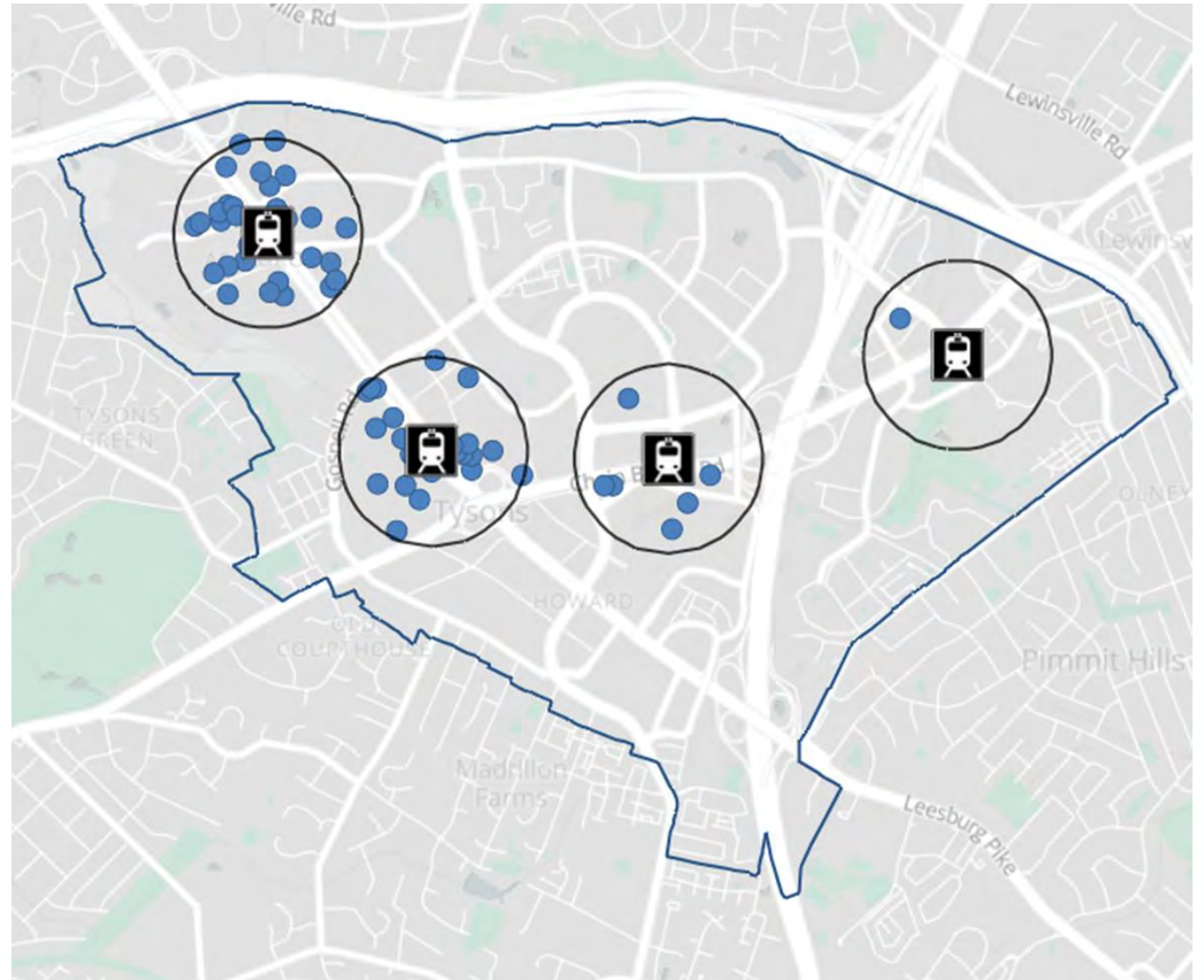
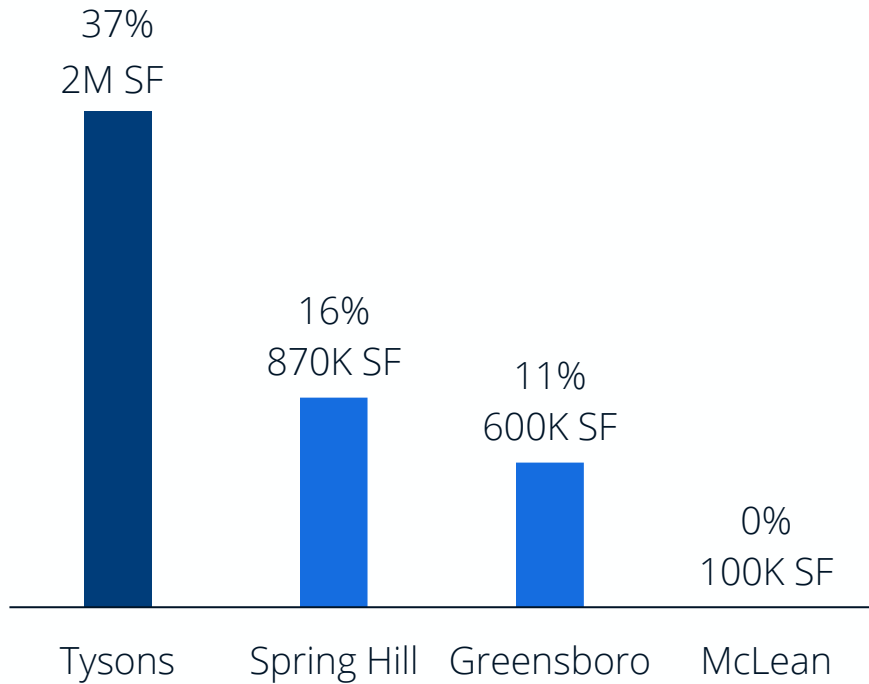


Source: CoStar, Tysons Urban Center

RETAIL | INVENTORY BY METRO STATION

65% of all **retail space is concentrated within ¼ mile of a metro station**, and metro plays a critical role in expanding regional transit access to retail in Tysons, particularly .

Share of Total Retail Space Near Metro Stations



Source: CoStar, Tysons Urban Center

RETAIL | INVENTORY PIPELINE

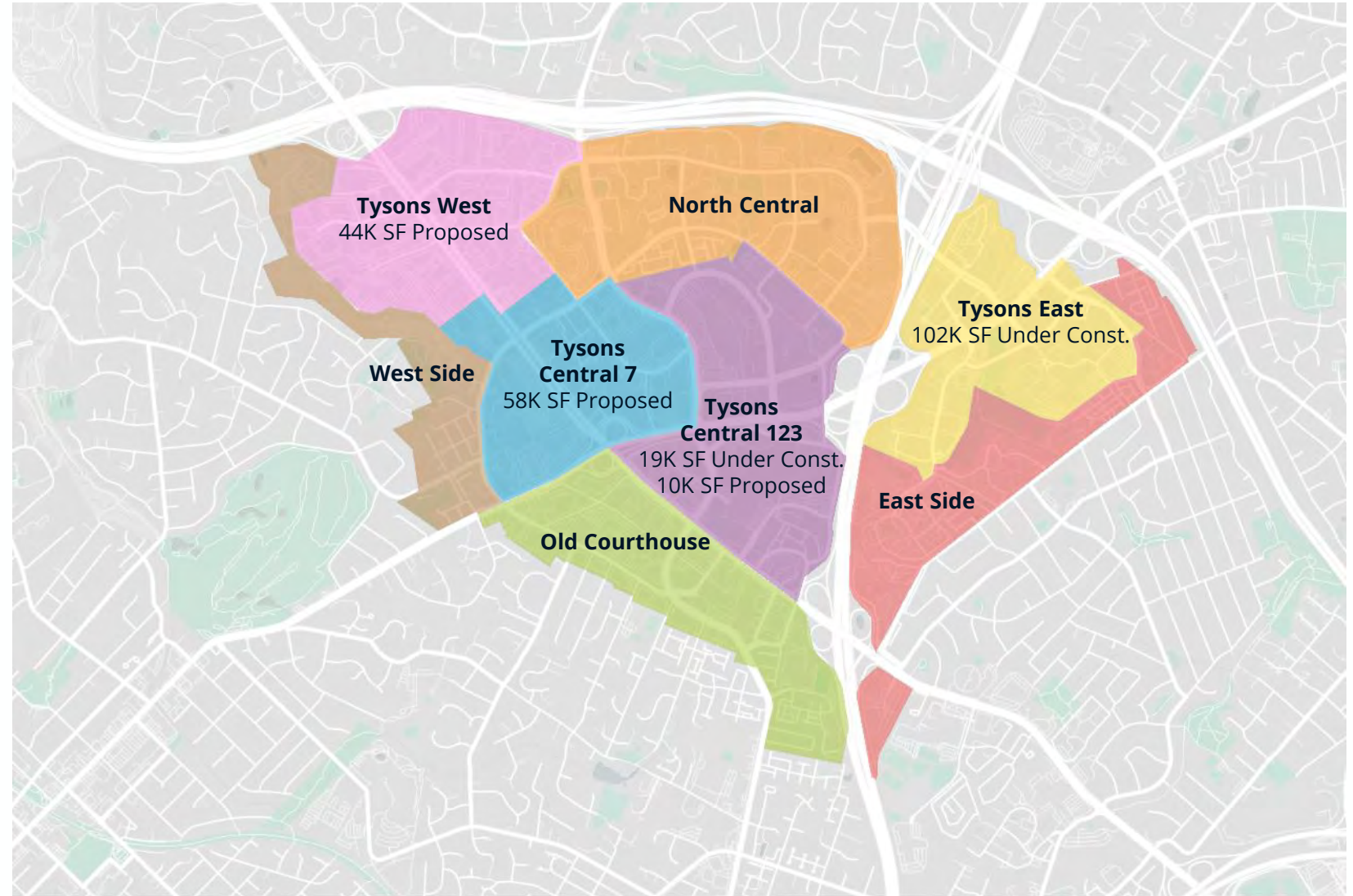
Under construction inventory is mostly concentrated in the Tysons East district and the central-west portions of the district.

123K SF

Under Construction

112K SF

Planned

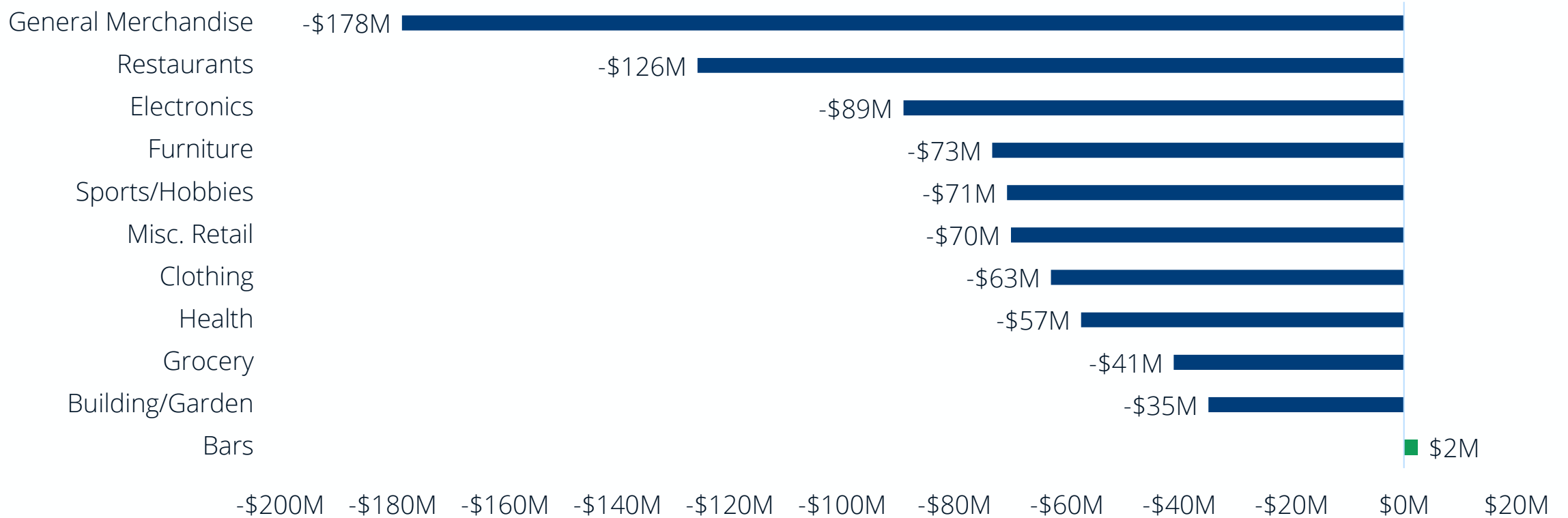


*Note: Proposed is composed by buildings that have a pending or approved site plan
Source: CoStar, Fairfax County, Tysons Urban Center*

RETAIL | GAP ANALYSIS

Tyson's **retail spending is mostly driven by visitors**. This is evident in the surplus of retail sales relative to the resident population across all categories except for bars. According to our analysis, the growing resident population of Tyson's could sustain more bars than there currently exist which could **improve its positioning as a post-5pm district**.

Unmet Spending Potential or Surplus

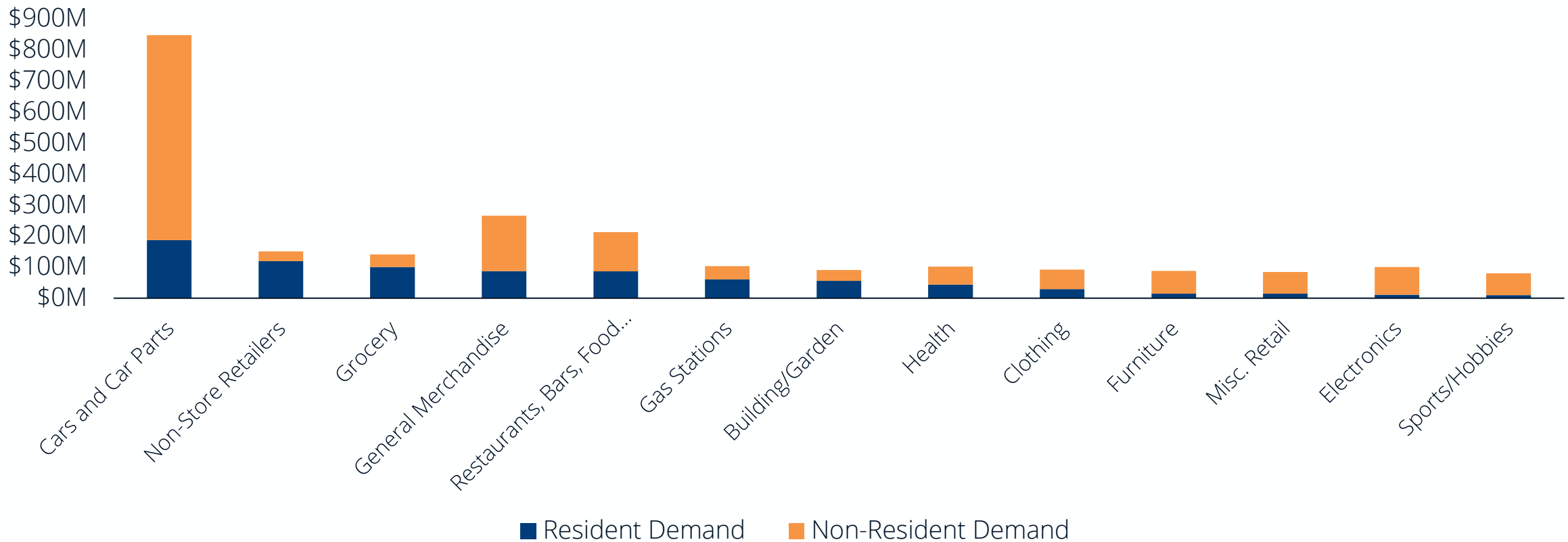


Source: Claritas, Tyson's Urban Center

RETAIL | SPENDING PATTERNS

Tyson's **remains a major retail destination**, attracting shoppers from around the region, with **65% of the more than \$2.4B of spending in Tyson's emanates from people visiting the region**. Of these visitors, approximately 68% traveled from more than 10 miles away and 27% of traveled from more than 50 miles away.

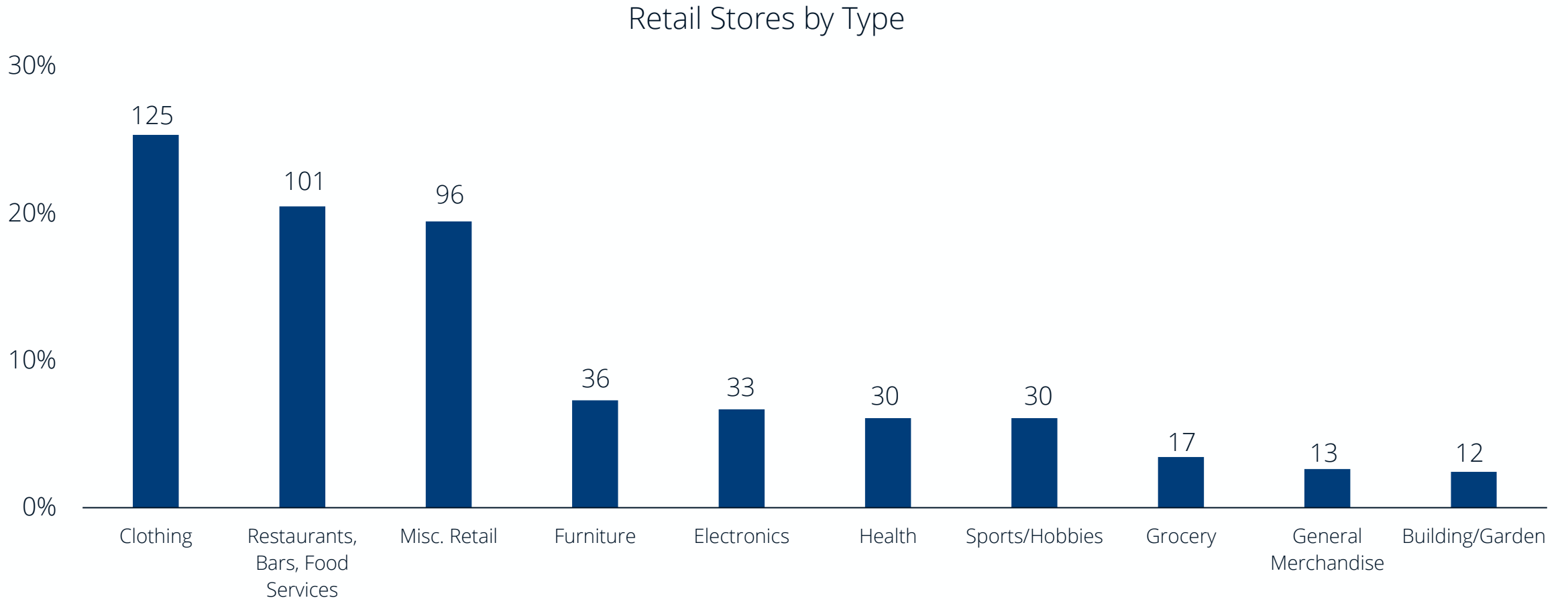
Retail Spending Residents Vs. Non-Residents



Source: Claritas, Tyson's Urban Center

RETAIL | SHOPS BY TYPE

Tyson's retail offering is composed primarily of apparel stores and dining situated in the district's shopping malls.

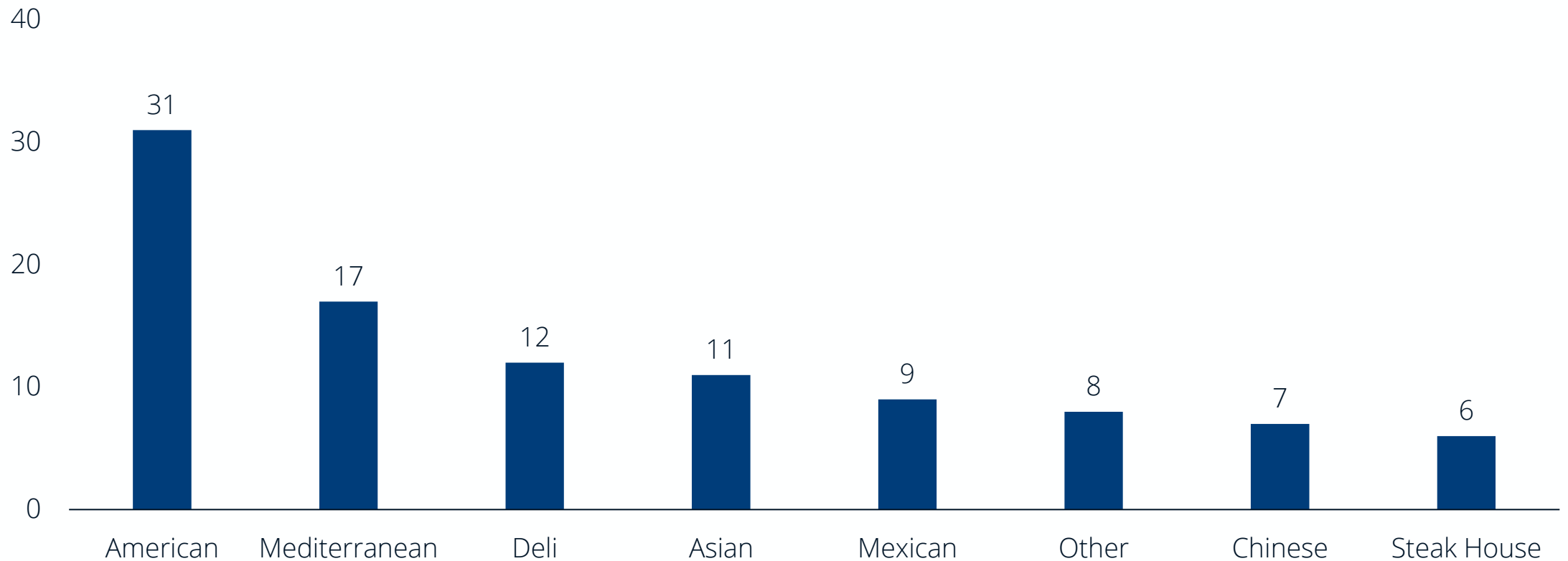


Source: Data Axle, HR&A Advisors, Tysons Urban Center

RETAIL | SHOPS BY TYPE

Tyson's is also a culinary hub, hosting cuisines from all around the world including some locally renowned restaurants offering a variety of ambiances.

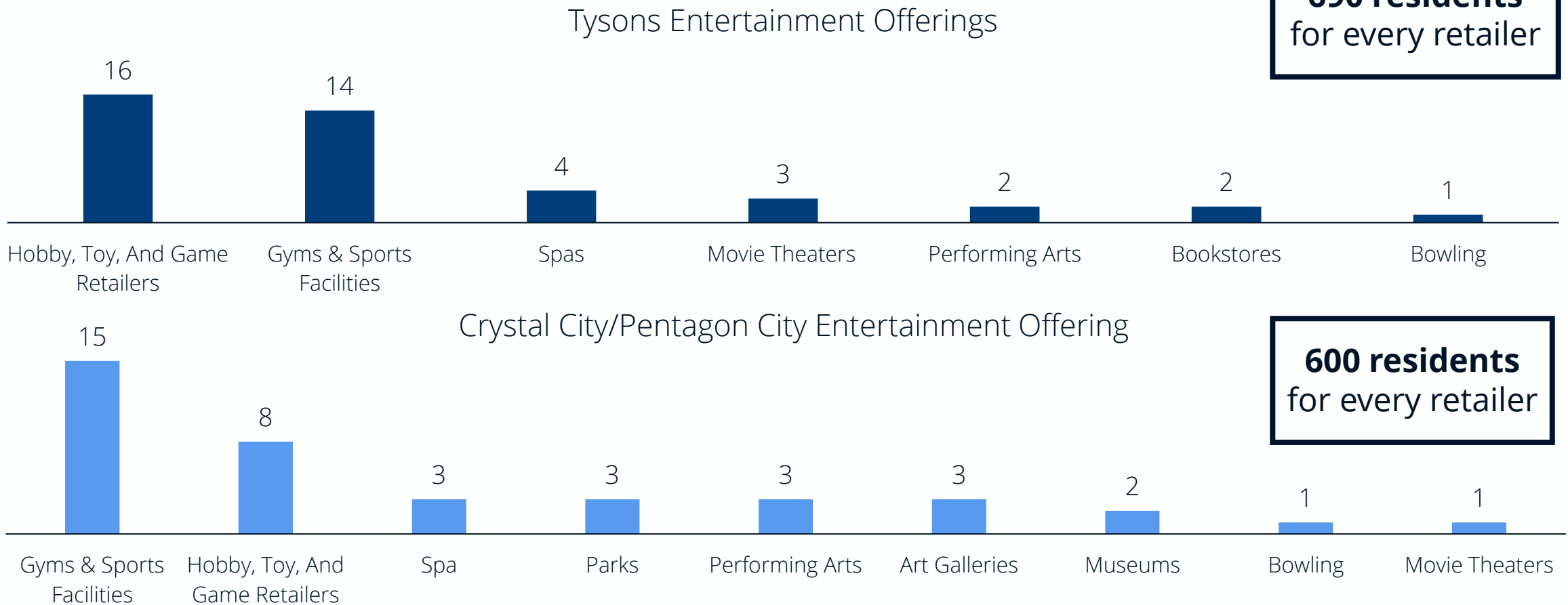
Top Restaurant Categories



Source: Data Axle, HR&A Advisors, Tyson's Urban Center

RETAIL | ENTERTAINMENT

Despite having a larger residential population (29K vs 24K), **Tysons lags Crystal City/Pentagon City** in the offering of entertainment-focused retail options.



Source: Data Axle, HR&A Advisors, Tysons Urban Center

RETAIL | ENTERTAINMENT

Tyson's entertainment offerings are heavily skewed towards retail stores such as sporting goods, hobbies, and crafts while leading commercial districts are pivoting to experience-based recreation. **An emphasis on experiential entertainment could allow Tyson's to better compete in a post-pandemic market.**



Swingers
Navy Yard, Washington, DC
Opened: 2023



Sandbox VR
Tysons, VA
Opening: 2023

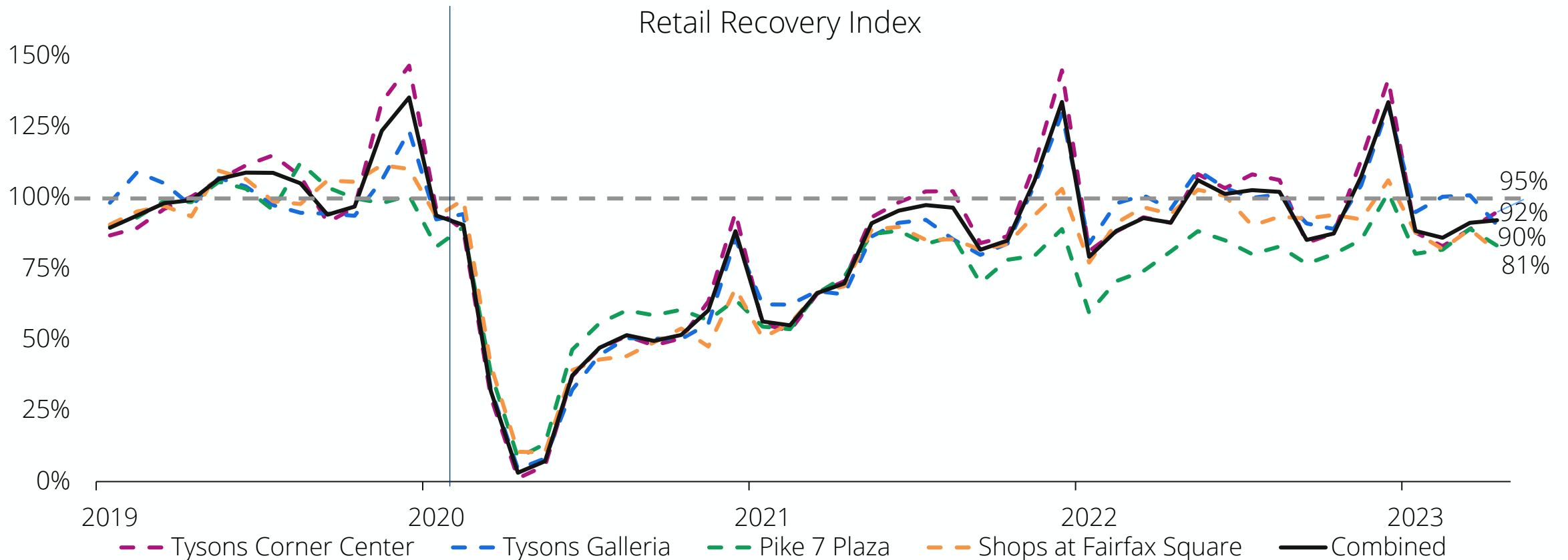


Movement Climbing Gym
Fair Oaks Mall, Fairfax, VA
Opening: 2024

Source: HR&A Advisors, Eater, CNBC, Movement Climbing Gym


RETAIL | RETURN OF SHOPPERS

Tyson's retailers have seen **visitation recover substantially from the pandemic**, nearly reaching pre-COVID levels. Visitation recovery is strong across many of the major retail centers in Tyson, **particularly at Tyson's Corner Center and the Tyson's Galleria** - retail centers that draw most heavily from outside of Tyson's.



Source: Placer AI, HR&A Analysis, Tyson's Urban Center

An index value of 100% represents the average retail visitation of 2019.



| 06

Visitation Analysis

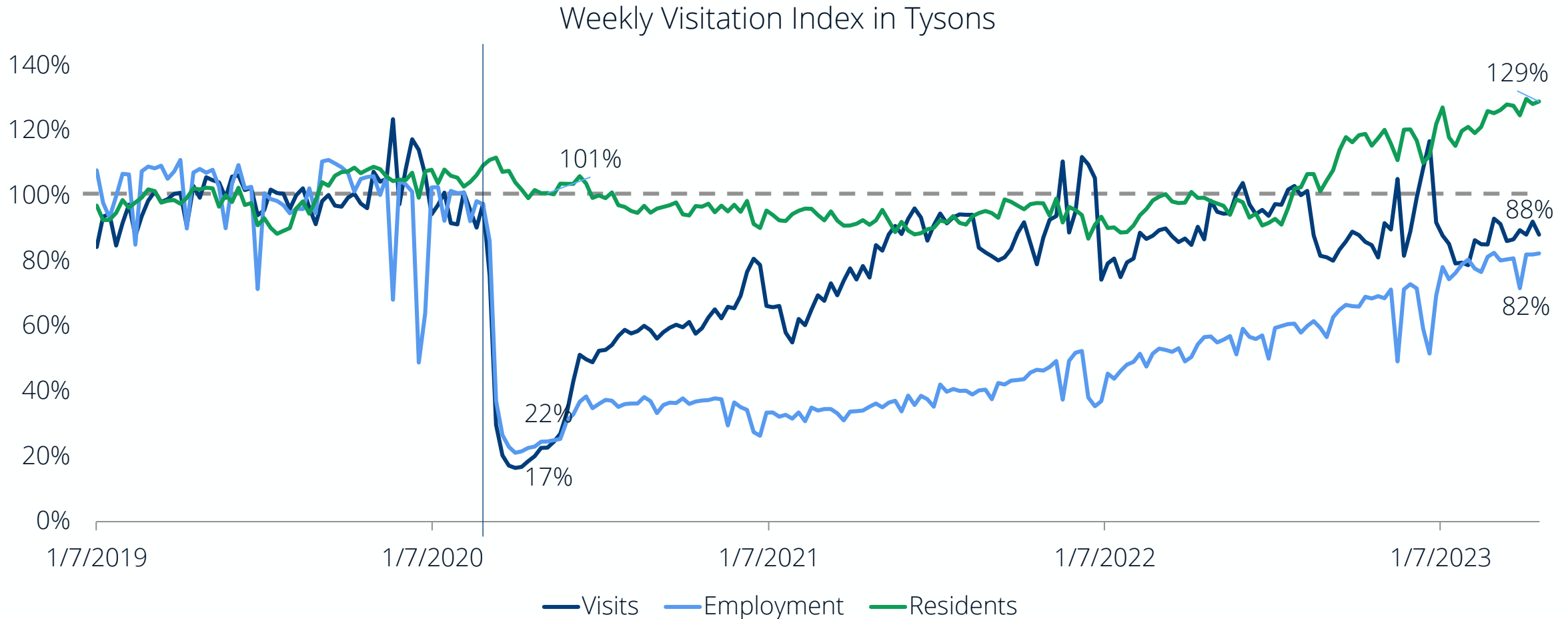
SUMMARY OF KEY FINDINGS

Key Takeaways:

- Tysons has emerged from the pandemic with a strong reputation as a regional “live-work” community, as demonstrated by **increased levels of residential traffic**.
- Traditionally the backbone of Tysons, **retail foot traffic has nearly approached pre-pandemic levels**, signaling a strong economic recovery.
- **Over a quarter of visitors to Tysons arrive from 50 miles away, signaling the neighborhood’s large retail trade area**. On average, visitors spend over 3.5 hours per visit, with the majority occurring in retail locations.
- **Office recovery has been slow**, with employee foot traffic hovering around 80% of the pre-pandemic level. This may indicate additional programming to attract office workers is necessary.
- Visitor demographics mostly mirror those of residents, though **visitors contain a higher proportion of family households** than households living in Tysons.

VISITATION | VISITATION

Tyson's has seen a **substantial recovery in visitation** since the pandemic, with a rapidly growing residential presence and the return of most visitors and employees.



Source: Placer.ai, HR&A analysis, Tysons Urban Center

An index value of 100% represents the average visitation of 2019.

VISITATION | TRADE AREA

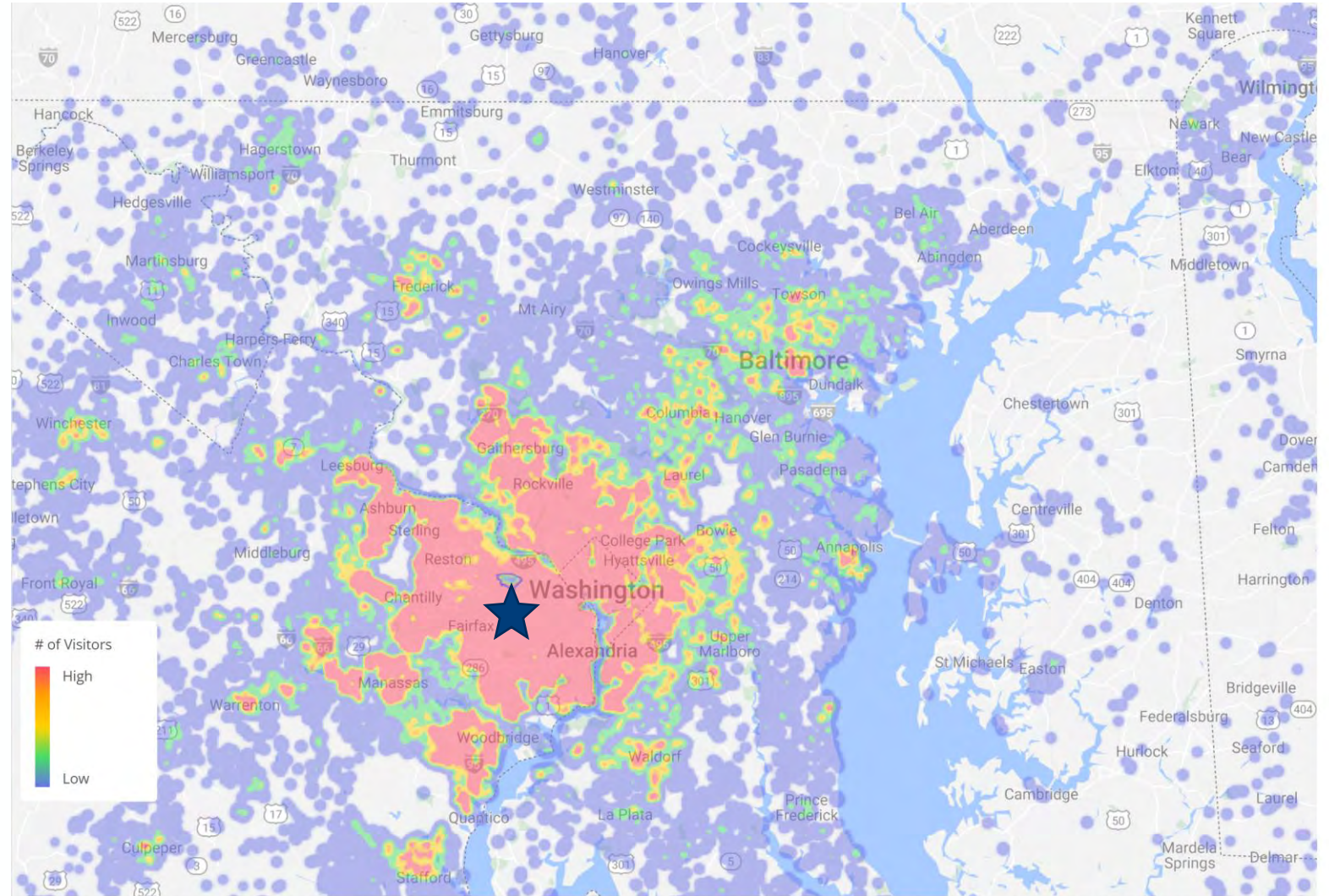
Tyson's larger trade area consists of the wider DC-MSA region, with significant pockets of **visitors** from the **urban fringes**.

68%

Of visitors travel to Tysons from more than 10 miles away

27%

Of visitors travel to Tysons from more than 50 miles away



Tyson's / Madrillon Farms, Virginia, United States | Based on Home Location, by Visitors | Min. Visits: 1 | Nov 1st 2022 to Apr 30th 2023 | Home locations are obfuscated for privacy and randomly placed within a census block. They do not represent actual home addresses. Data provided by Placer Labs Inc. (www.placer.ai)

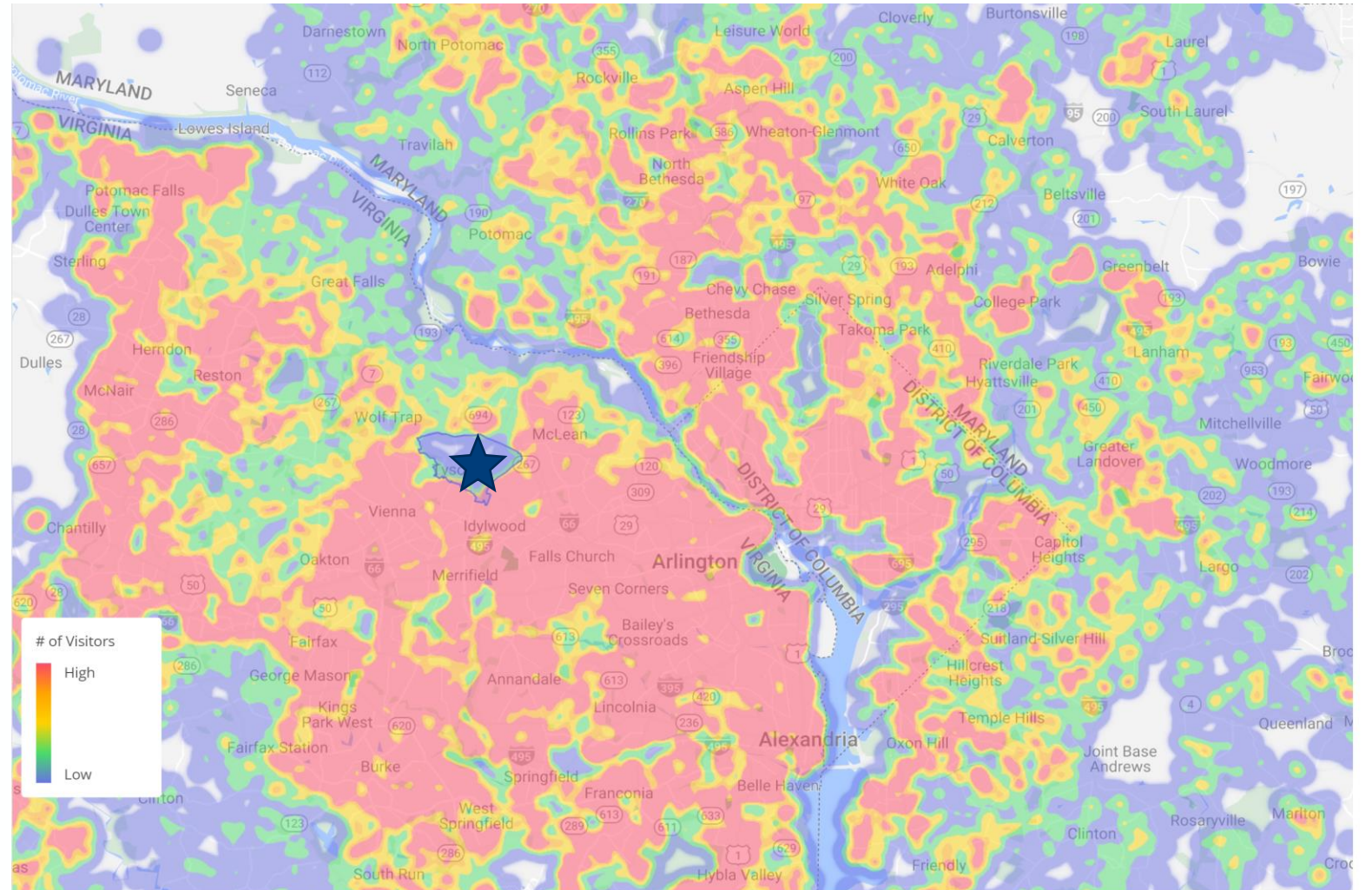
Source: Placer.ai, HR&A analysis; for time period 11/2022 to 04/2023, Tysons Urban Center

VISITATION | TRADE AREA

Nearby visitors are coming from locations like **Annandale, Fairfax, Ashburn, Herndon, Potomac (MD)** and **Arlington**.

56%

Of visitors travel to Tysons from between 5 and 30 miles away.



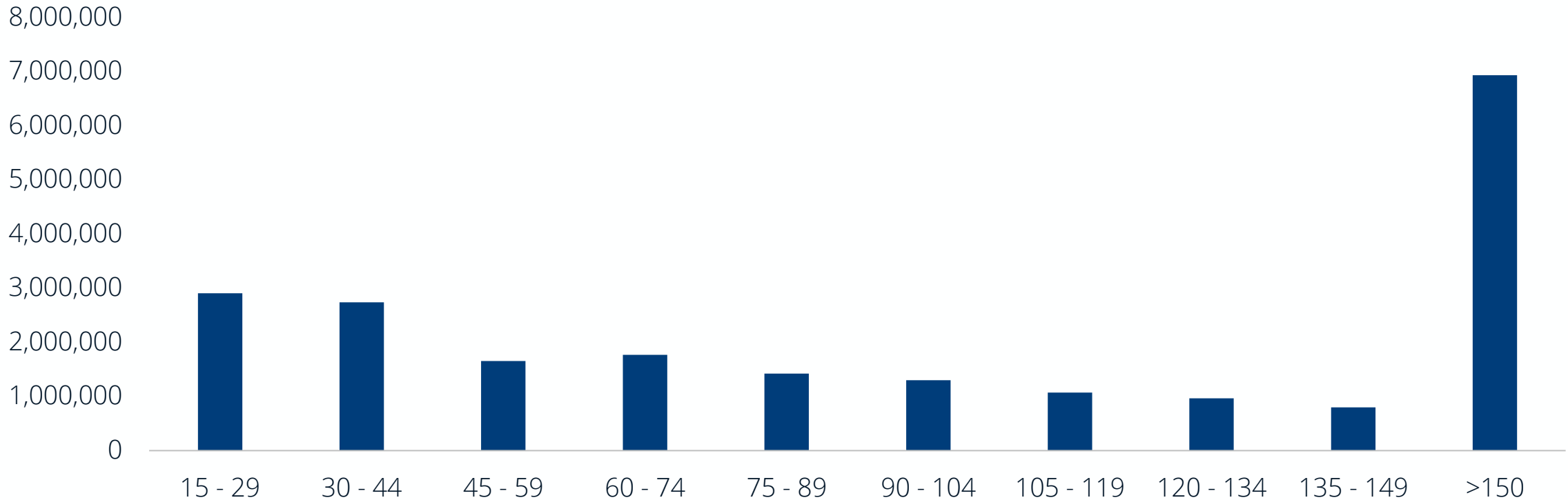
Tysons / Madrillon Farms, Virginia, United States | Based on Home Location, by Visitors | Min. Visits: 1 | Nov 1st 2022 to Apr 30th 2023 | Home locations are obfuscated for privacy and randomly placed within a census block. They do not represent actual home addresses. Data provided by Placer Labs Inc. (www.placer.ai)

Source: Placer.ai, HR&A analysis; for time period 11/2022 to 04/2023, Tysons Urban Center

VISITATION | LENGTH OF STAY

The most popular day to visit Tysons is on Saturday, and 40% of visitors spend more than 2 hours there. On average, visitors spend 3.5 hours in Tysons per visit. These data points suggest the **most common reason for visiting Tysons is for retail.**

Length of Stay

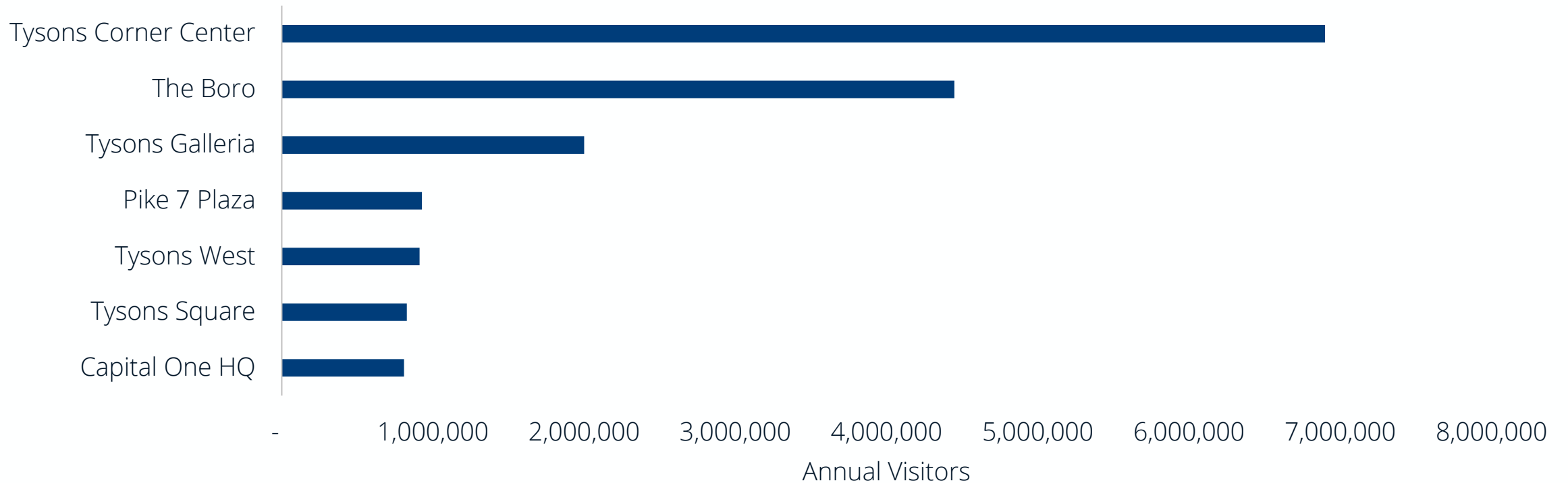


Source: Placer.ai, HR&A analysis; for time period 11/2022 to 04/2023, Tysons Urban Center

VISITATION | POPULAR DESTINATIONS

Visitation data shows that the **most popular locations for visitors in Tysons are in retail centers**. Most of these are in mixed-use developments adjacent to residential and office space.

Destinations in Tysons



Source: Placer.ai, HR&A analysis; for time period 11/2022 to 04/2023, Tysons Urban Center

VISITATION | VISITOR PROFILE

Visitor demographics mirror those of residents. Visitors also tend to skew towards female, are more highly educated, and are more affluent. Notably however, **visitors contain a higher proportion of family households** than residents. Understanding why families visit, yet do not live in Tysons may help attract a more diverse community.



37

Median Age



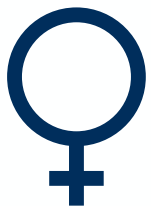
23%

Millennials



50%

Have a
Bachelors of
Higher



52%

Female



\$97K

Median Household
Income



65%

Family
Households

A city skyline at dusk or night, with buildings illuminated and a dark blue sky. A dark blue horizontal bar is overlaid across the middle of the image. The number '07' is displayed in a large, bold, blue font within this bar, preceded by a vertical blue line.

07

Hospitality Analysis

Key Takeaways:

- Low occupancy rates and a stagnant pipeline indicate that Tysons hospitality market is **undergoing a slower pandemic recovery** than similar submarkets.
- Existing hospitality offerings have **positioned themselves to serve business travelers**, a market segment that has recovered more slowly than leisure travel. Tysons' slower hospitality recovery is most likely connected to slow return to office rates.
- While there are similar hospitality products in comparable submarkets, hotels in Tysons demand lower average daily rates and higher vacancy, **depressing hotel revenues**.
- **Lack of large convention space** in Fairfax County contributes to Tysons' slower market recovery compared with peers such as Crystal City/Pentagon City.

HOSPITALITY | INVENTORY

There are 14 existing hotels in Tysons, with around 3.2K available rooms. While there are no hotels currently under construction, four are proposed.

3.2K

Rooms Available

4

Proposed Hotels

36

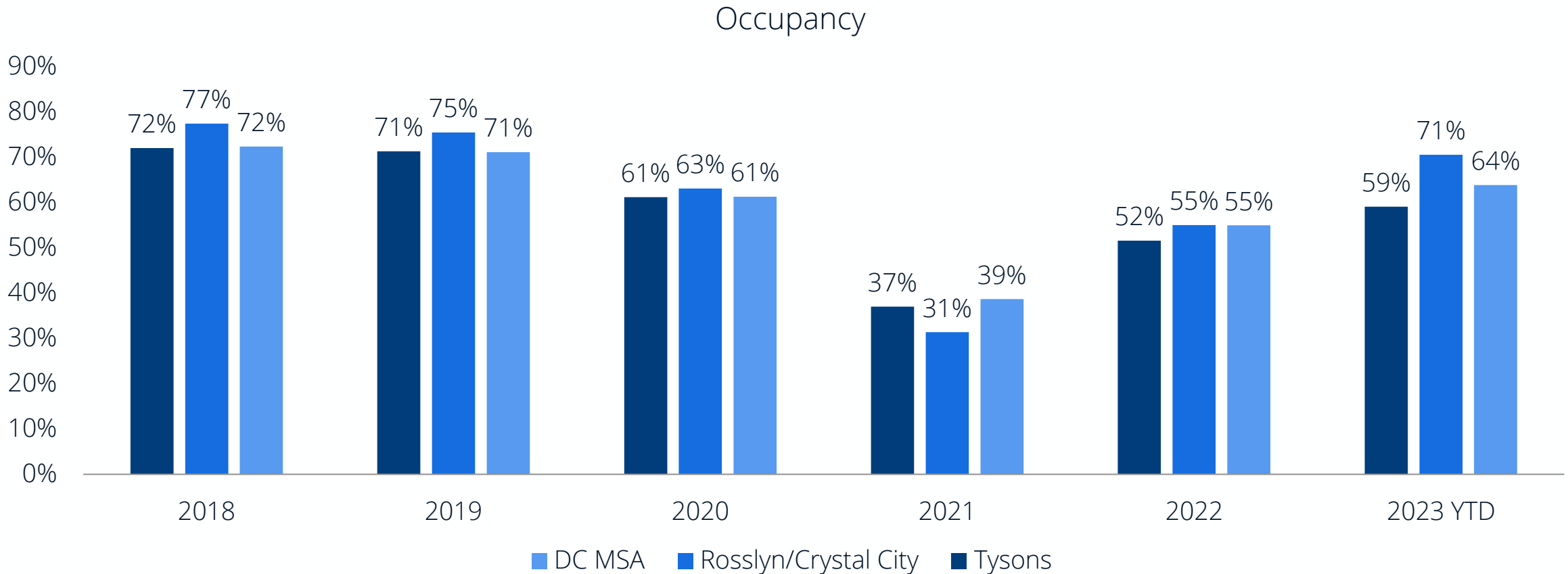
Average Age of
Development



*Note: Proposed hotels are those that have site plans but are not yet under construction.
Source: ESRI, CoStar, Fairfax County Data, HR&A Analysis, Tysons Urban Center*

HOSPITALITY | OCCUPANCY

Occupancy is consistently lower in Tysons than in Rosslyn and Crystal City, except during the COVID-19 pandemic when Tysons had a higher occupancy rate. While the hospitality market has continued to improve since 2020 performance lows, **Tysons business travel-oriented market has not recovered** to the same degree as other regional peers.

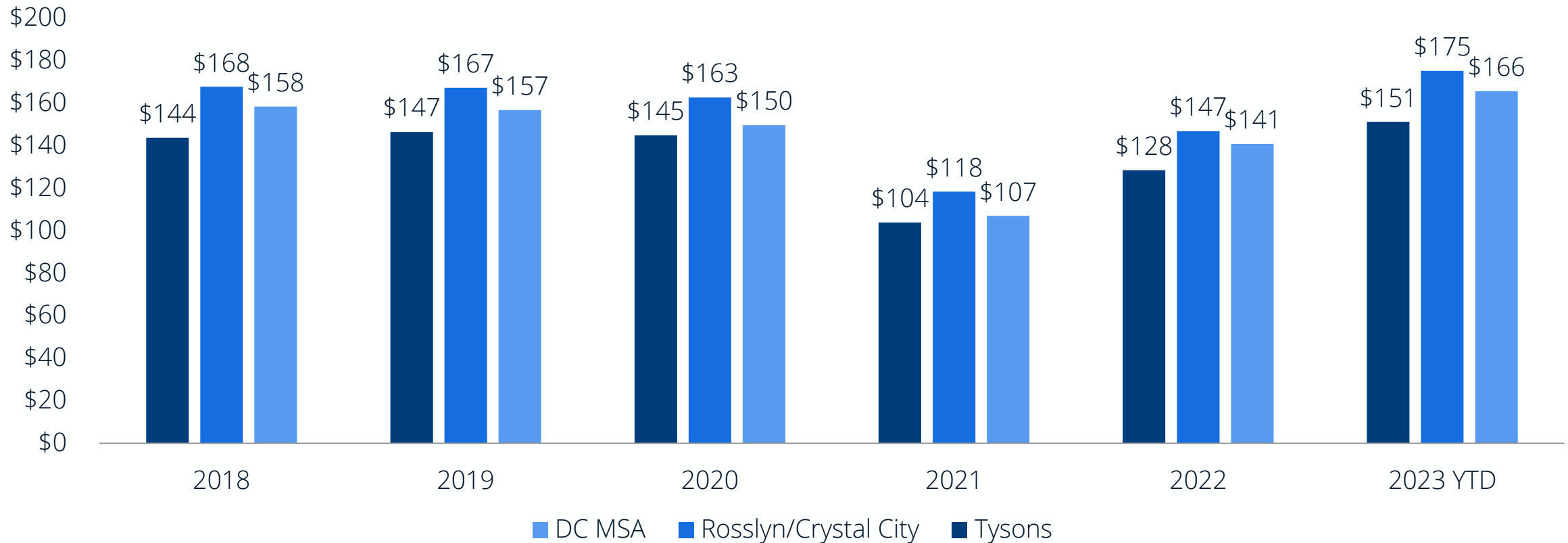


Source: CoStar, HR&A Analysis, Tysons Urban Center

HOSPITALITY | AVERAGE DAILY RATE

The average daily rate of hotel rooms in Tysons has recovered to pre-pandemic levels; however, **Tysons' growth in ADR has lagged** Rosslyn/Crystal City and the DC MSA.

12-Month Average Daily Rate

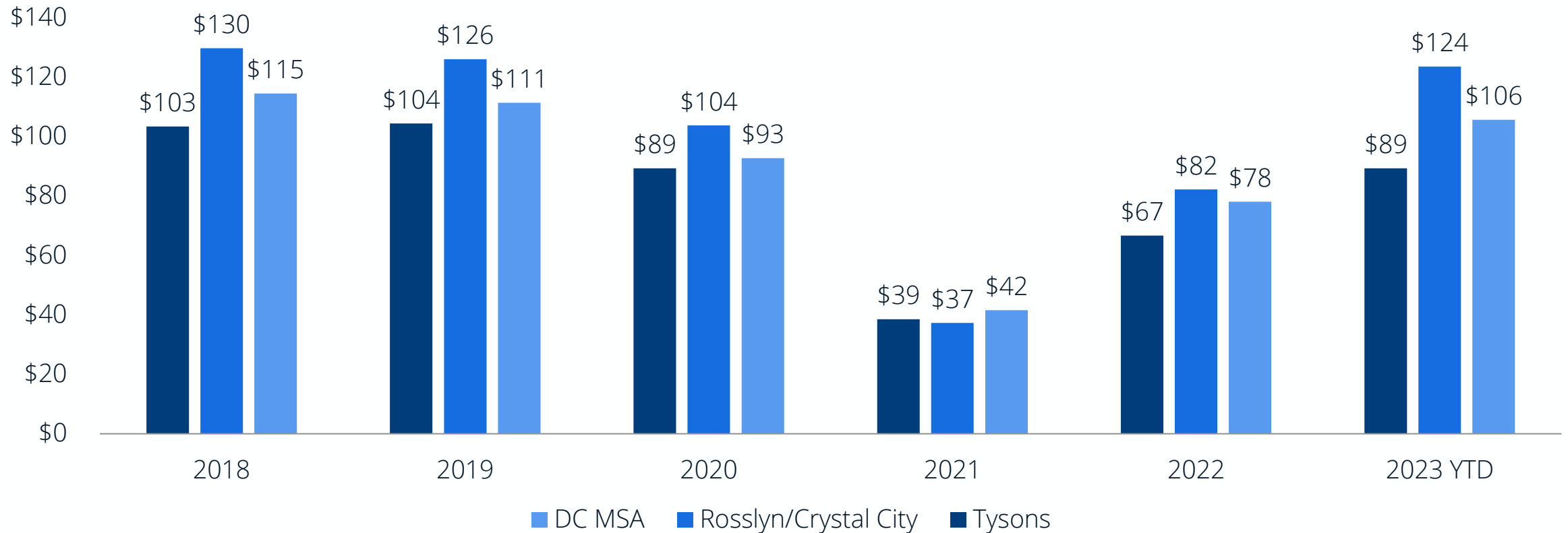


Source: CoStar, HR&A Analysis, Tysons Urban Center

HOSPITALITY | REVENUE

The hospitality **revenue in Tysons has experienced a slower recovery** compared to similar submarkets. In Tysons, revenues are currently 14% lower than they were in 2019, whereas **other markets have rebounded at a much quicker pace**, with rates only down by approximately 5%.

12-Month Average Revenue Per Available Room



Source: CoStar, HR&A Analysis, Tysons Urban Center

HOSPITALITY | HOTEL COMPARABLES

Tysons has a range of **midscale through luxury hotels**. Some hotels include amenities aimed at serving visitors traveling to Tysons to shop, such as shuttles between hotels and retail centers.



The Westin Tysons Corner



The Ritz-Carlton Tysons Corner



Archer Hotel Tysons

Class	Upper Upscale	Luxury	Upper Upscale
Age	51 years	32 years	2 years
Brand Name	Marriott	Marriott	Archer
Rooms	407	398	178
Meeting Space	16.5K SF	30K SF	7K SF
Amenities	Restaurant, breakfast available, free shuttle to shopping centers, business center	Pool, full-service spa, free area shuttle, restaurant on-site, large conference space	Fitness center, on-site retail, meeting space, restaurant

Source: Kalibri Labs, CoStar, HR&A analysis, Tysons Urban Center

HOSPITALITY | INVENTORY

Hotels in Tysons tend to be **older and to cater to business travel**. While there is nearly 100K SF of meeting space in Tysons, Fairfax County lacks a convention center to handle large-scale events that would bolster the hotel market.



34

Average Age

Most of the hotels in Tysons are **upscale** or **upper upscale**.



3K

Total Rooms

Common amenities provided include **parking, meeting space, restaurants, transit** to IAD, and **shuttles** to retail.



94K

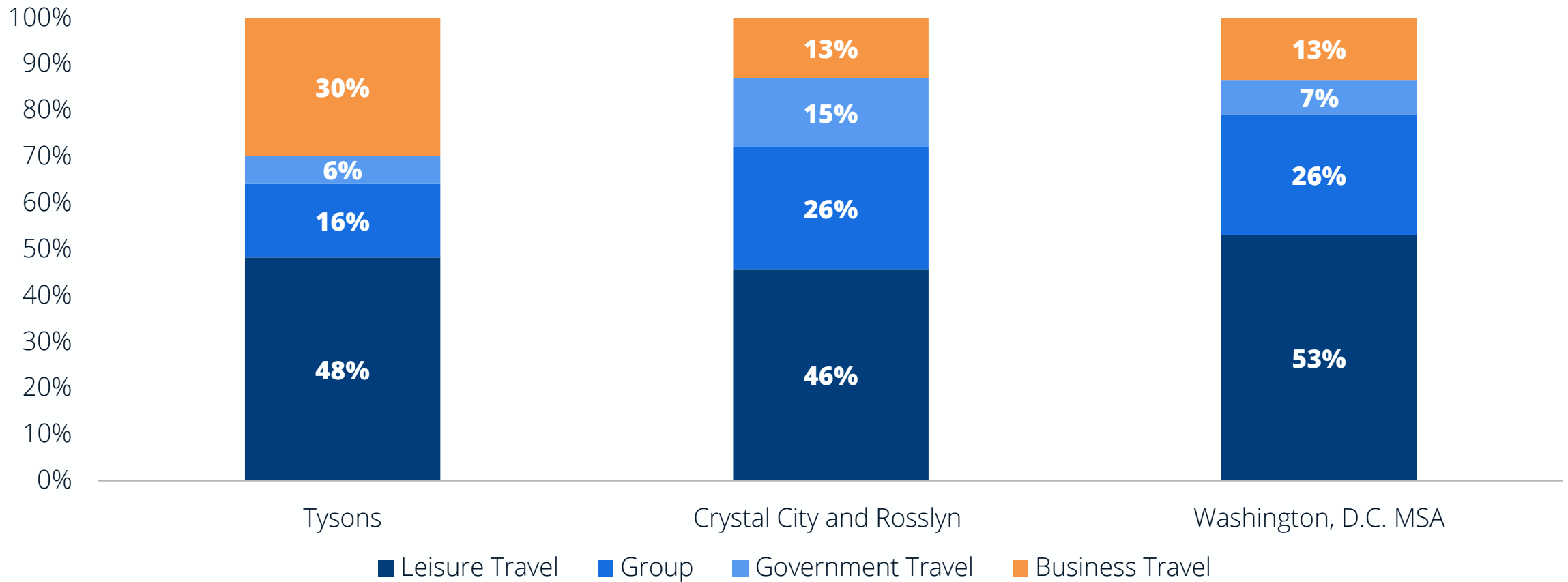
SF Of Meeting Space

Wyndham, Marriott, Hilton, Choice, and Extended Stay are **common hotel brands** located in Tysons.

HOSPITALITY | INVENTORY

Business travel accounted for slightly less than one third of hotel revenue in Tysons. This is **more than twice the share in other nearby markets.**

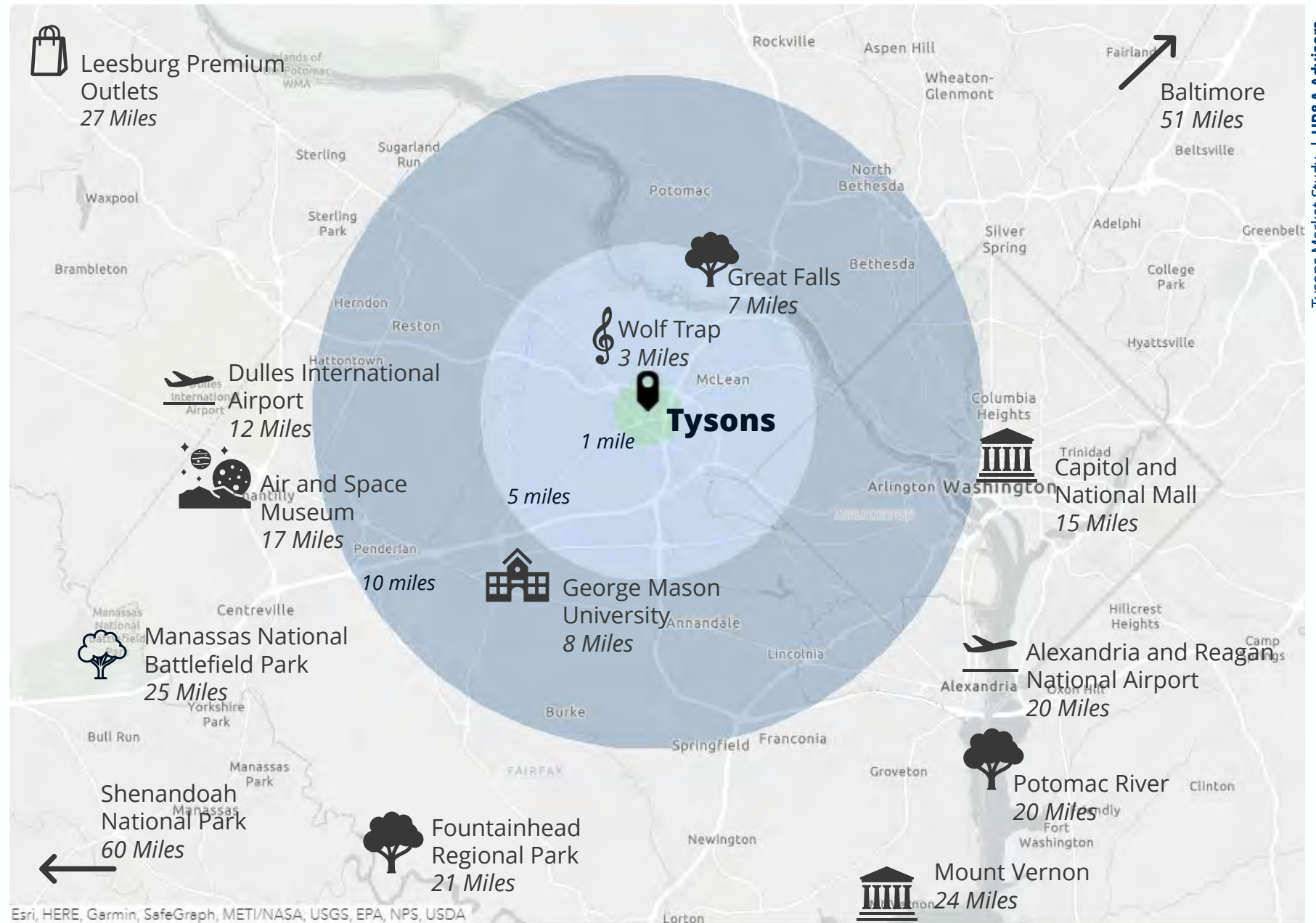
Hotel-Collected RevPAR Contribution by Rate Category (2018-2023 YTD Average)



Source: Kalibri Labs, HR&A Analysis, Tysons Urban Center

HOTEL | KEY ATTRACTIONS

Tyson's can attract hotel guests from a wide range of some of the region's most exciting attractions, including parks, retail, airports, and nearby Washington, D.C.

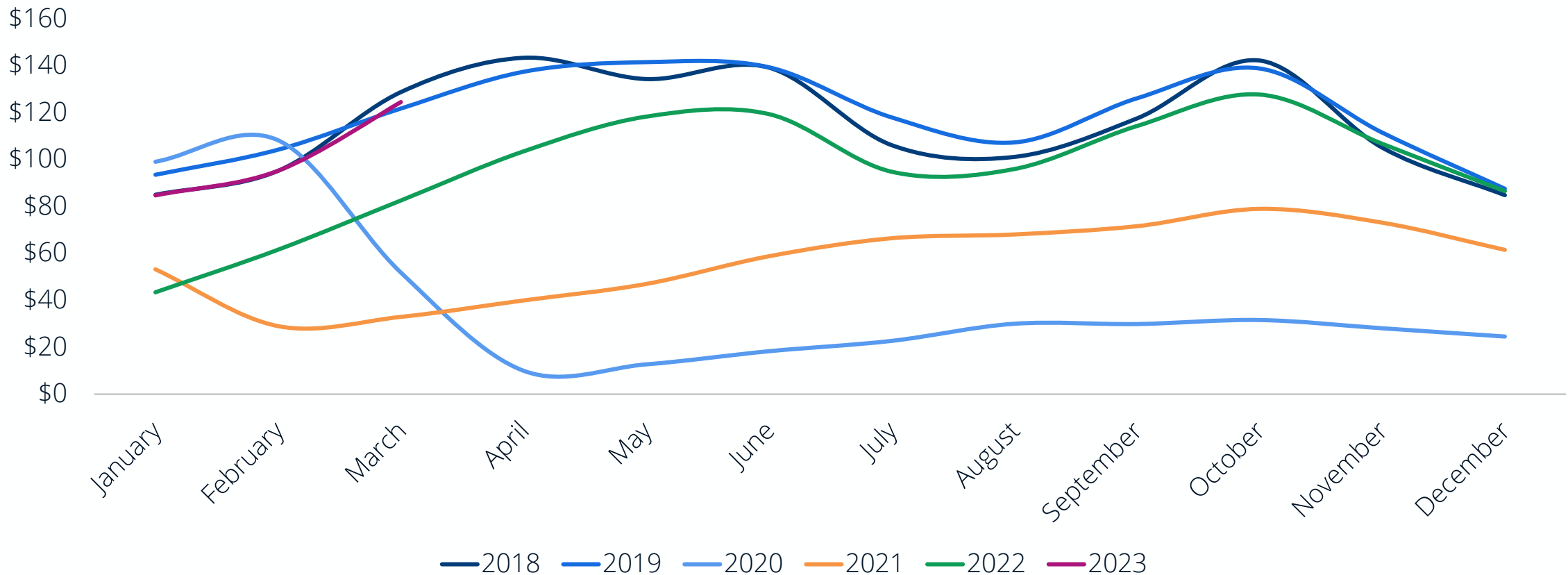


Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

HOSPITALITY | SEASONALITY

Tyson's hotel **RevPAR peaks in April-June** due to students, tourists, and business travelers traveling to the region. There is another significant peak in October because of an increase in corporate travel due to the government fiscal year beginning.

RevPAR By Month And Year (2018-2023 YTD)



Source: Kalibri Labs, HR&A Analysis, Tysons Urban Center



08

Fiscal Analysis

TAX IMPACT | TYSONS' IMPORTANCE TO FAIRFAX COUNTY

Tyson's success is **critical to the success of Fairfax County**. Despite occupying **only 1% of the County's land area**, the district **contributes 8% of County tax revenues**.

Tax Type	Tyson's	Fairfax County	Share of Fairfax County
Real Property	\$236M	\$3.2B	7%
Sales	\$23M	\$224M	10%
Transient Occupancy	\$2.6M	\$14.6M	18%
Total	\$268M	\$3.4B	8%

Tyson accounts for:

- 1%**
Share of Fairfax County's Land Footprint
- 5%**
Share of Fairfax County's Assessed Value
- 19%**
Share of Fairfax County's Hotel Rooms

Source: CoStar, County of Fairfax, HR&A analysis, Tysons Urban Center

PROPERTY TAX REVENUE

Tysons is home to 5% of Fairfax County's assessed property values and contributes 7% of the county's real estate property tax.

Tax District	Taxable Parcels	Total Real Estate Property Tax Rate	Assessed Value	Property Tax Revenue
Hunter Mill	40	1.1285	\$40,750,770	\$459,872
Hunter Mill Tysons Service Dist.	594	1.1785	\$451,977,230	\$5,326,552
Providence Dulles East Trans Tysons	566	1.3935	\$10,579,627,820	\$147,427,114
Providence Dist. #9 Tysons Service	190	1.1785	\$170,200,520	\$2,005,813
Providence Tysons Service Dist.	5,209	1.1785	\$2,365,267,220	\$27,874,674
Providence Transportation Tysons Service	0	1.3035	\$0	\$0
Providence Dulles East Tysons Service	56	1.2685	\$3,073,487,720	\$38,987,192
Providence	14	1.1285	\$32,724,860	\$369,300
Hunter Mill Dulles East Tysons Service	45	1.2685	\$1,027,448,550	\$13,033,185
Dranesville Dist. #1A	0	1.1515	\$0	\$0
Providence Transportation	1	1.2535	\$1,682,110	\$21,085
Total	6,715		\$17,743,166,800	\$235,504,787

SALES TAX REVENUES – RETAIL ON SITE

As a regional hub for retail, Tysons produces around 10% of Fairfax County's sales tax.

Category	Sales	Fairfax County Tax Rate	Virginia Tax Rate	Fairfax County Sales Tax Revenue	Virginia Sales Tax Revenue
Motor Vehicle and Parts Dealers	\$848M	1.0%	5%	\$8M	\$42M
Drinking Places - Alcoholic Beverages and Liquor	\$36M	1.0%	5%	\$400K	\$2M
Building Materials, Garden Equip. & Supply Stores	\$91M	1.0%	5%	\$900K	\$5M
Grocery and Specialty Food	\$106M	1.0%	1.5%	\$1M	\$2M
Health & Personal Care Stores	\$102M	1.0%	5%	\$1M	\$5M
Clothing & Clothing Accessories Stores	\$92M	1.0%	5%	\$900K	\$5M
Miscellaneous Store Retailers	\$84M	1.0%	5%	\$800K	\$4M
Sporting Goods, Hobby, Book & Music Stores	\$80M	1.0%	5%	\$800K	\$4M
Furniture & Home Furnishings Stores	\$88M	1.0%	5%	\$900K	\$4M
Electronics & Appliance Stores	\$100M	1.0%	5%	\$1M	\$5M
Restaurants & Other Eating Places	\$203M	1.0%	5%	\$2M	\$10M
General Merchandise	\$266M	1.0%	5%	\$3M	\$13M
Total	\$2.1B			\$21M	\$101M

Source: Claritas, Fairfax County, HR&A analysis, Tysons Urban Center

SALES TAX REVENUES – RESIDENTS OFF SITE

Tyson's residents generate \$1.8 million in county tax revenue from spending within the County but outside of the study area.

Income Bracket	Number of Households	Total Retail Spending per Household	Share of Offsite Spending Within County	Fairfax County Sales Tax Revenue	Virginia Sales Tax Revenue
Less than \$15,000	642	\$15,091	30%	\$29,065	\$120,661
\$15,000 to \$29,999	439	\$16,109	30%	\$21,216	\$90,018
\$30,000 to \$39,999	396	\$20,880	30%	\$24,805	\$106,788
\$40,000 to \$49,999	434	\$23,544	30%	\$30,654	\$134,524
\$50,000 to \$69,999	1,210	\$26,299	30%	\$95,434	\$417,297
\$70,000 to \$99,999	2,143	\$31,796	30%	\$204,455	\$902,228
\$100,000 to \$149,999	2,788	\$39,200	30%	\$327,869	\$1,453,952
\$150,000 to \$199,999	1,980	\$47,780	30%	\$283,813	\$1,260,230
\$200,000 and more	4,165	\$67,190	30%	\$839,539	\$3,783,548
Total				\$1,856,850	\$8,269,247


Source: American Community Survey, Consumer Expenditure Surveys, Fairfax County, HR&A analysis, Tysons Urban Center

SALES TAX REVENUES – HOTEL TAX RATE

Tysons is home to 19% of Fairfax County's Hotel rooms, making it a driver of local Transient Accommodation Tax revenues.

Hotel Tax Revenues	
Rooms	3,537
Room Nights (<i>Rooms x 365 Days</i>)	1,291,005
12 Mo Occupancy	59%
Occupied Room Nights (<i>Occupancy x Room Nights</i>)	765,566
Average Daily Rate (ADR)	\$152.90
Total Room Revenue (<i>Occupied room nights x ADR</i>)	\$117,055,036
Additional Revenue	10%
Total Hotel Revenue	\$128,760,540
Hotel Tax Rate	2.0%
Est. Total Hotel Tax Revenue (<i>Total Hotel Revenue x Hotel Tax Rate</i>)	\$2,575,211

Source: Costar, County of Fairfax, HR&A analysis, Tysons Urban Center

A city skyline at dusk with a highway interchange in the foreground. The sky is dark with some clouds, and the city lights are visible. A large orange vertical bar is on the left side of the page, and the number '09' is in orange text to its right.

09

Transportation Analysis

SUMMARY OF KEY FINDINGS: TRANSPORTATION MODE CHOICE

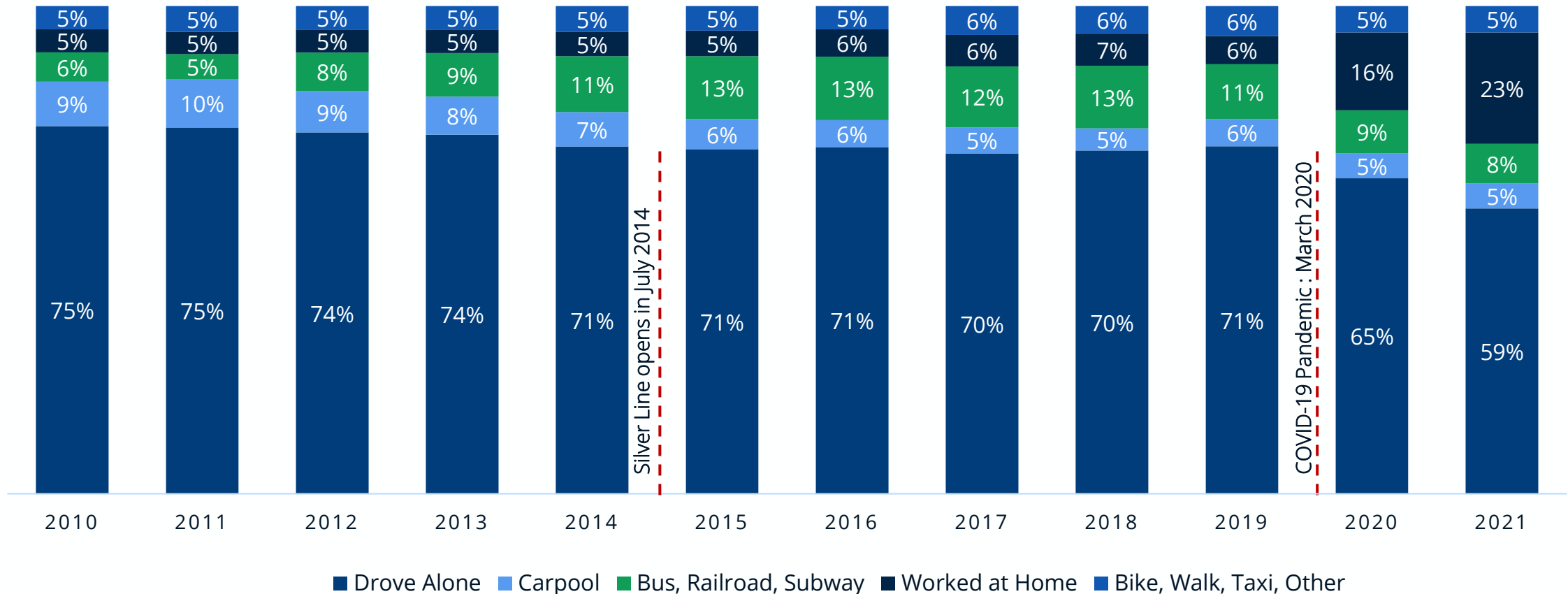
Key Takeaways:

- Tysons has positioned itself as the "live-work" community among its regional and national peer edge cities, with a steep increase in teleworking among its residents.
- Residents of Tysons resort less on driving alone to work, when compared to the non-residents that work at Tysons.
- Walk Score and Transit Score have increased over the past couple of years, due to the rise in resident population and accessible destinations.
- Bike Score has reduced due to less commuting among residents, and fewer non-residents commuting to Tysons.

TRANSPORTATION | COMMUTING MODE – RESIDENTS

American Community Survey data shows the percent of people living in Tysons who drive alone to work has **decreased by almost 12% from pre-pandemic levels**. This change directly correlates to a significant increase in telework from 6% in 2019 to 16% in 2020, and to 23% in 2021.

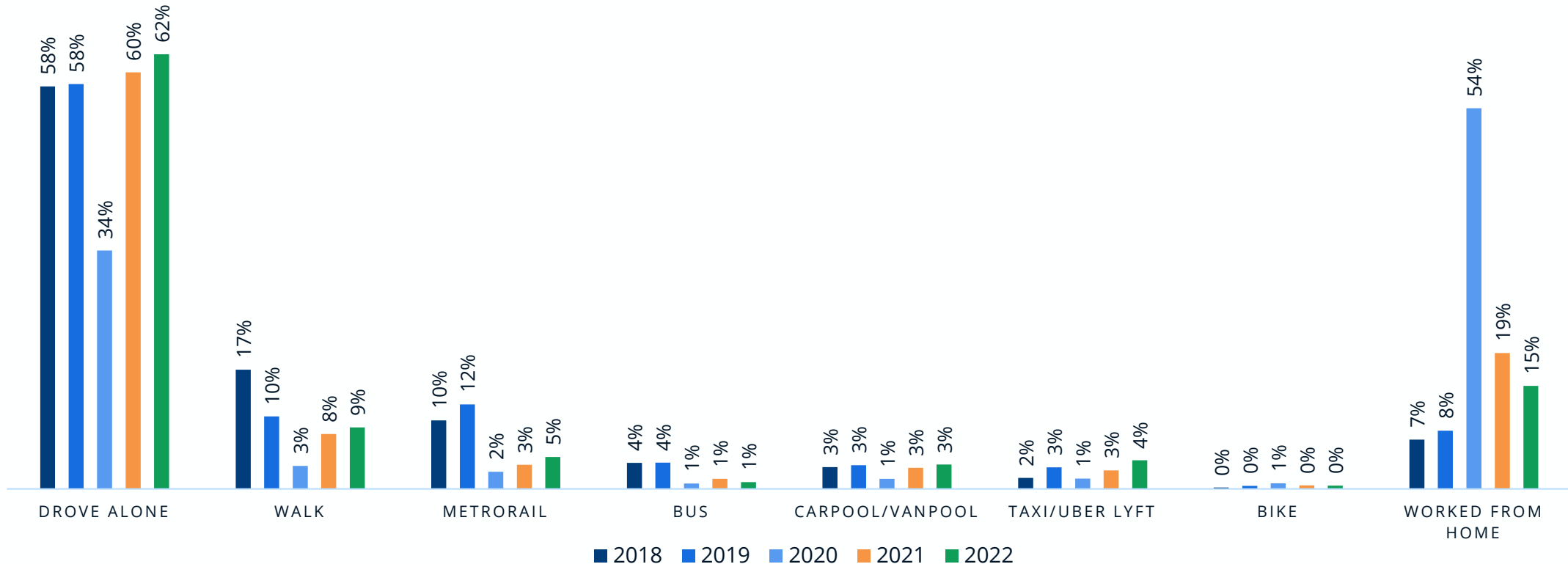
MEANS OF TRANSPORTATION TO WORK – ACS 5 YR EST.



TRANSPORTATION | COMMUTING MODE – RESIDENTS (FROM PROFFERED SURVEYS)

Commute surveys among eight residential properties within Tysons indicate that **non-SOV usage has improved among residents of properties with active TDM programs**, shifting the previously teleworking individuals to shared modes like Metrorail, carpool/vanpool, and ride-hailing. Walking has also improved - moving towards the pre-pandemic levels. Driving alone exceeds pre-pandemic levels.

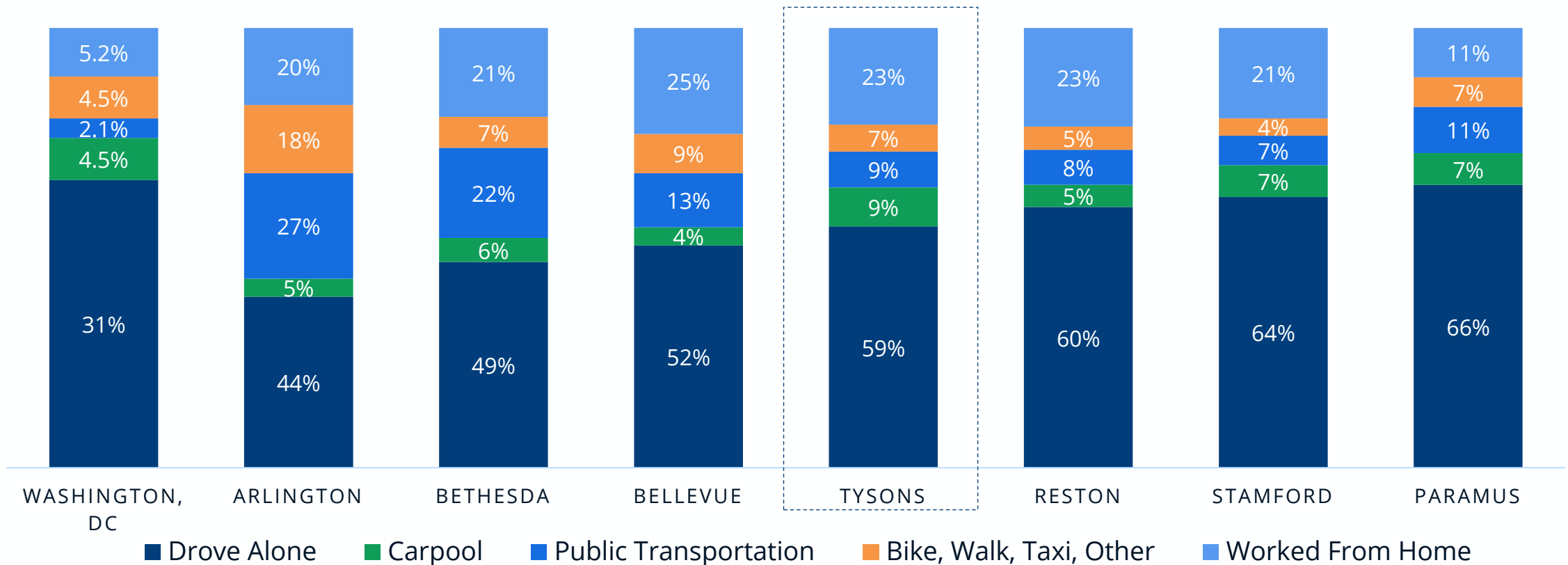
MEANS OF TRANSPORTATION TO WORK – PROFFERED SURVEYS BY W+A



TRANSPORTATION | COMMUTING MODE – PEER COMPARISON

The 2021 American Community Survey data shows the **percent of people living in Tysons who drive alone to work is comparable to peers** such as Reston and Bellevue, WA. Locations in the region such as Bethesda, Arlington, and Washington, DC have a much lower share of residents who drive alone to work. In comparison to 2019, Tysons has witnessed a significant drop in drive alone rates when compared to other growing edge cities like Reston, VA and Stamford, CT.

MEANS OF TRANSPORTATION TO WORK – 2021 ACS DATA

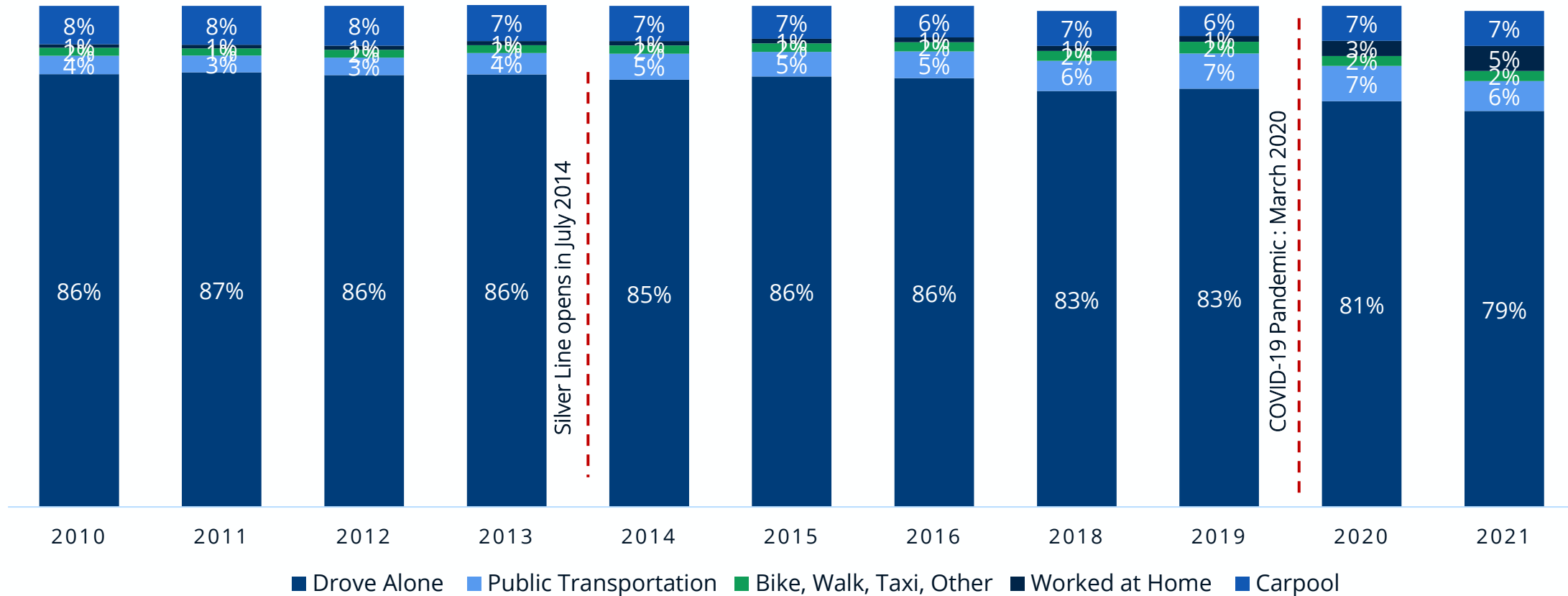


Source: ACS, Census Bureau, Tysons CDP

TRANSPORTATION | COMMUTING MODE – WORKERS

American Community Survey data shows the percent of people working in Tysons who drive alone to work has **decreased almost every year since 2010**, but the share of employees driving alone versus residents is much higher. People who reported **carpooling ticked up** dramatically in 2018, potentially due to the addition of HOT Lanes on I-66, instituted in December 2017.

MEANS OF TRANSPORTATION TO WORK – ACS 5 YR EST.

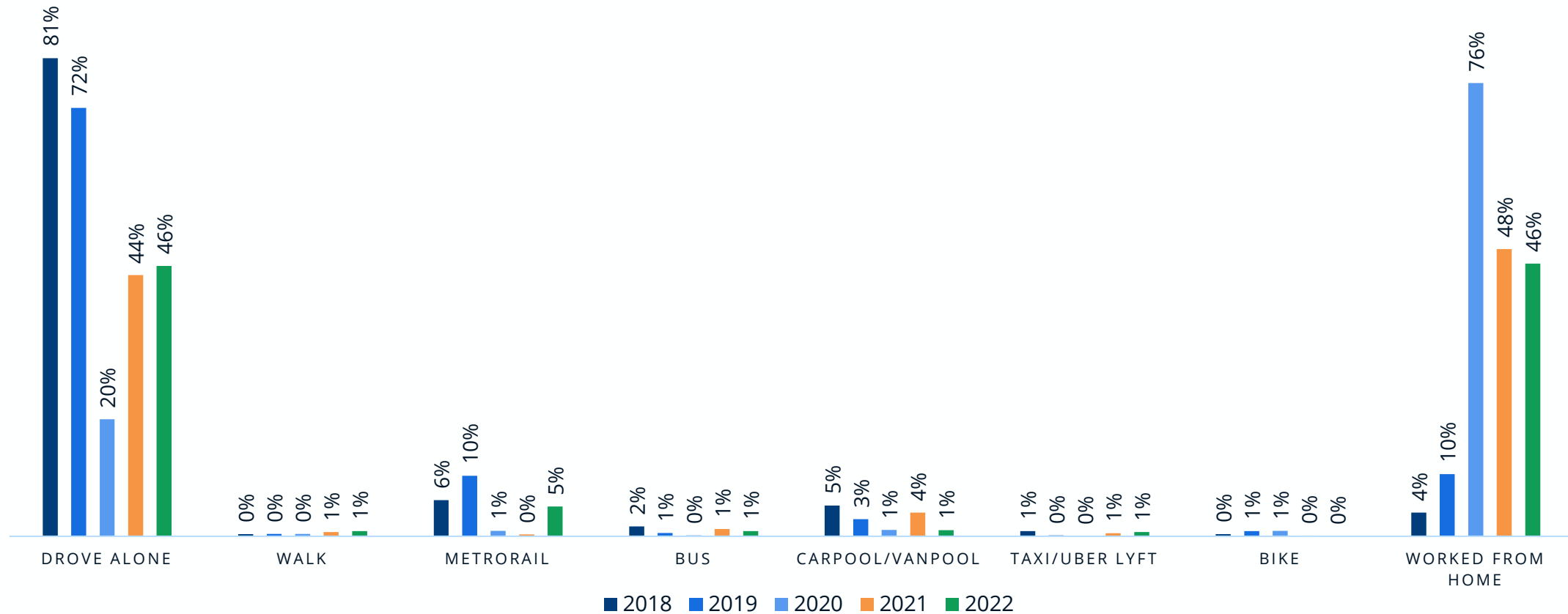


Source: ACS, Census Bureau, Tysons CDP

TRANSPORTATION | COMMUTING MODE – WORKERS (FROM PROFFERED SURVEYS)

Commute surveys among six office properties within Tysons indicate that **teleworking has reduced by 50% from peak pandemic levels**. However, this reduction has brought more commuters to drive alone than to other non-SOV modes. Metrorail usage has seen a relatively higher usage among all non-SOV modes, which is a significant comeback from 2020 levels.

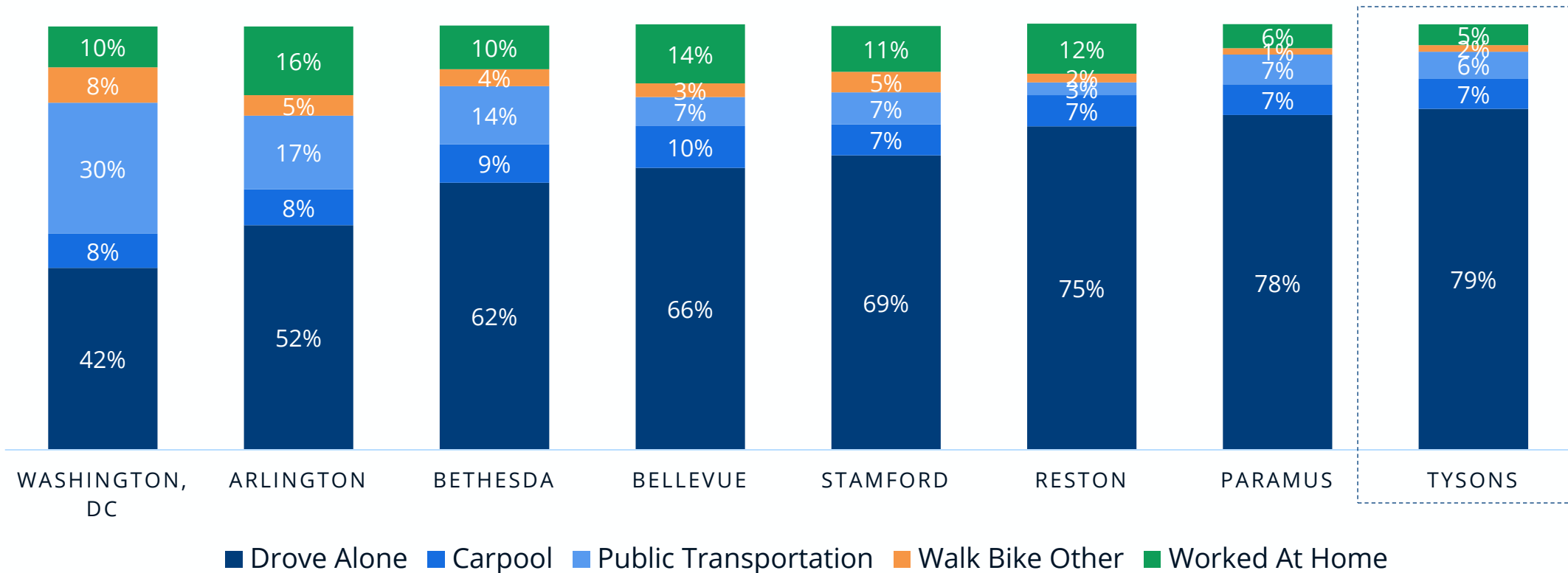
MEANS OF TRANSPORTATION TO WORK – PROFFERED SURVEYS BY W+A



TRANSPORTATION | COMMUTING MODE – WORKERS, PEER COMPARISON

The 2021 American Community Survey data shows the percent of people working in **Tysons has the highest drive alone percentage when compared to similar edge cities**. Although there's drop of 4% from before the pandemic, it still represents a stark contrast between resident and employee trends in Tysons. On another note, Tysons always had a higher drive alone percent than other edge cities.

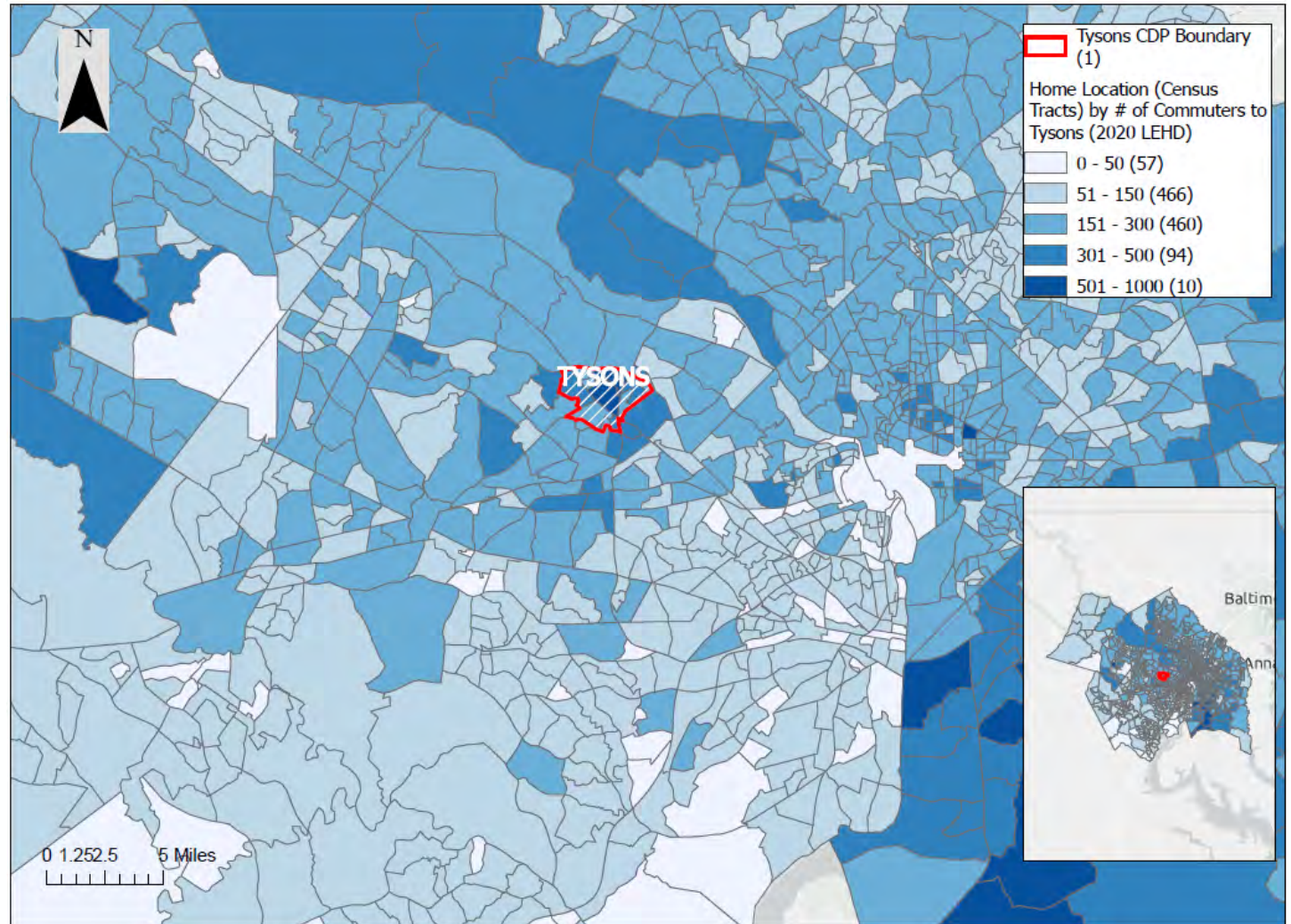
MEANS OF TRANSPORTATION TO WORK – 2021 ACS DATA



TRANSPORTATION | COMMUTING – ORIGIN AND DESTINATION

Tysons is a regional employment draw with people commuting from all around the region. The map to the right and chart below show the top locations where people are commuting from in the DC Metro Area.

Most commuters coming from outside of Tysons come from points west like **Reston and Loudoun County**, with significant numbers also commuting from **Arlington and DC**. The average commute distance for commuters to Tysons is **26.9 miles**.

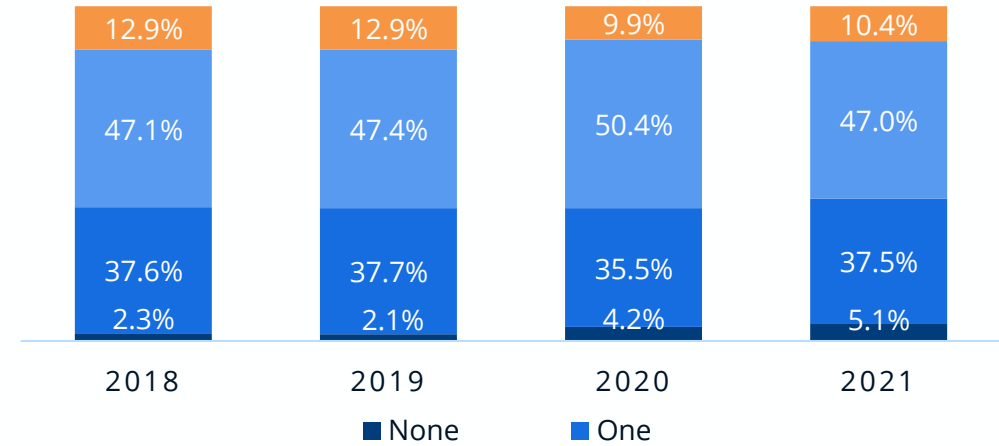


TRANSPORTATION | VEHICLE OWNERSHIP – RESIDENTS

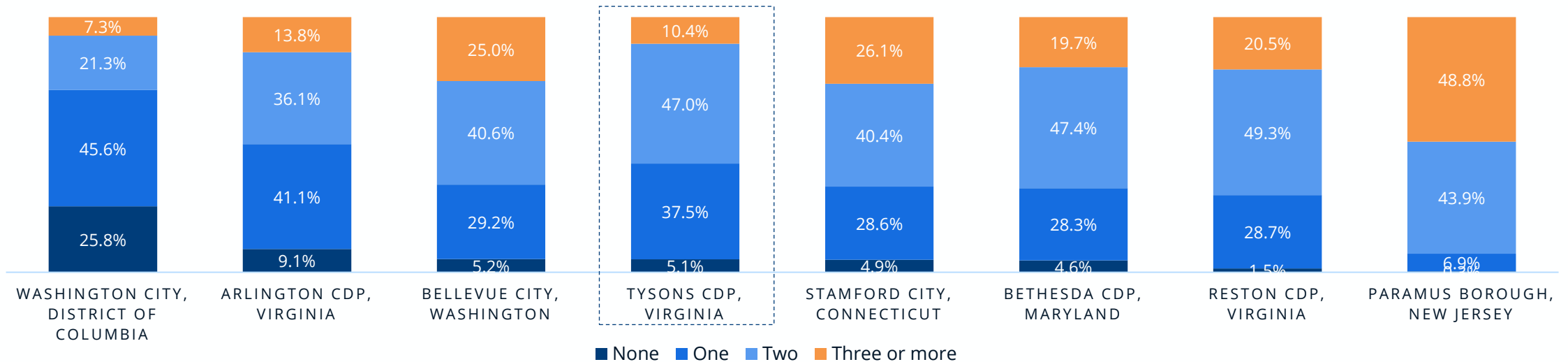
Over the past few years, **Tysons has observed a reduction in vehicle ownership** among households with fewer than 3 individuals. Car-free households have increased by over 50% since the COVID-19 pandemic.

As of 2021, **5.1% of Tysons households are car-free**, which is higher than other comparable edge cities like Stamford, Bethesda, Reston, and Paramus Borough.

VEHICLE OWNERSHIP OF TYSONS RESIDENTS (ACS 2021)



PEER COMPARISON - VEHICLE AVAILABLE PER HOUSEHOLD (ACS 2021)



TRANSPORTATION | WALKABILITY

Walk Score measures the walkability of a specific address, giving a snapshot of how easy it is to access nearby amenities and points of interest on foot. Locations are categorized on **a scale of 0 – 100**, and broken into categories including Car-dependent, Somewhat Walkable, Very Walkable, and Walker’s Paradise. In Tysons, all properties are in one of the following categories:

0-25: Car-Dependent.

Almost all errands require a car



50-69: Somewhat Walkable.

Some errands can be accomplished on foot.



25-49: Car-Dependent.

Most errands require a car.



70-89: Very Walkable.

Most errands can be accomplished on foot.

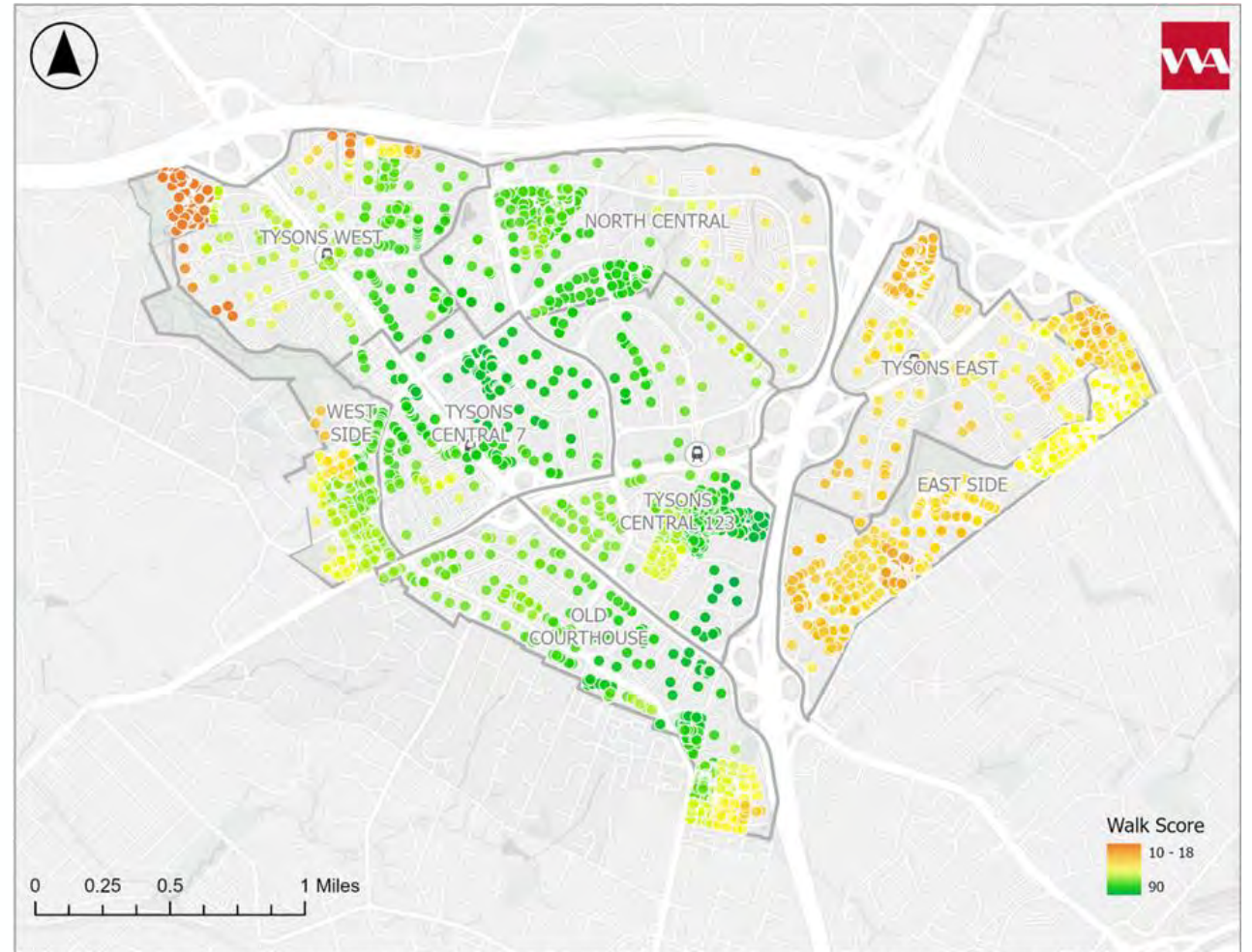
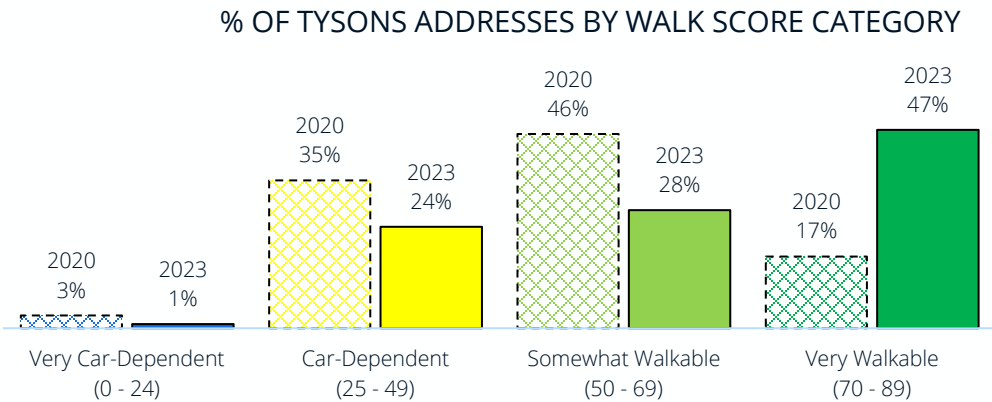


TRANSPORTATION | WALKABILITY

Tysons Average Walk Score: **57**

Tysons aims to become a walkable, urban center by encouraging transit-oriented development around the four metro stations and improving the pedestrian experience through infrastructure improvements.

Areas near the **Greensboro Metro Station** in Tysons Central 7 are the most walkable and **Tysons East and East Side** near the Mclean Metro station are the least walkable, consistent with 2020 analysis.



County of Prince William, Fairfax County, VA, VGIN, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

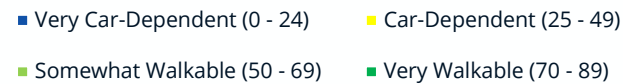
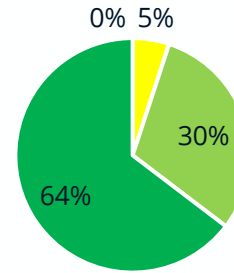
TRANSPORTATION | WALKABILITY

Walkability varies across space in Tysons.

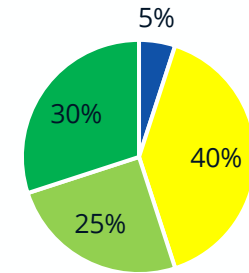
Residential addresses are more often in the peripheries of Tysons, and as such are more likely to be in **car-dependent** or very car-dependent locations.

Commercial properties on the other hand, are much more likely to be somewhat walkable and very **walkable locations**. This is likely the effect of placing office and retail development in close proximity of each other and in transit-oriented developments near metro stations.

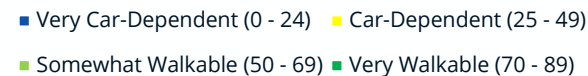
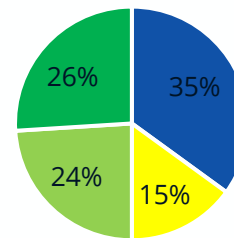
Commercial Neighborhood



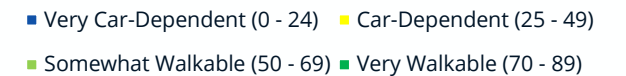
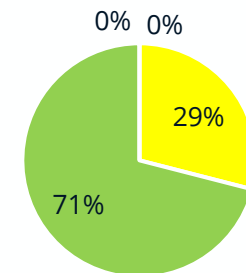
Residential Neighborhood



Industrial Neighborhood



Other Neighborhoods

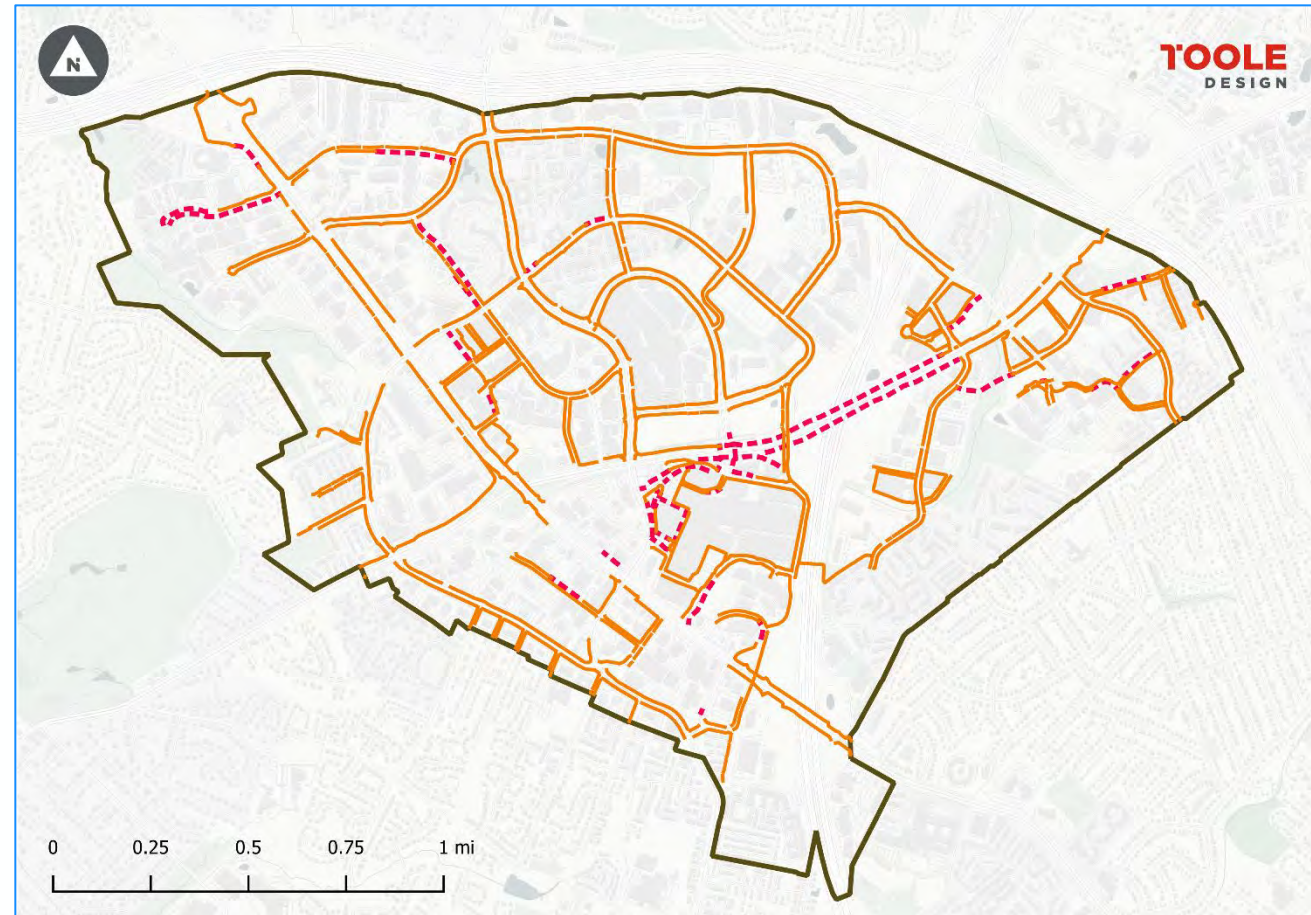


TRANSPORTATION | SIDEWALK NETWORK

In the last few years, **several sidewalk projects have been completed**, but there remains 4.6 miles of missing sidewalks according to a recent inventory by the Alliance.

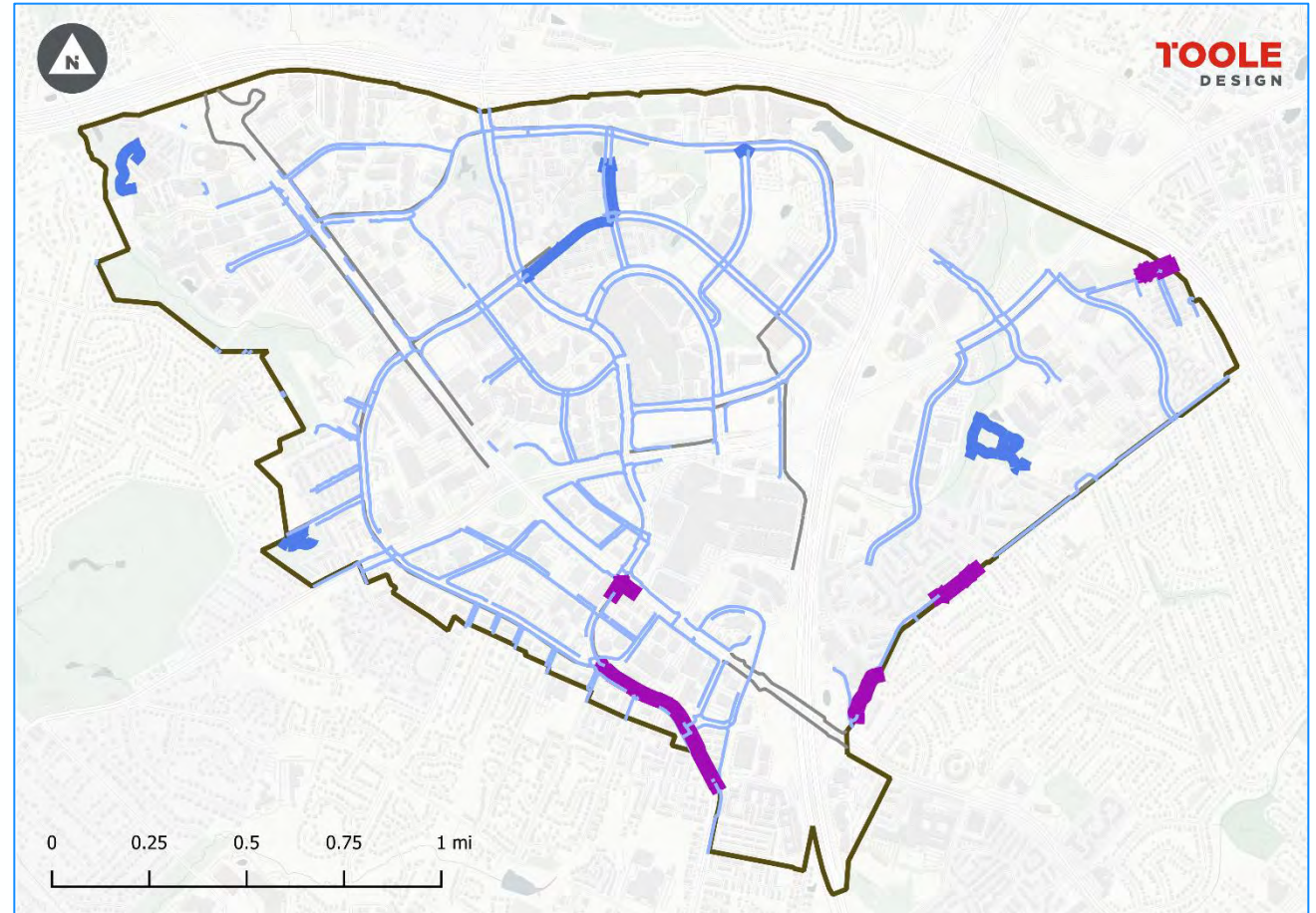
- 24 miles of sidewalks
- 4.62 miles of gaps

- Sidewalk Gaps
- Existing Sidewalks



TRANSPORTATION | SIDEWALK NETWORK

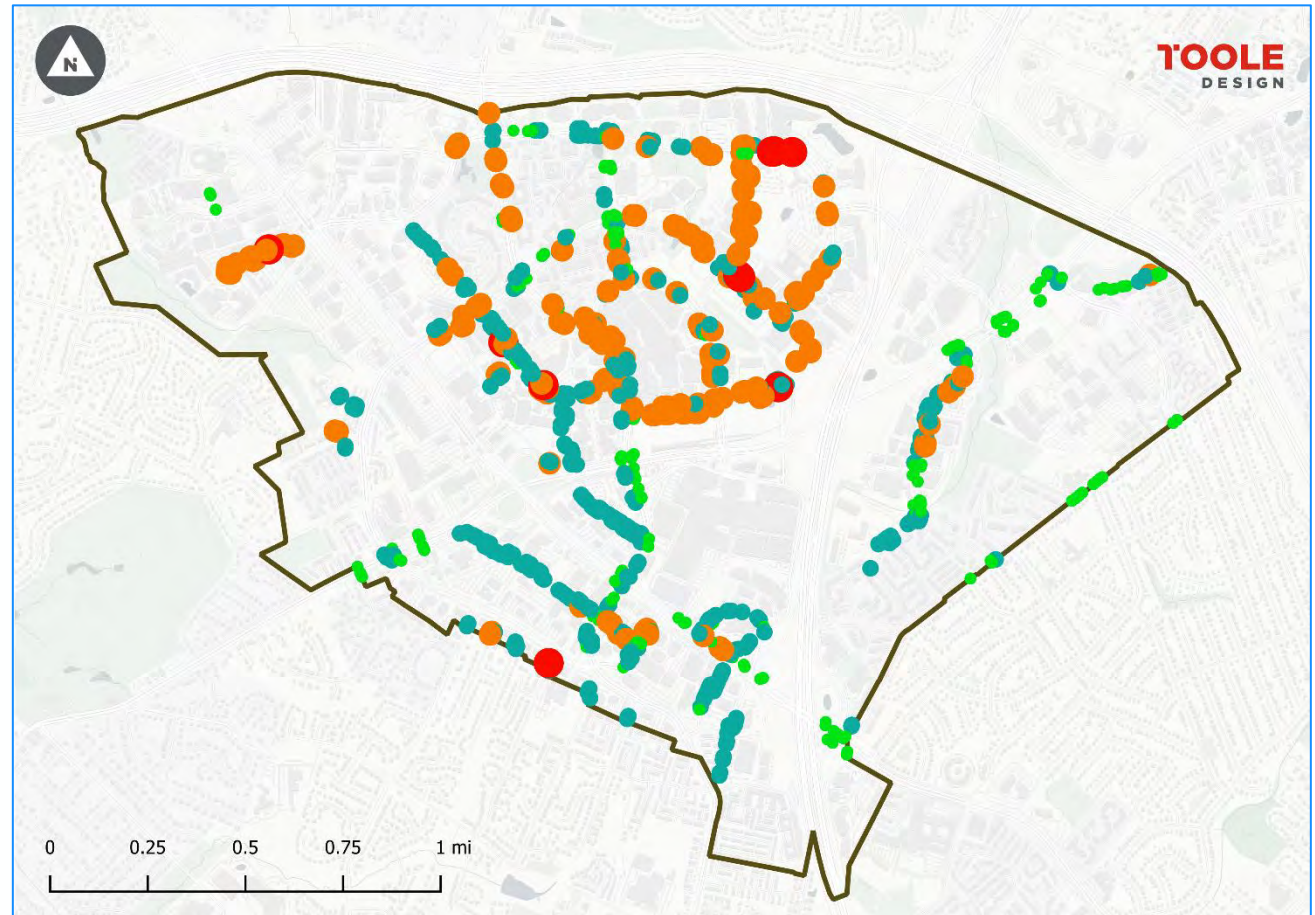
According to County data, **most of the sidewalks in Tysons are four feet wide**. While this meets the County minimum, it is not ideal for a growing area seeking to promote walking.



TRANSPORTATION | WHEELCHAIR RAMPS

There are 773 curb ramps in total, of which there are **204 ramps in poor or very poor condition.**

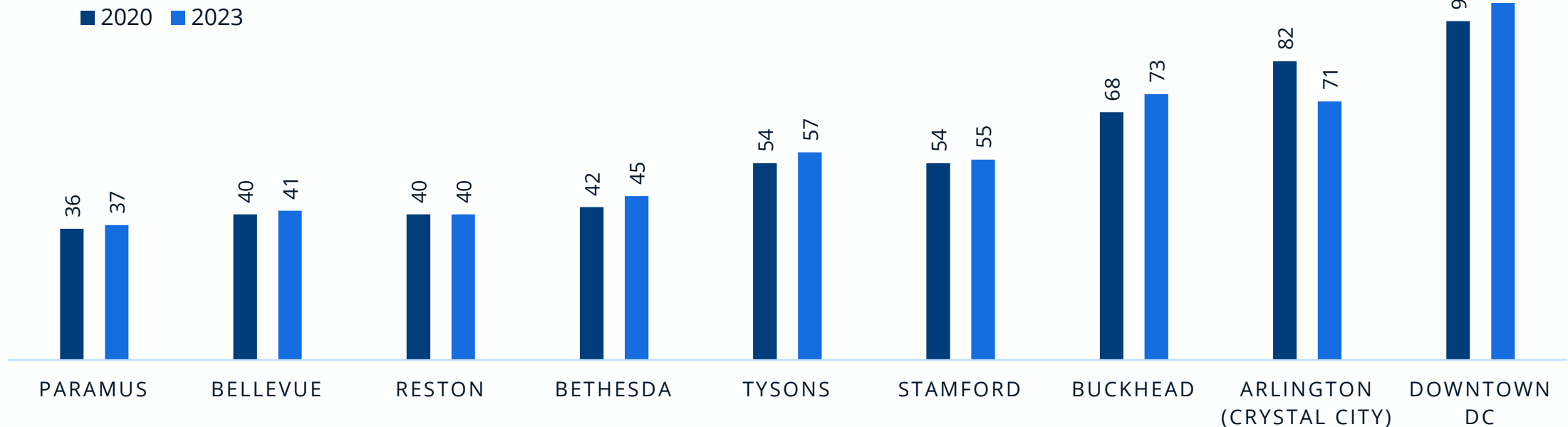
- Very Poor (10 ramps)
- Poor (194 ramps)
- Fair (377 ramps)
- Good (192 ramps)



TRANSPORTATION | WALKABILITY OF SIMILAR EDGE CITIES

Tyson's Walk Score of 57 puts it in the *Somewhat Walkable* category, defined as the ability to complete at least some errands on foot. While not as walkable as more urban peers like Downtown DC, **Tyson's compares favorably to other national edge cities** like Paramus, New Jersey that feature a similar mix of land uses. Tyson's also compares favorably to regional peers like Reston and Bethesda but is still less walkable than close-in suburbs like the Crystal City Neighborhood in Arlington County.

COMPARING WALKSCORE AMONG SIMILAR EDGE CITIES



TRANSPORTATION | TRANSIT ACCESSIBILITY

Tysons is served by public transportation in the form of **bus and rail service provided by three direct** providers: WMATA, Fairfax County (Fairfax Connector), and Potomac and Rappahannock Transportation Commission (OmniRide).



- **Metrorail**
 - 1 Line
 - 4 Stations
- **Metrobus**
 - 3 Routes
 - 12 Stops



- **Fairfax Connector**
 - 123 Stops
 - 16 Routes



- **OmniRide**
 - 17 Stops
 - 3 Routes

TRANSPORTATION | TRANSIT ACCESSIBILITY

Transit Score measures the how well a location is served by public transit, giving a snapshot of how easy it is to access nearby amenities and points of interest by public transportation. Locations are categorized on a scale of **0 – 100**, and broken into categories including Minimal Transit, Some Transit, Good Transit, and Excellent Transit, and Rider’s Paradise. In Tysons, all properties are in one of the following categories:



25-49: Some Transit
A few nearby public transportation options.



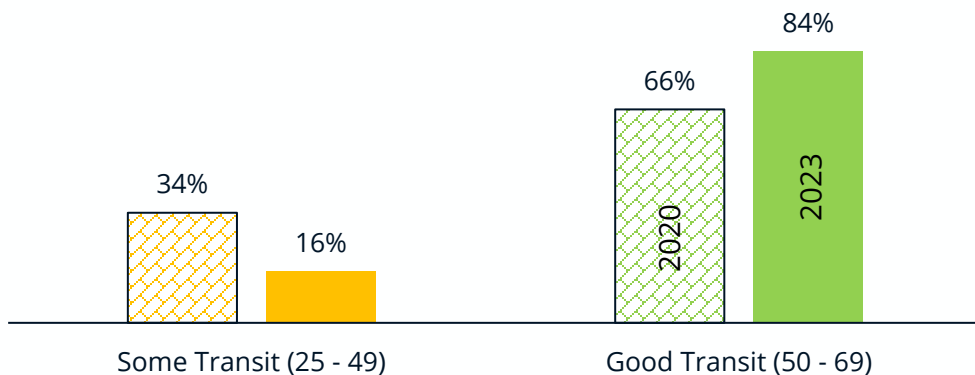
50-69: Good Transit
Many nearby public transportation options.

TRANSPORTATION | TRANSIT ACCESSIBILITY

Tysons Average Transit Score: **57**

All addresses in Tysons currently range from *some transit* to *good transit* categories, indicating at least bus service for the entire area. **The defining event for Tysons was the opening of the Silver Line stations** bringing Metrorail to the area. To that, areas in Tysons Central 7 and Tysons Central 123 near Greensboro and Tysons Station are the best served by transit while far eastern Tysons is among the worst served areas.

% OF TYSONS ADDRESSES BY TRANSIT SCORE CATEGORY



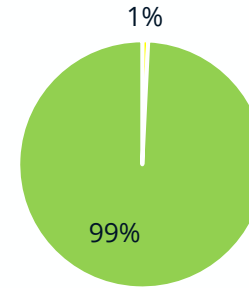
TRANSPORTATION | TRANSIT ACCESSABILITY

Transit Accessibility varies across space in Tysons.

Residential addresses are more often in the peripheries of Tysons, and as such are more likely to be **further away from high quality transit options.**

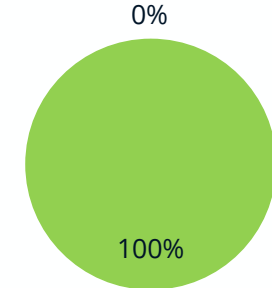
Commercial properties, on the other hand, have been concentrated in the transit-oriented development areas centered around the four metro stops. This gives office and retail employees **better access to transit amenities** compared to residents in Tysons as a whole.

Commercial Neighborhood



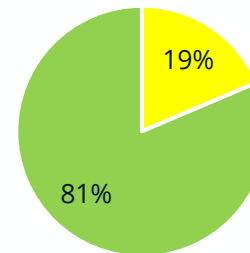
- Some Transit (25 - 49)
- Good Transit (50 - 69)

Industrial Neighborhood



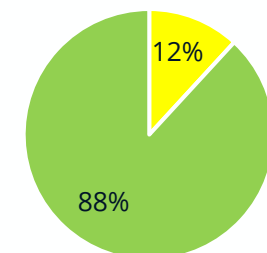
- Some Transit (25 - 49)
- Good Transit (50 - 69)

Residential Neighborhood



- Some Transit (25 - 49)
- Good Transit (50 - 69)

Other Neighborhoods



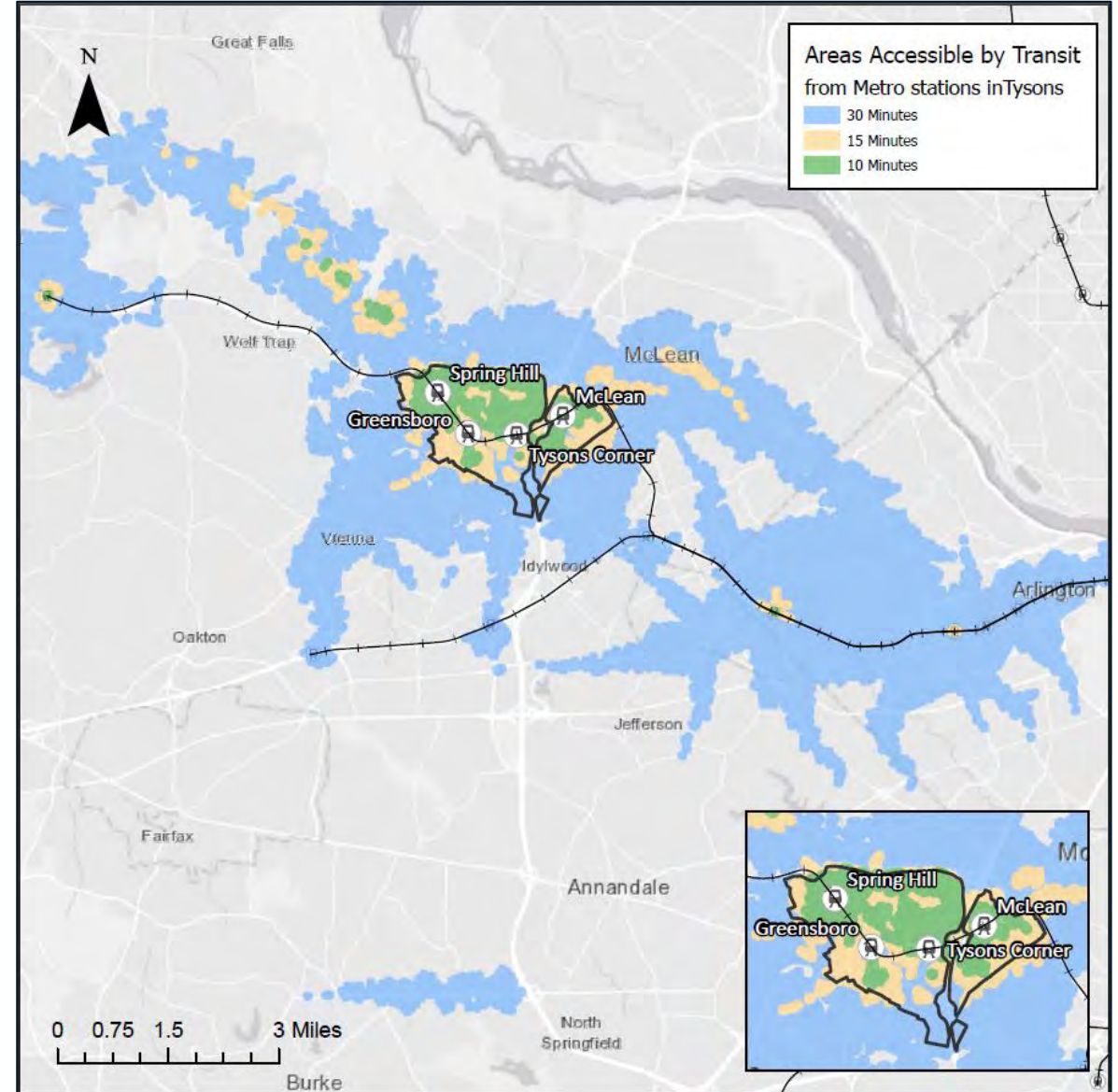
- Some Transit (25 - 49)
- Good Transit (50 - 69)

TRANSPORTATION | TRANSIT ACCESSABILITY TO METRO STATIONS

Transit accessibility via Metrorail has increased at Tysons, especially with the recent 11.4-mile Silver Line extension to Dulles Airport. This has increased the Metro travel shed to major neighborhoods in Fairfax and Loudoun Counties.

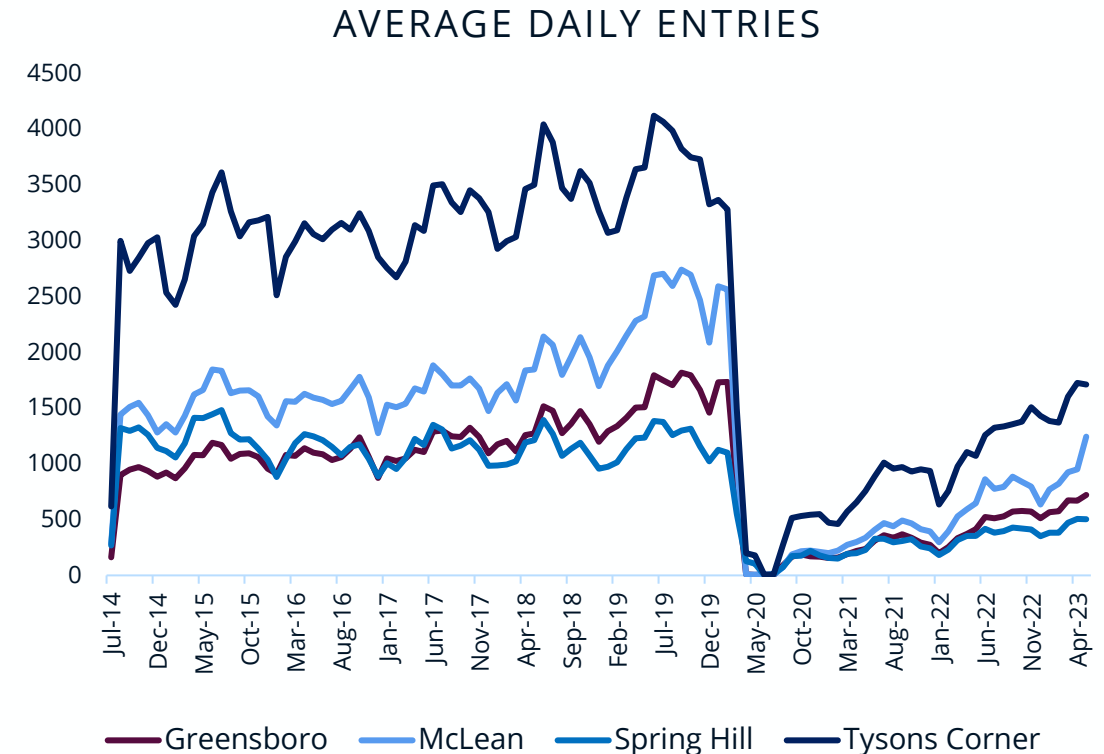
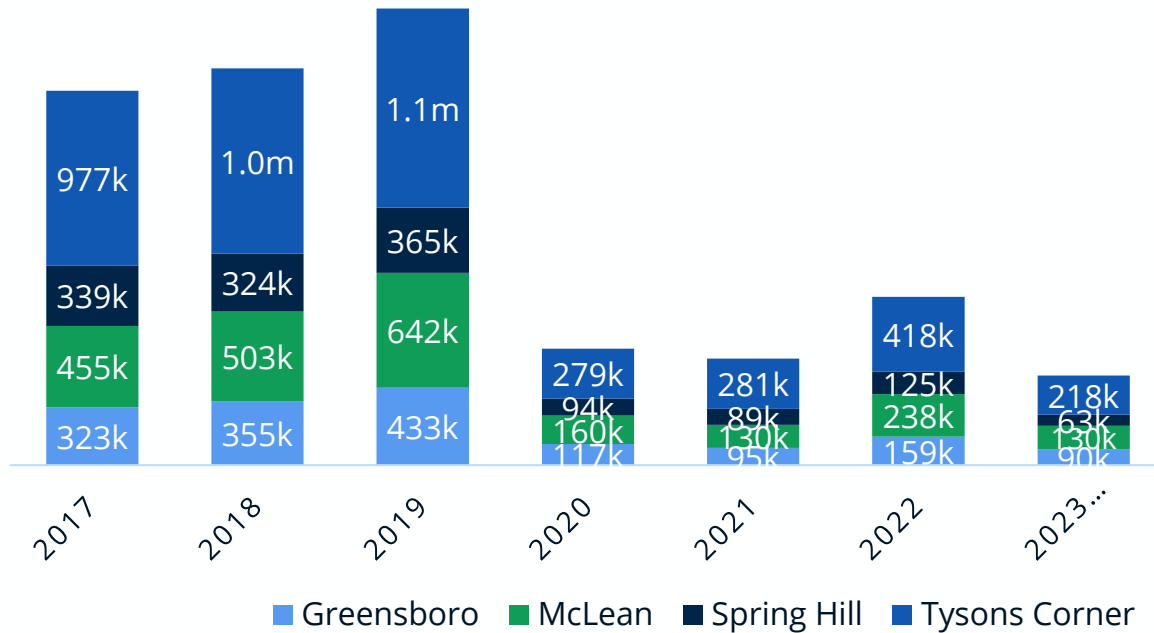
The extended Silver Line primarily improves business connectivity with Reston Town Center, which is one of the nearest competing edge cities to Tysons.

Overall, leaving any bus or rail transit stop, **a passenger could get to other major Fairfax destinations like Vienna or Merrifield within 10 minutes**, locations like Wiehle Reston or Clarendon within 15 minutes or Downtown DC, Reston Town Center, or Crystal City within 30 Minutes.



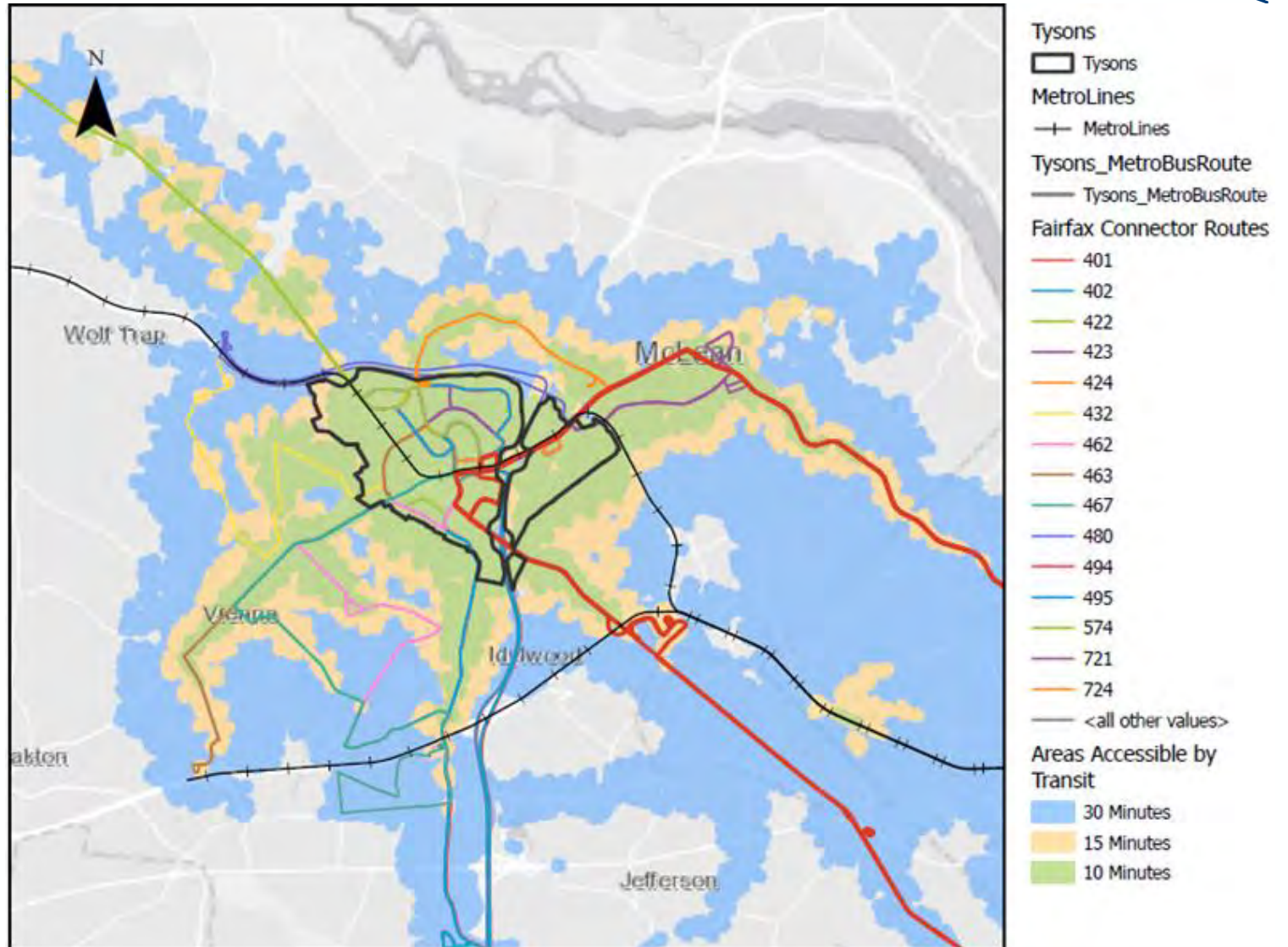
TRANSPORTATION | METRORAIL RIDERSHIP

The Silver Line opened in 2014 with four stations in Tysons: McLean, Tysons Corner Station, Greensboro, and Spring Hill. Overall **ridership has grown year over year every year** since the line debuted at each station from 2014 – 2019. Ridership for the first 2.5 months of 2020 was on track to continue growing but **dropped significantly due to the COVID-19 pandemic**. After closing for repairs in Summer 2020, **ridership in August began to rise again**. Ridership in 2021 fell below the 2020 levels however, an YOY increase of 57% was observed in 2022. As of May 2023, monthly entries at each of the four stations were similar to 2022 trends.



TRANSPORTATION | TRANSIT NETWORK & TRAVEL SHED

- Tysons is **well served by bus** service from several providers including Fairfax County's Fairfax Connector for local service, and WMATA's Metrobus and the Potomac and Rappahannock Transportation Commission's OmniRide for longer distance commuting.
- Half a mile, or around 10 minutes, is typically the furthest someone will walk to access a transit station, but people are often less willing to walk for bus stops compared to rail stops.

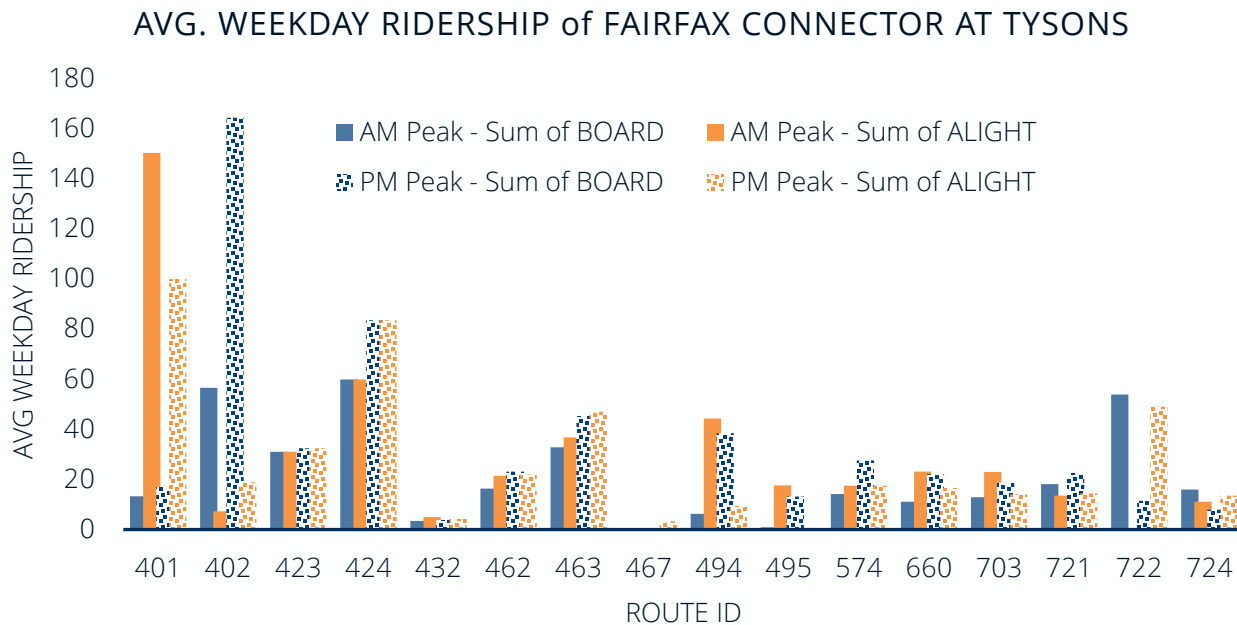


TRANSPORTATION | FAIRFAX CONNECTOR

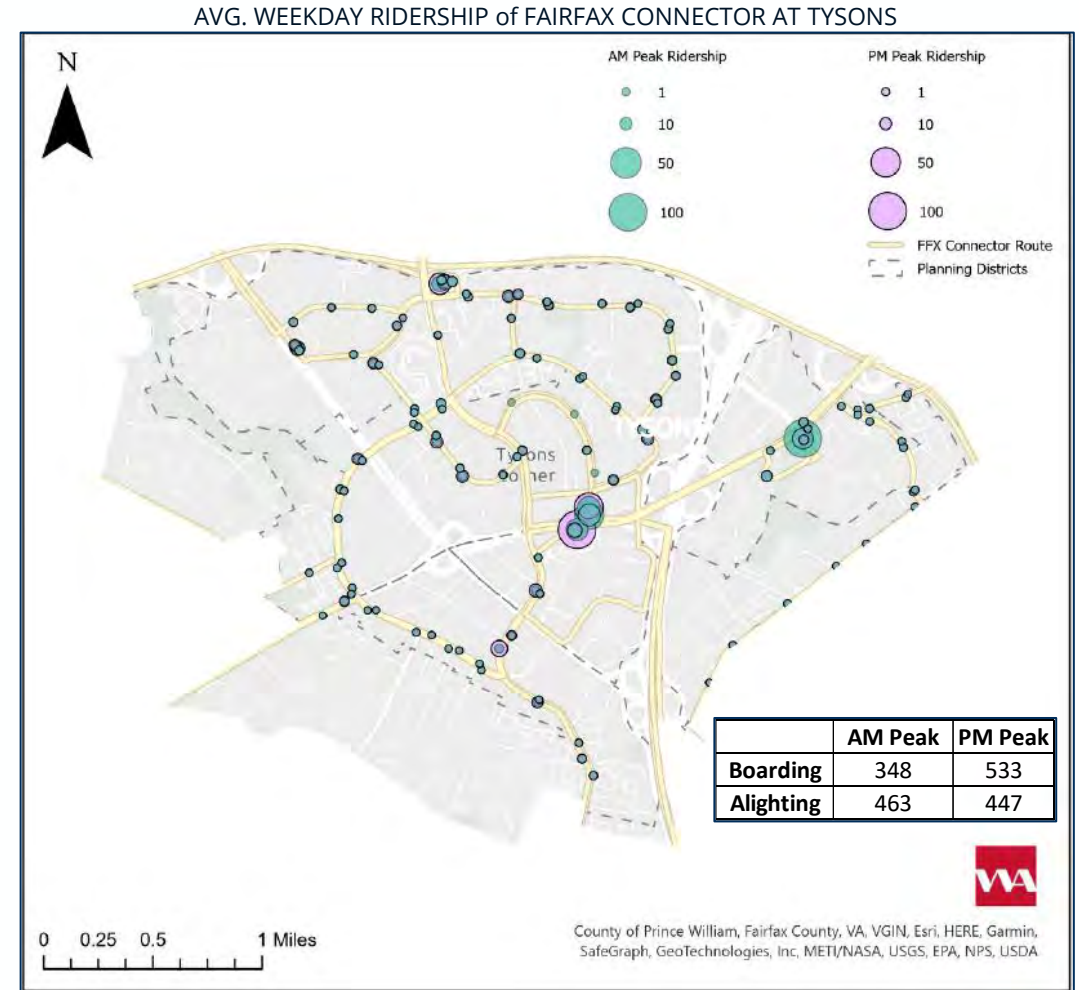
Fairfax Connector stops are found throughout Tysons, **connecting Tysons to other areas in Fairfax County**, and circulating people to other locations within Tysons itself.

Fairfax Connector brings more commuters into Tysons during AM peak hours and disperses them during PM Peak hours.

Tysons Corner, Tysons Westpark, Spring Hill Metro, and McLean Metro are the busiest stations in Tysons.



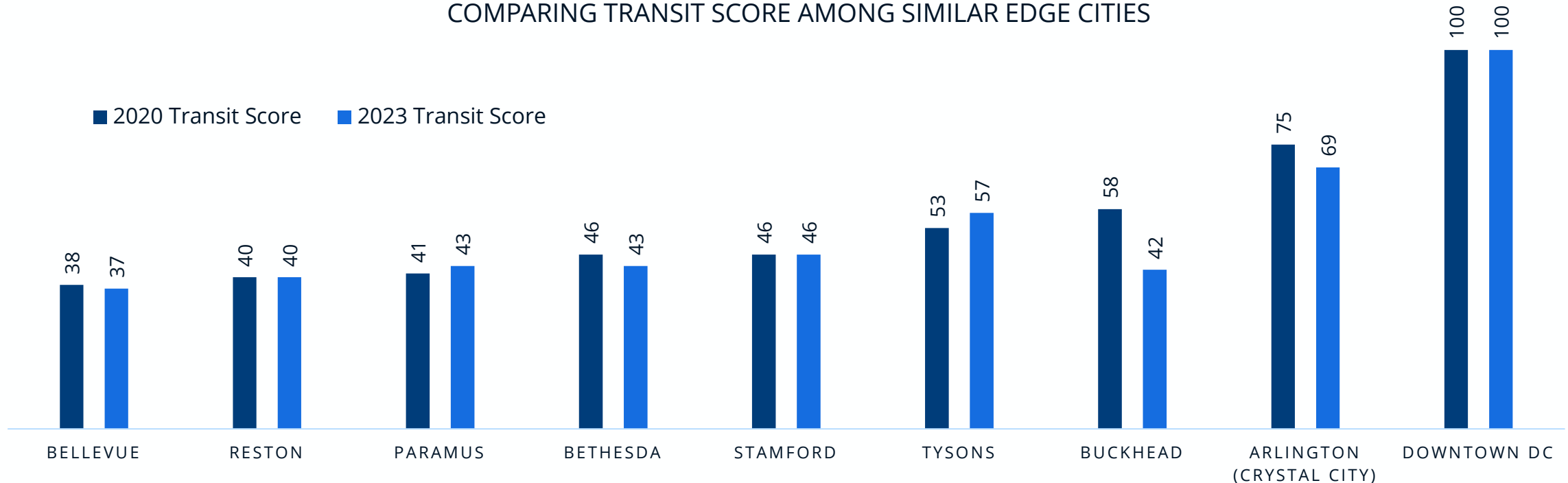
Source: FCDOT



TRANSPORTATION | TRANSIT ACCESSABILITY

Tysons' Transit Score of 57 puts it in *good transit* category, defined as **many nearby public transportation options**. While Metro has four stations in Tysons and there is bus coverage from several providers, all areas of Tysons are not equally served by public transportation or may be a longer walk from the high-capacity stations. Compared to more urban peers like Downtown DC, Tysons lacks the sheer amount of transit options but **compares favorably to other national edge cities** like Paramus, New Jersey that feature a similar mix of land uses. Tysons also compares favorably to regional peers like Reston and Bethesda.

COMPARING TRANSIT SCORE AMONG SIMILAR EDGE CITIES



TRANSPORTATION | BIKEABILITY

Bike Score measures the bikeability of a specific address, giving a snapshot of how easy it is to access nearby amenities and points of interest on by bike. Locations are categorized on a scale of **0 – 100**, and broken into categories including somewhat bikeable, bikeable, very bikeable, and Biker’s Paradise. In Tysons, all properties are in one of the following categories:

0-49: Somewhat Bikeable.

Limited bike infrastructure.



50-69: Bikeable.

Some bike infrastructure



70-89: Very Bikeable.

Biking is convenient for most trips.

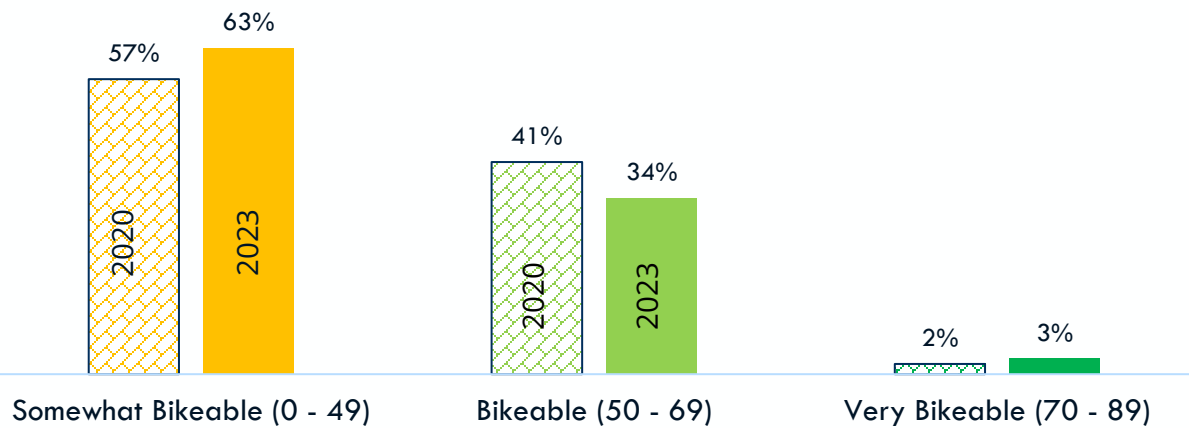


TRANSPORTATION | RESIDENTIAL BIKEABILITY

Tysons Average Bike Score: **43**

Tysons' **disconnected bike infrastructure and busy arterial streets** (Route 7, Route 123) create barriers for safe biking. Certain areas like Old Courthouse rank higher in bikeability due to the neighborhood streets with slower speed limits and a higher intersection density that make biking on streets, even without explicit bike lanes, more comfortable and safer.

% of Tysons Addresses by Bike Score Category



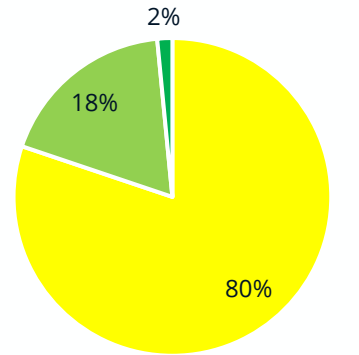
TRANSPORTATION | BIKEABILITY

Bikeability **varies across space in Tysons.**

Residential addresses are more often in the peripheries of Tysons, and as such are more likely to be in **car-dependent** or very car-dependent locations.

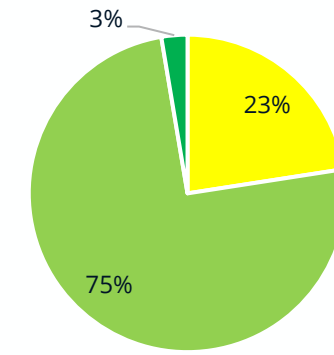
Commercial properties on the other hand, are much more likely to be in denser areas **near better cycling infrastructure.**

Residential Neighborhood



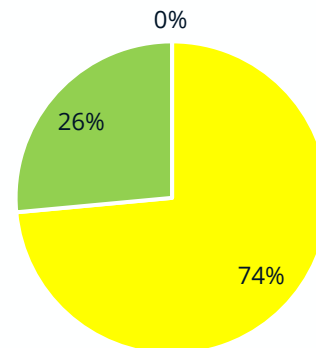
- Somewhat Bikeable (0 - 49)
- Bikeable (50 - 69)
- Very Bikeable (70 - 89)

Commercial Neighborhood



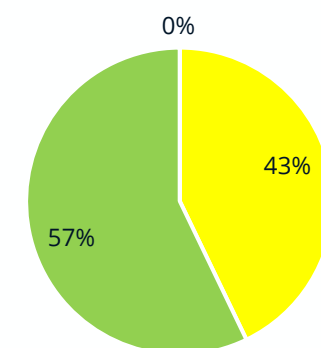
- Somewhat Bikeable (0 - 49)
- Bikeable (50 - 69)
- Very Bikeable (70 - 89)

Industrial Neighborhood



- Somewhat Bikeable (0 - 49)
- Bikeable (50 - 69)

Other Neighborhoods

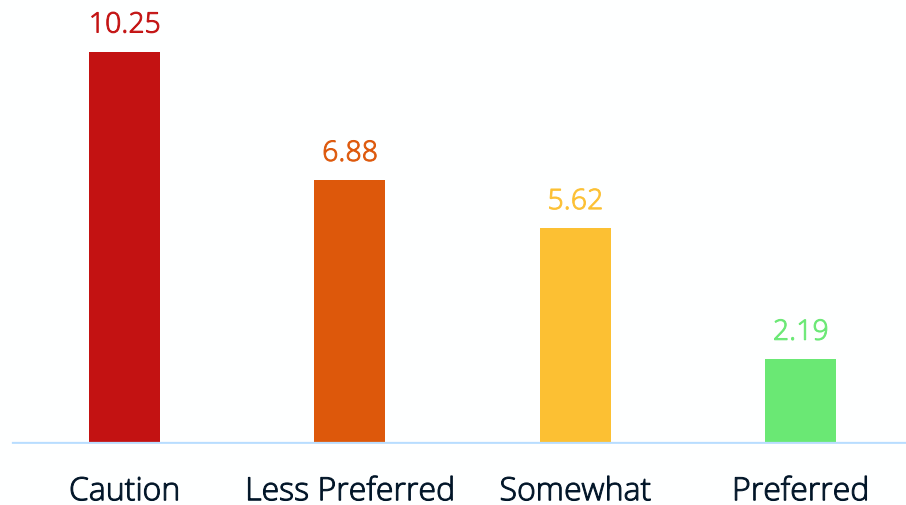


- Somewhat Bikeable (0 - 49)
- Bikeable (50 - 69)
- Very Bikeable (70 - 89)

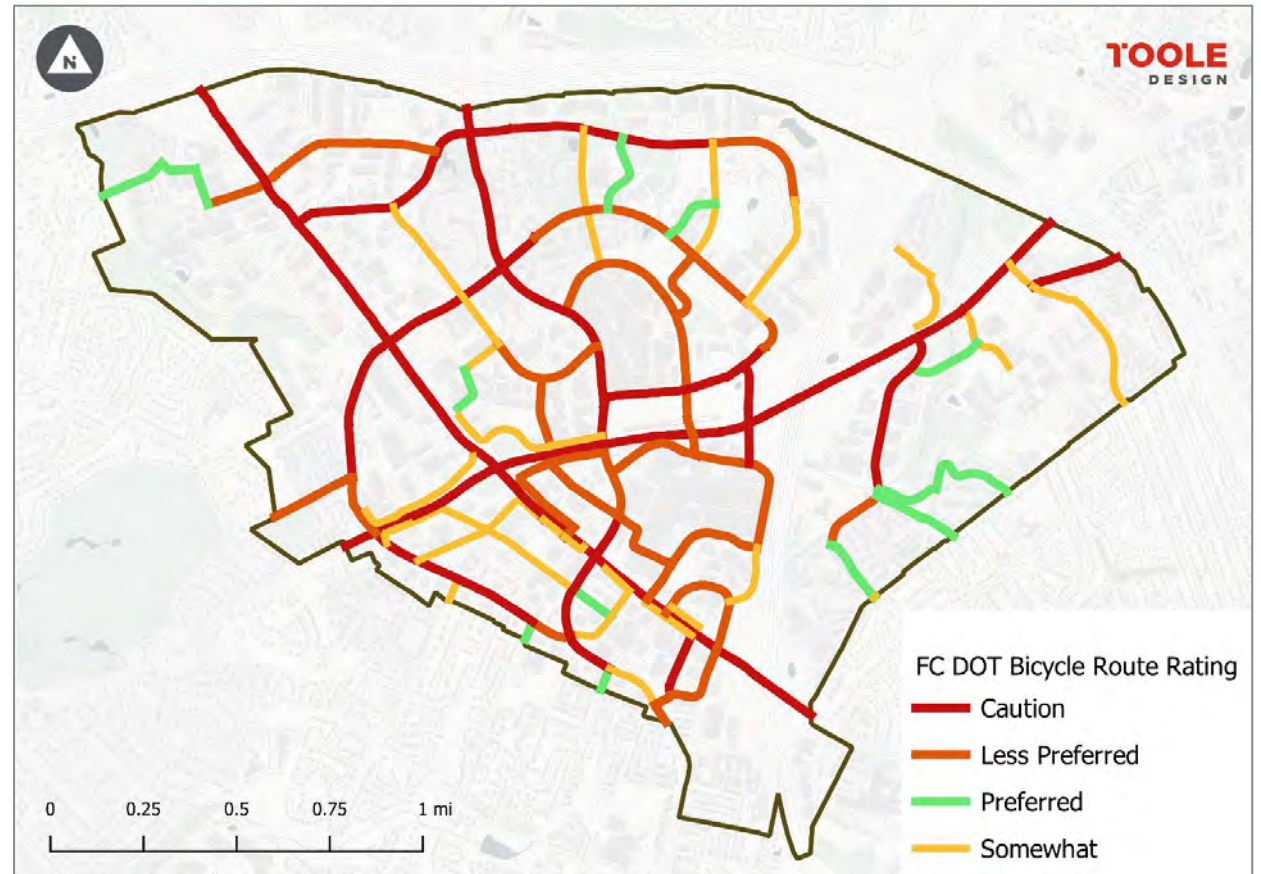
TRANSPORTATION | BIKEABILITY

Compared with walking and transit, **Tysons struggles with bikeability**. Roughly 41% of Tysons roads are classified as 'caution' according to a Fairfax County rating system, a number that has increased 2 percent in the last 2 years.

Bike Route Classification - Mileage

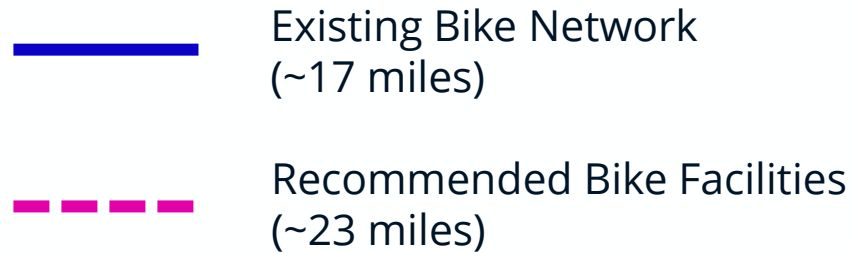


Source: Fairfax County GIS (2022)

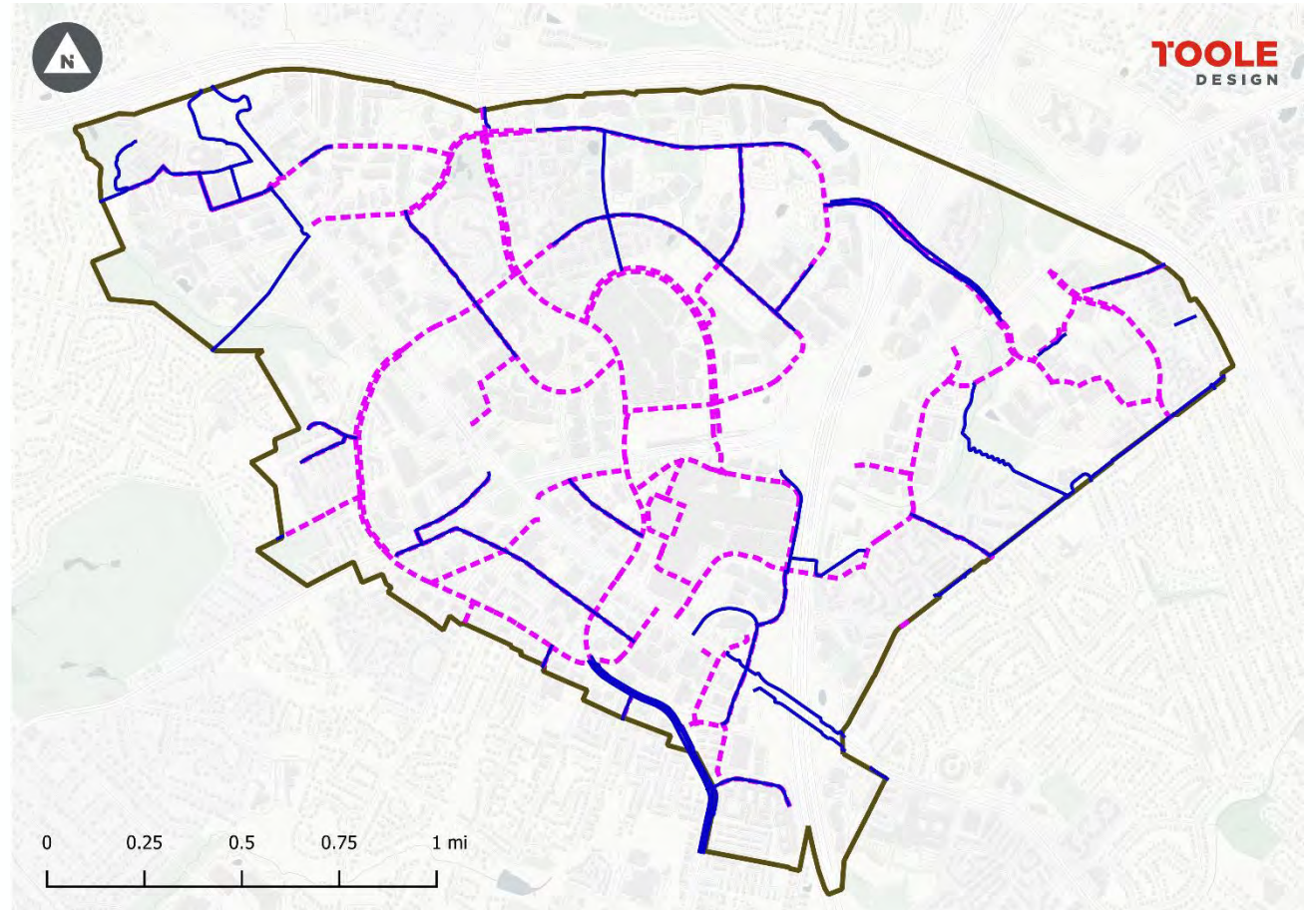


TRANSPORTATION | BIKEABILITY

Fairfax County officials updated the Bicycle Master Plan in 2019, including the Tysons area. The plan calls for 23 miles of new or improved bikeways. One of the **biggest challenges currently is the lack of bikeways across barriers arterial highways.**



- Existing network includes bike lanes, climbing lanes, cycle tracks, paths, shared roads, sharrows, wide sidewalks, trails
- Recommended network includes bike lanes, climbing lanes, shared roadway, and sharrows

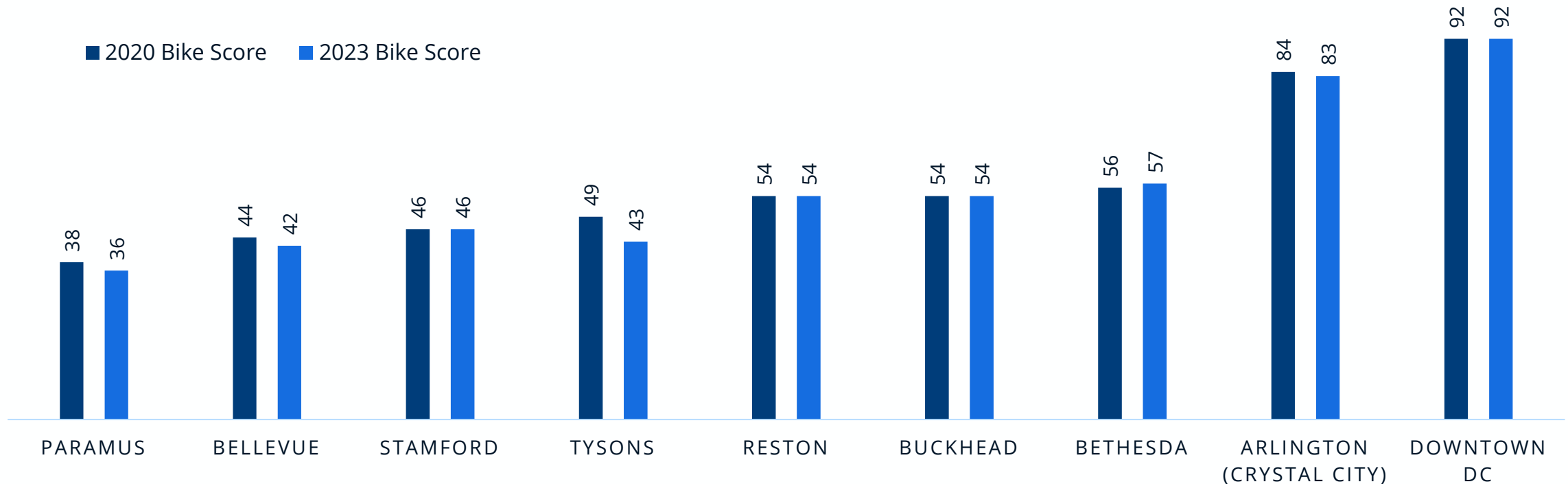


Source: Fairfax County (Existing), 2019 Bicycle Master Plan (Recommended)

TRANSPORTATION | BIKEABILITY OF SIMILAR EDGE CITIES

Tysons' Bike Score of 43 puts it in the *somewhat bikeable* category, defined as **minimal bike infrastructure**. While Tysons has some bike lanes on certain roads (Tycho Road, Westpark Drive) there is still work to be done to create a connected network. Compared to more urban peers like Downtown DC, Tysons **lacks protected bike lanes and a denser street network more suitable for biking**. Tysons compares favorably to other national edge cities like Paramus, New Jersey that feature a similar mix of land uses. Tysons compares marginally worse to regional peers like Reston and Bethesda.

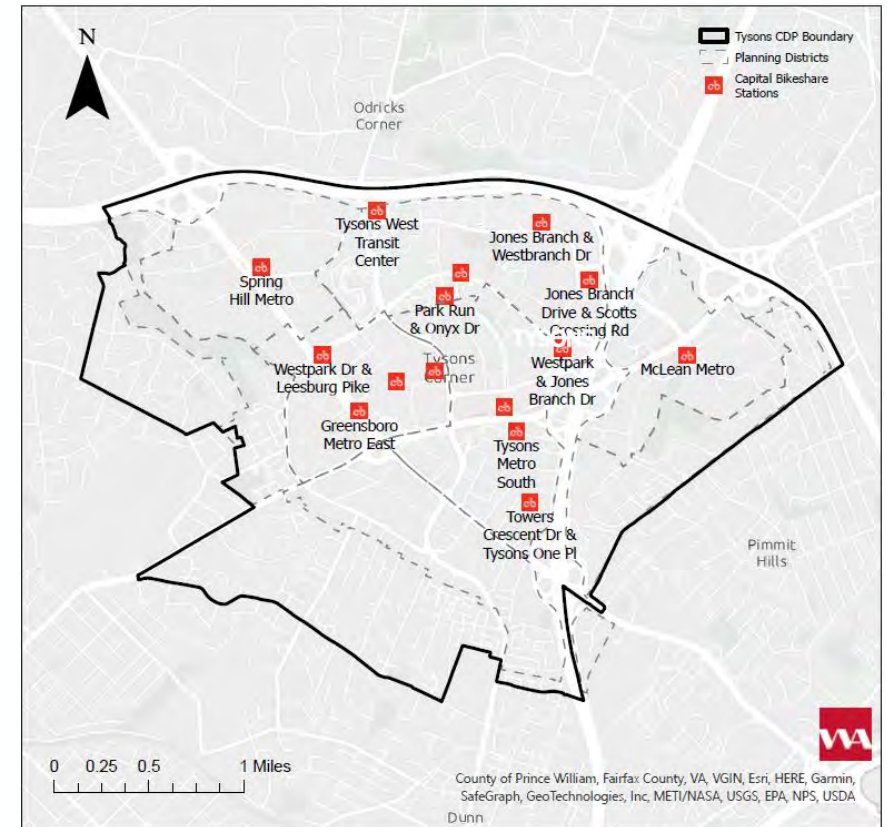
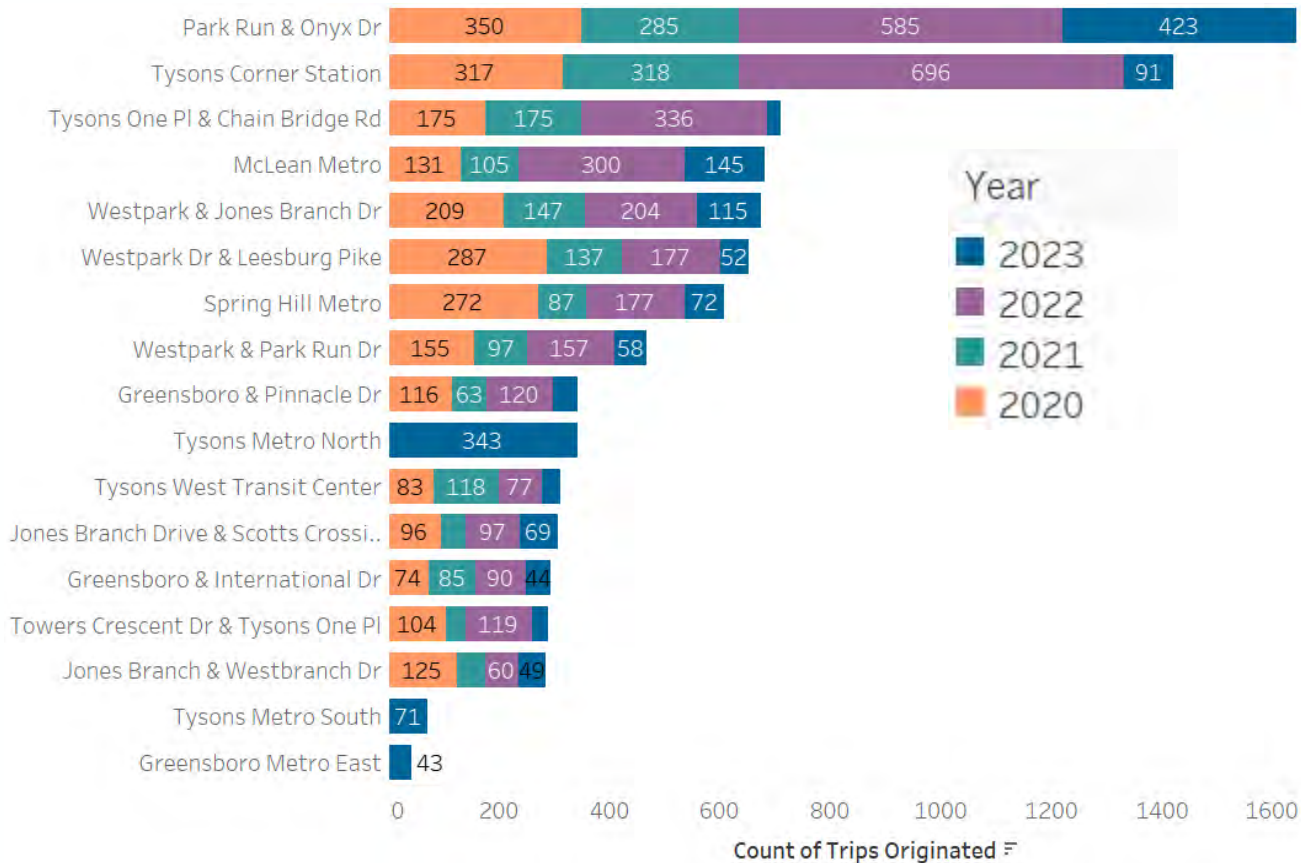
COMPARING BIKESCORE AMONG SIMILAR EDGE CITIES



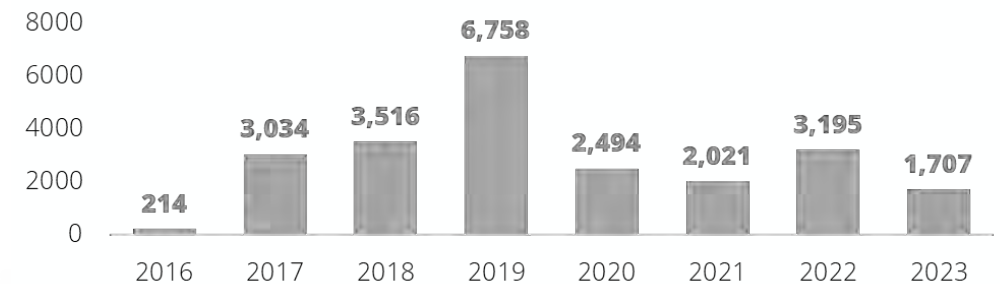
TRANSPORTATION | CAPITAL BIKESHARE

Capital Bikeshare came to Tysons in 2016 with 9 stations and has grown to 15 stations. **Total ridership in that time has been 22,939 trips.**

Annual Trip Origins at Tysons CaBi Stations Since 2020

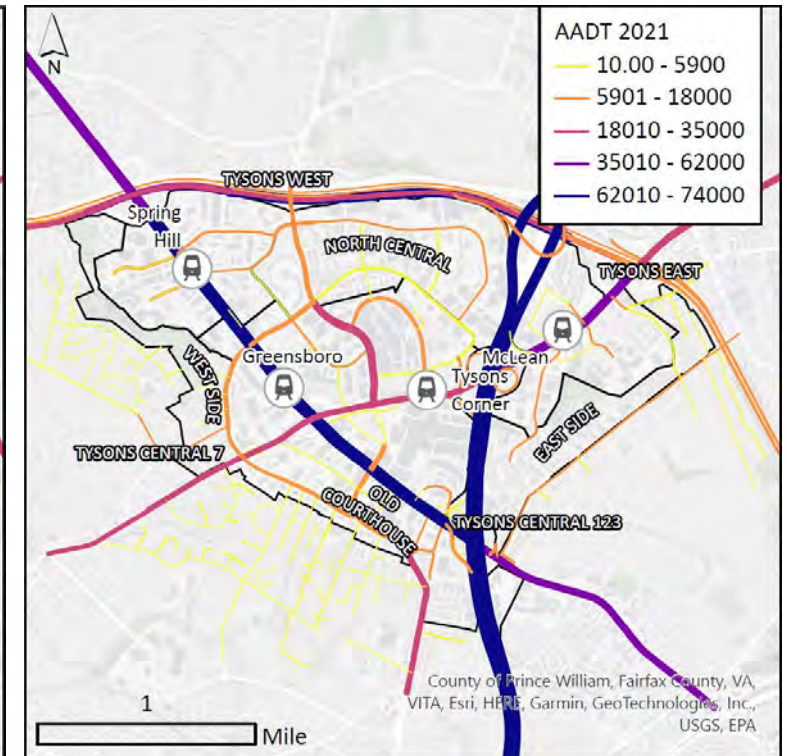
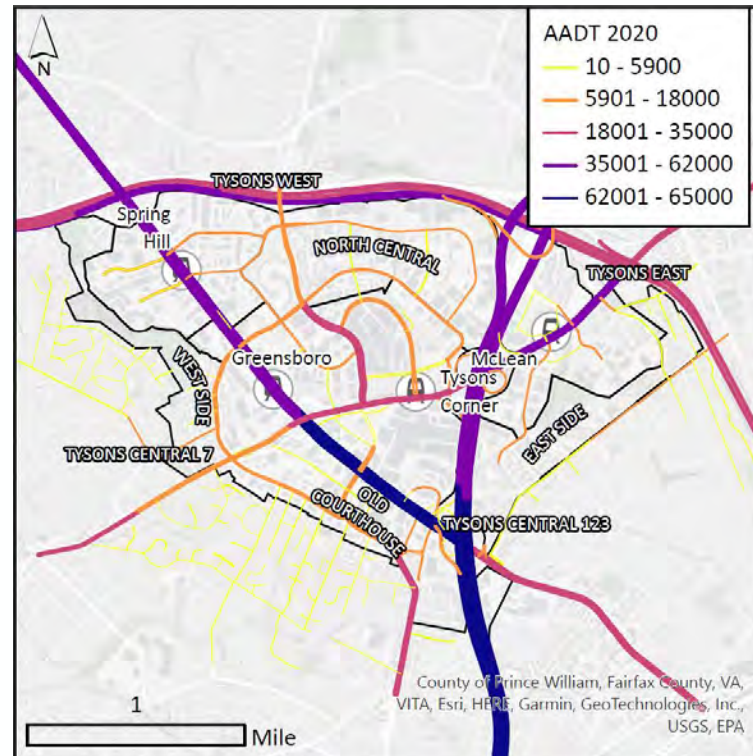
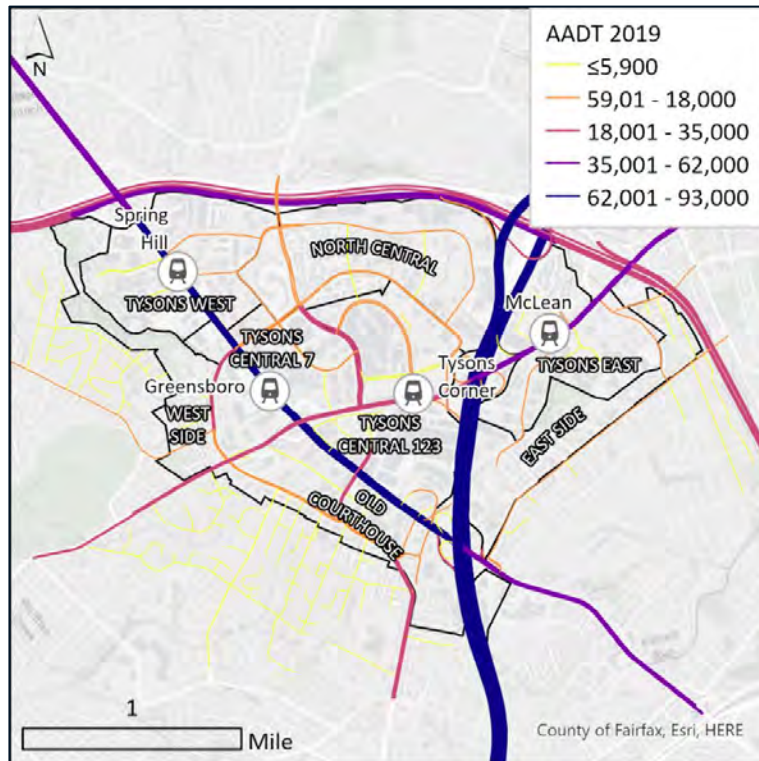


Bikeshare Ridership in Tysons



TRANSPORTATION | ANNUAL AVERAGE DAILY TRAFFIC

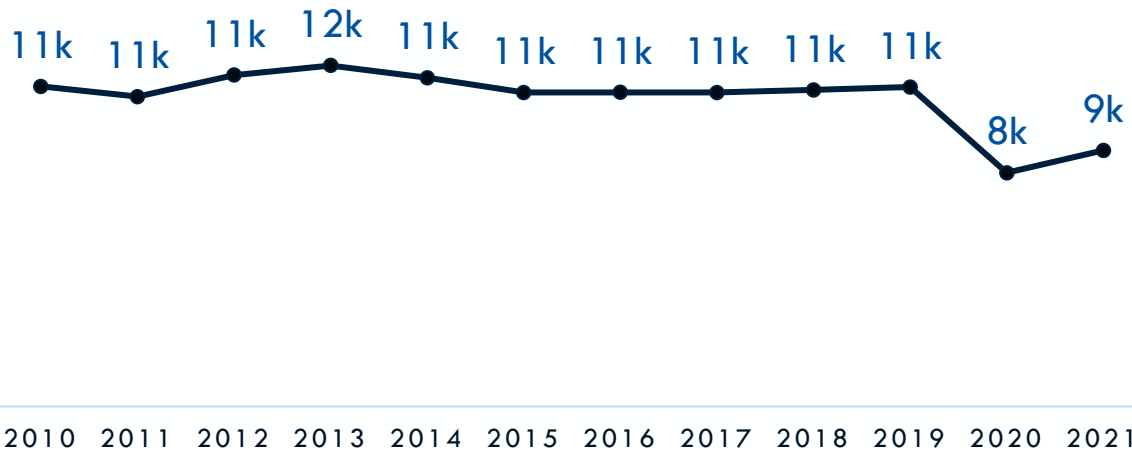
The Virginia Department of Transportation collects traffic data throughout the Commonwealth by employing sensors along streets, highways, and other sources. The streets are divided into monitored segments, and average traffic volumes are computed for each segment. The Annual Average Daily Traffic (AADT) is determined by dividing the total annual traffic estimate by the number of days in a year. In the Tysons area, **I-495 and Route 7 have consistently been identified as the busiest streets.**



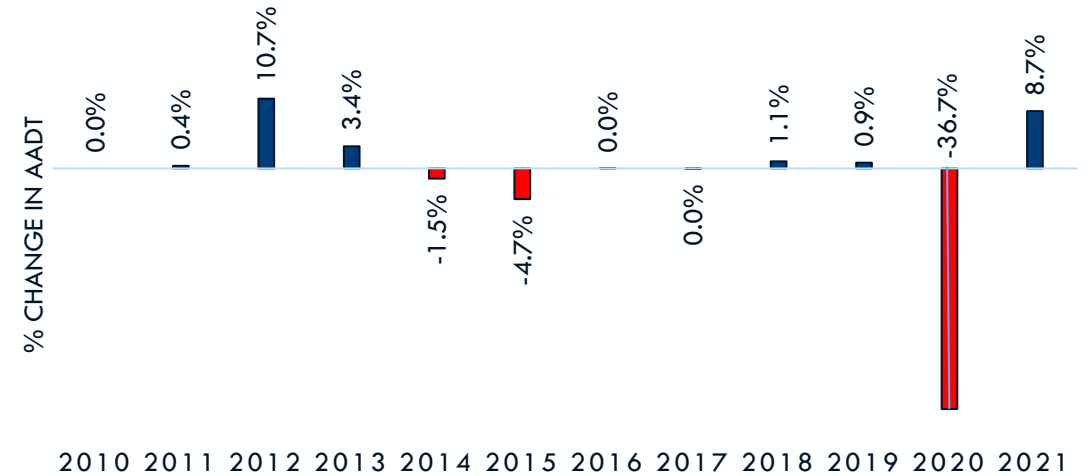
TRANSPORTATION | ANNUAL AVERAGE DAILY TRAFFIC

Traffic volumes in 2020 experienced a decrease of nearly 37%, but they have gradually recovered, returning to the trends observed in 2019. The average daily traffic (AADT) for all streets in Tysons has **consistently remained at 11,000 over the years**, with a decline of 27% during the pandemic. Although there has been an increase in traffic volumes in 2021, the latest data from VDOT is still pending release.

COMPOSITE AADT - AVERAGE OF ALL TYSONS STREETS



YOY CHANGE IN AADT OF ALL TYSONS STREETS

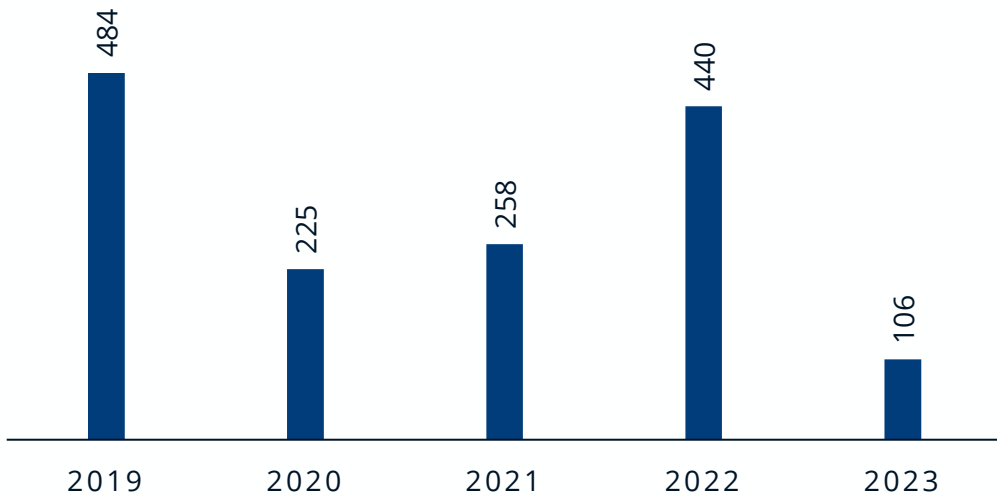


TRANSPORTATION | TRAFFIC CRASHES

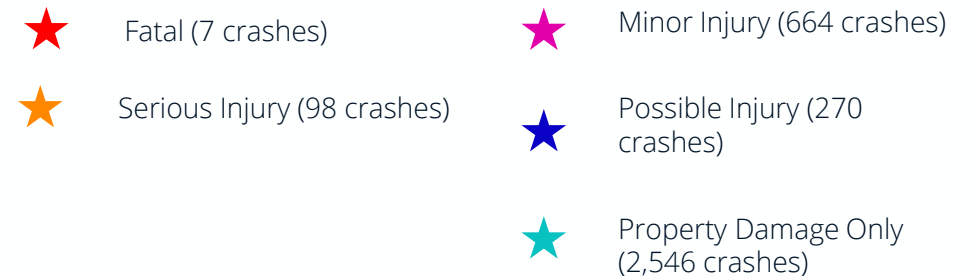
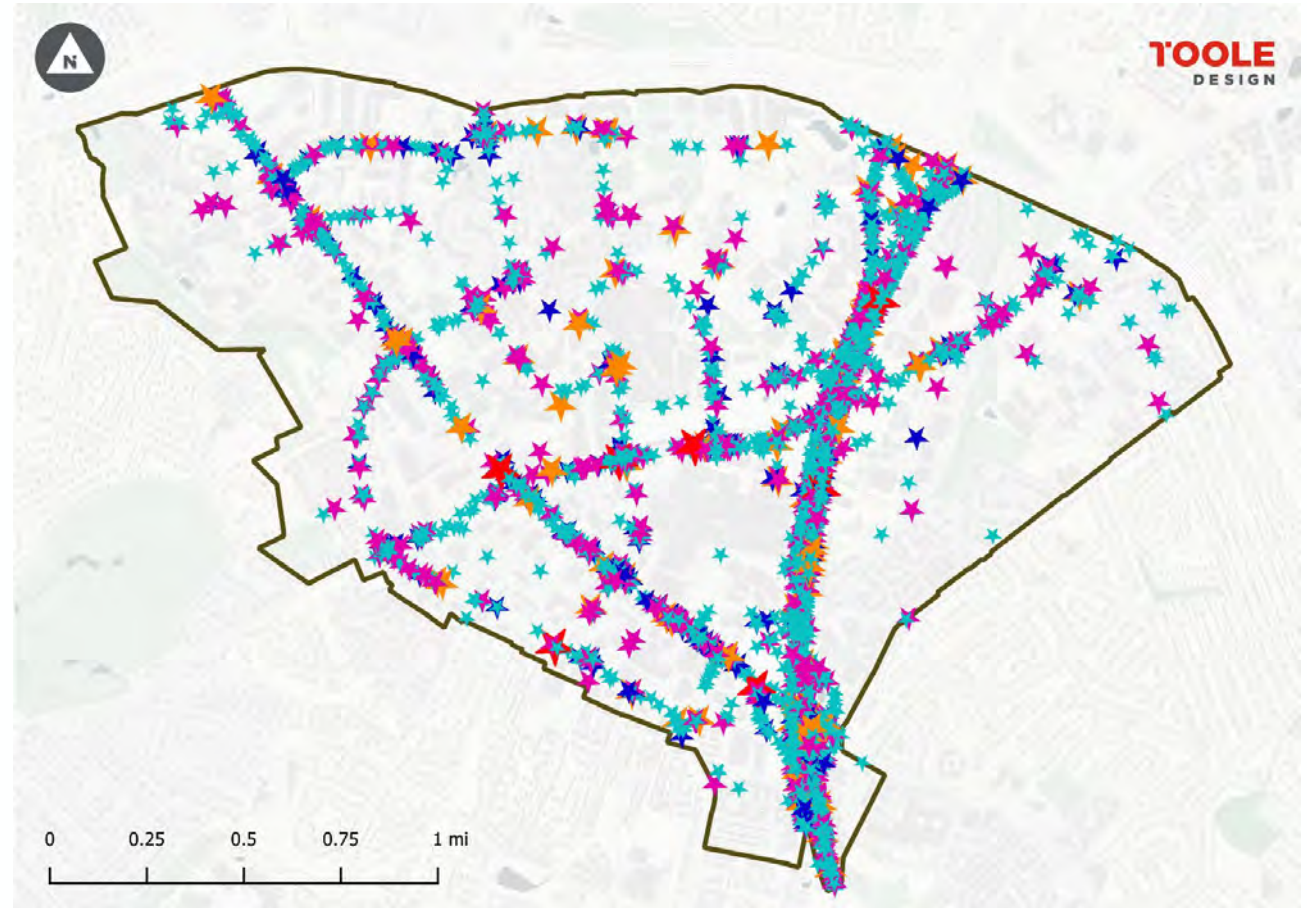
Traffic crashes in the Tysons area followed national trends, dropping during the pandemic and increasing afterward.

There were a total of 3,603 crashes, resulting in 762 injuries and 7 fatalities. Among these crashes, 61 involved pedestrians, and 1,691 occurred on the Beltway, including 3 fatal incidents. Continued efforts to enhance road safety are crucial in Tysons.

TRAFFIC CRASHES IN TYSONS SINCE 2019



Source: VDOT

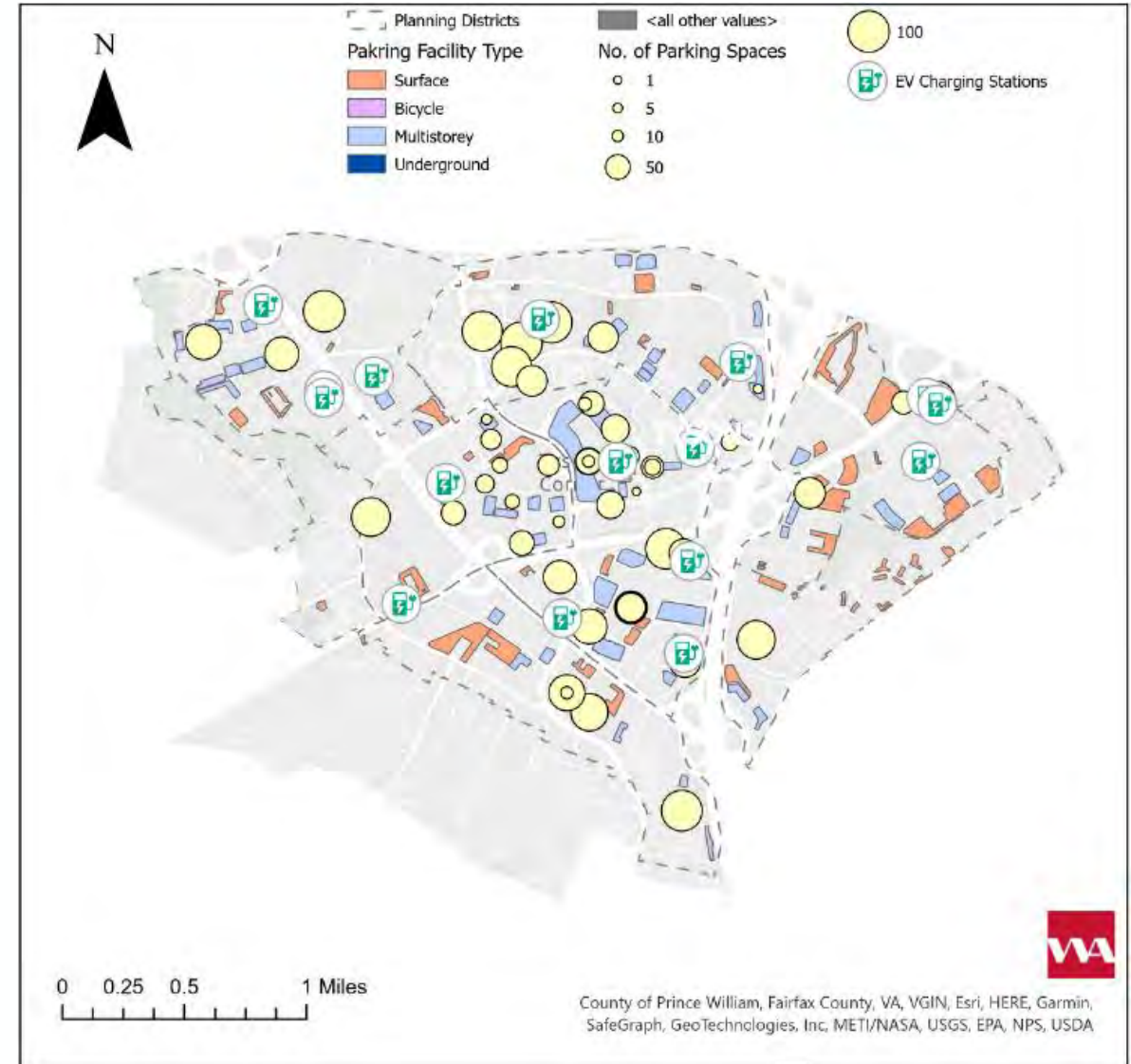


TRANSPORTATION | PARKING INFRASTRUCTURE

Tysons has an estimated **131 parking facilities** with a combination of surface parking, multistoried parking, and underground facilities.

A total of 16 EV charging locations are available throughout the Tysons, with a capacity of up to 40 Level-2 charging points. The density of these charging points is higher along Route 7 and Route 123.

A total of 50 parking facilities were studied in detail to estimate the current occupancy rates, parking spaces and operational hours.



TRANSPORTATION | PARKING INFRASTRUCTURE

Parking availability is **generally higher among Tysons Central Planning Districts**, when compared to the West and East end of the region.

26 out of 50 parking facilities had an average occupancy of over 72% during weekdays.

The ratio of parking spaces per residential apartment unit is has dropped below 1.0 for newly constructed buildings after 2009.

The average parking ratio among 99 properties within Tysons is estimated to be 1 space for every 159 sq.ft of total available area.

PARKING SPACES/RESIDENTIAL UNIT - APARTMENTS

