APPENDIX 4

Land Use Analysis

STATION AREA-SPECIFIC LAND USE ANALYSIS

INTRODUCTION

Project Description/Purpose

The High Capacity Transit Study is focused on ways to improve mobility options for residents connecting from the Westside to Journal Center and central Albuquerque. The Westside is projected to absorb a great deal of new growth in the future, exacerbating already difficult connectivity between the eastside and westside of the metropolitan area. Key objectives of this initiative are to encourage sustainable, transit-supportive land uses and promote economic development. Part of this study was to identify land use potential for selected station areas. This study analyzed land use designations and development patterns within a half-mile radius of potential transit stations to evaluate the potential for these to become transit-supportive station areas. General market conditions and real estate trends were considered in developing this alternative growth analysis. For instance, the general trend towards increased number of households renting versus those owning factored into assumptions about apartments. These data represent an independent analysis, differing from the one completed as part of the Metropolitan Transportation Plan (MTP 2035). This analysis provides related data from MTP 2035 to illustrate the differences in projected outcomes.

Methodology

Data was analyzed on a parcel by parcel basis using Geographic Information Systems (GIS). Half-mile radius buffers were projected upon the potential station areas, centered on the station location. Vacant parcels and under-performing parcel data within or touching the half mile buffer were incorporated in the analysis.

While zoning was considered in the development of an alternative scenario, accepted market-rate development prototypes were used to calculate the potential build-out of a site. In other words, the calculations are based on residential and commercial configurations that are viable for the Albuquerque area.

Current land values and perceived public perception regarding accepted densities do not support "high-rise" construction. Wood frame, three-level structures push the envelope for height. At current densities, parking structures are not feasible except for a few unique locations. For residential products, densities are driven more by parking requirements than by height or maximum dwelling units allowed by zoning. Similarly for commercial development, estimated developable densities assume realistic demands for surface parking. Employment numbers per square foot use multipliers commonly observed in the region. Multipliers used in this alternative scenario are listed below in Table 1. The category, "other employment," encompasses employment that is not retail, such as office, industrial, etc.

Table 1: Alternative scenario general development density multipliers

Use	Residential density (du/ac)	Building FAR	Employment density (employee/sf)
Retail	--	0.25	1/600
Office/Commercial	--	0.35	1/300
Medical Office	--	0.15	1/300
Industrial	--	0.25	1/1000
Multifamily	20 * **	--	--
* Paseo/Eagle Ranch residential density : 30 du/ac			
** Journal Center residential density : 30-50 du/ac			

STATION AREAS

Southern @ Unser

Existing conditions

Located in the City of Rio Rancho, the intersection of Southern and Unser is dominated by neighborhood-serving retail, with a Wal-Mart on the northwestern corner and a movie theater complex on the southwestern corner. Low-density residential neighborhoods border commercial areas on all quadrants but the southwest, where a large arroyo essentially creates a dividing line between the commercial areas along Southern/Unser and the residential-zoned land to the west. Much of the surrounding land has developed at low densities, leaving little opportunity for much beyond a park-and-ride facility.

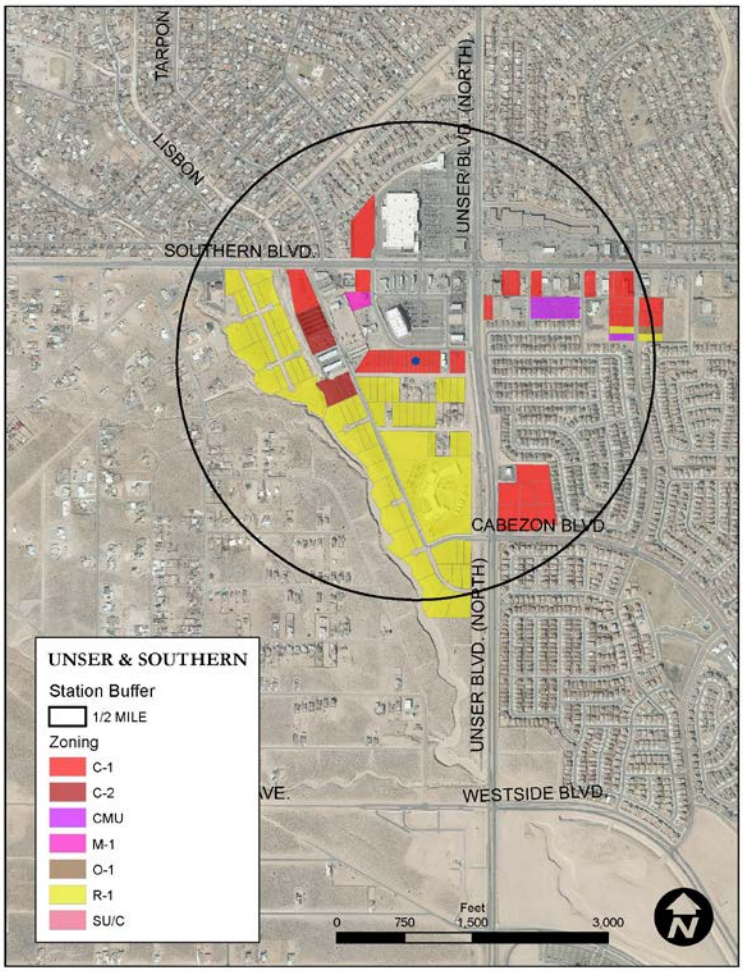

Figure 1: Southern @ Unser study area

Methodology

Due to the predominantly developed condition of the station area, no rezoning was considered in the alternative scenario calculations. Density was estimated per the existing zoning and employees were estimated using regional estimates (see Table 1).

Development potential
The southwest quadrant, identified as having the best potential for a transit station area, can support additional commercial development. However, with adjacent residential homes and most of the land currently zoned as single family residential, the potential for generating significant numbers of new jobs and housing is limited. Many of the available parcels, totaling 116 acres, have potential to generate neighborhood serving retail jobs.

The alternative scenario projections (shown in Table 2) show there is potential for modest employment gains. 292 retail jobs and 841 other jobs were projected along with 141 single family dwelling units. The large parking lot associated with the movie theater, at the southwest corner of the intersection, has the potential to provide shared parking associated with a transit station.

Table 2: Southern@Unser station area projected development

Potential employment & housing	**MTP 2035**	**Alternative Scenario**
Retail employment	--	292
Other employment	--	841
Total employment	*433*	*1133*
Single-family dwelling units	207	141
Multifamily dwelling units	0	0
Total dwelling units	*207*	*141*

Barriers/incentives
Auto-centric conditions inhibit mobility for non-auto users within this station area. Existing zoning in place propagates low-density development, with its associated area regulations and parking requirements.

Conclusion/Recommendations
Due to the characteristic low-density environment, there is less opportunity to induce transit-supportive development in the near future than the other station areas. However, the existing anchors such as Wal-mart and the movie theatre provide opportunities for transit ridership. The large parking lots that exist due to the commercial centers provide ample opportunity to utilize shared-parking agreements, thus preserving available lands for additional development that could help support future transportation ridership. Updating the zoning or creating a design overlay for the station area could have long-term, positive impacts in transitioning to a mixed-use, transit-supportive district.

Rust Medical Center

Existing conditions
This station area straddles the southern boundary of Rio Rancho and the northern boundary of Albuquerque. With the opening of the 92-bed Rust Medical Center, the surrounding area has the potential to generate additional jobs and a need for housing in both the short term and long term. Currently, little development exists in the immediate vicinity of the medical center. Large vacant parcels exist to both the north and west of the medical facility. The southern portion predominantly consists of single family residential.

- The intersection of Unser and McMahon is currently occupied on three of the four corners of the intersection by retail uses and significant amounts of vacant land. Low-density, single-family residential uses surround this area.

- Vacant land is predominantly zoned mixed-use and commercial, while single-family residential zoning exists to the west of Unser Boulevard in Rio Rancho.

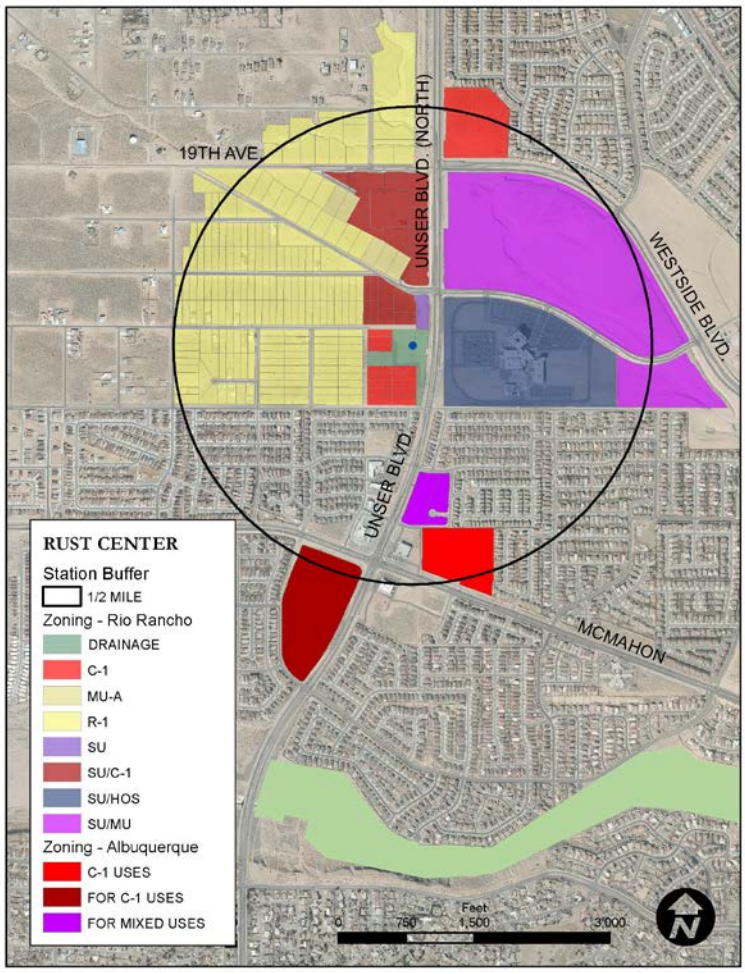

Figure 2: Rust Medical Center study area

Methodology

Pre-existing site development plans and concepts were reviewed where they existing to develop a general understanding of what may occur in the area. Given market trends and the excessive amount of land designated for retail, some projected retail was replaced with multifamily residential. Next, zoning regulations were considered to establish development limitations in the area.

Development potential

Overall, this station area, comprising some 362 acres of potential development, will be a major driver of economic activity on the Westside for years to come. A major medical facility like the Rust Medical Center generates the demand for restaurants, retail, and medical office. Currently, much of the surrounding land is vacant but almost all the parcels either have approved development plans in place and/or are being actively marketed by real estate brokers. The hospital itself has plans for up to two additional towers of hospital beds, with an ultimate build out of about 300 beds and 300,000 square feet of medical offices.

The 68-acre parcel to the north of Rust Medical Center is zoned for mixed use. The most recent plan for the site is a "lifestyle center," resembling an outdoor shopping mall, promoting visits to multiple retail establishments in a single trip. Given the recent recession and glut of land available for retail, it is unlikely that the parcel will develop as planned. It seems more likely that a significant portion of the land will be more suitable for high-density residential

development. A multistory assisted living complex is currently under construction on the north side of Westside Boulevard.

- The land on the west side of Unser and north of Westside Boulevard is "pad ready" with subdivided parcels, roads and infrastructure in place. The land is being marketed for both retail/restaurants and for medical offices.

- Vacant parcels exist near the intersection of Unser and McMahon, providing opportunities for transit-supportive development, including multifamily residential.

The alternative scenario projections (shown in Table 3) for the entire station area yielded nearly 4,900 jobs and nearly 1,500 new dwelling units. This build out scenario would place it among the largest activity centers in the metropolitan area.

Table 3: Rust Medical Center station area projected development

Potential employment & housing	**MTP 2035**	**Alternative Scenario**
Retail employment	--	613
Other employment	--	4271
Total employment	*1205*	*4884*
Single-family dwelling units	219	395
Multi-family dwelling units	769	1090
Total dwelling units	*988*	*1485*

Barriers/incentives

The mixed-use zoning within this area is favorable for transit-supportive development as it allows for densities of 0.5 FAR or greater, heights up to 85 feet, and building footprints up to 50,000 square feet.

Low-density, residential development located within a half-mile radius of the potential station area inhibits potential transit ridership. Street network connectivity and a lack of parking structures also contribute to the hindrance of potential transit usage. Additionally, if the previously planned lifestyle center comes to fruition, the opportunity to create a dense, vertical, mixed-use district will have been lost by over-concentrating a single use.

Conclusion/Recommendations

The employee base at this station area is promising as a ridership generator. The medical center establishes an anchor that will continue to attract development for years to come. Adjacent lands have the potential to generate transit-supportive development that promotes a vibrant, medium-density community and makes multi-modal connectivity viable. Transit-oriented development within the half-mile radius area, and particularly within a quarter-mile radius of the transit station, should be incentivized and promoted. In the interim, the parking availability provides an opportunity for shared-parking between the medical facility and a possible park-n-ride facility. Presbyterian and Rio Metro have a carte blanche opportunity to coordinate development efforts that will benefit both entities and their respective efforts.

Volcano Heights Town Center

Existing conditions

Situated at the junction of two major arterial roadways, Paseo del Norte and Unser, Volcano Heights Town Center is currently a largely vacant land area is a designated Major Activity Center in the Albuquerque/Bernalillo County Comprehensive Plan. The proposed zoning for the area encourages higher development intensity and a more walkable environment than is typically found on the Westside. As of late 2012, the Volcano Heights Sector Development Plan (VHSDP) is pending approval by the City's Environmental Planning Commission (EPC).

Proposed zoning includes a combination of mixed-use villages, higher density residential zones, and single-family residential zones.

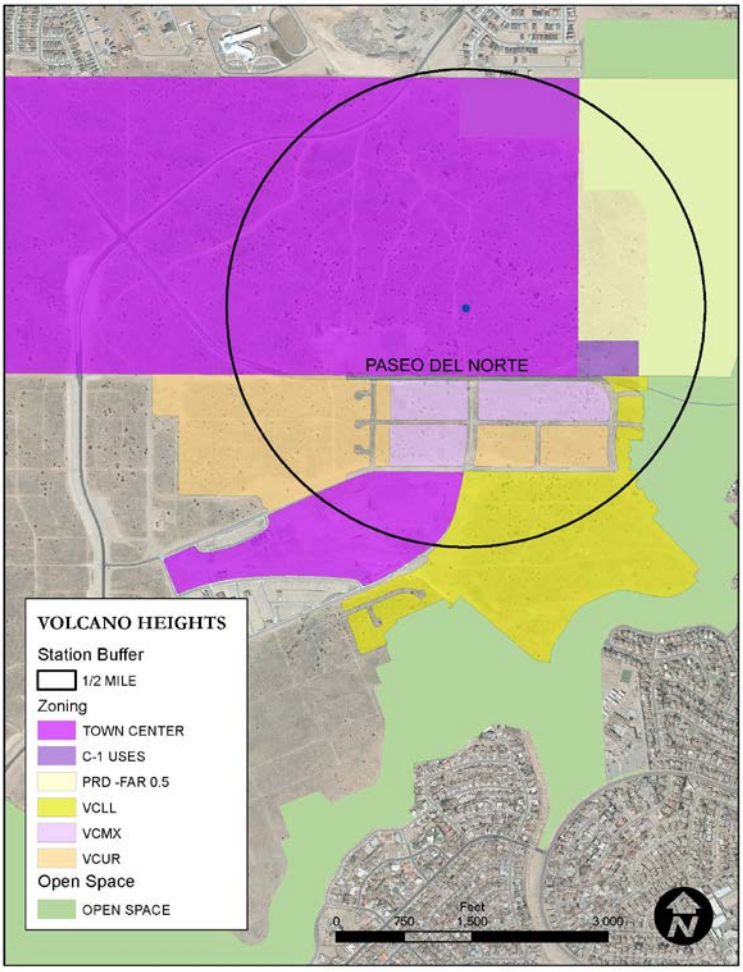

Figure 3: Volcano Heights study area

Methodology

The Volcano Heights Sector Development Plan draft from August 2012 contains development estimates, which were used in this analysis. These calculations varied significantly from the 2035 MTP estimates due to the planned development intensity increases.

Development potential

The area, comprising some 1035 acres, is currently vacant. New residential development is underway on the west side of Unser, north of Paseo del Norte. Much of the vacant land is owned by one of three entities. The proposed VHSDP encourages mixed use development with high densities and multiple stories. The sector plan proposes a form-based code that should promote transit and create a walkable environment.

Multi-family housing has the potential to work within the VHSDP. Coupled with a park and ride facility, the area could evolve into a higher density transit-oriented station area. The relatively recent completion of the Unser Boulevard and Paseo del Norte intersection has further increased the potential for regional-serving retail and other development.

Alternative scenario projections (shown in Table 4) for the area, based upon allowable densities under the draft sector development plan and typical community activity center densities, yields nearly 4,600 jobs and greater than 6,750 dwelling units. These figures vary significantly from the forecasted MTP 2035 projections due to the sector plan that was in place when the MTP projections were calculated. Medium density multifamily dwelling units projected under the alternative scenario had the greatest influence upon the calculated outcome.

Table 4: Volcano Heights station area development potential

Potential employment & housing	**2035 MTP**	**Alternative Scenario**
Retail employment	--	723
Other employment	--	3853
Total employment	*6520*	*4576*
Single-family dwelling units	1218	496
Multi-family dwelling units	838	6270
Total dwelling units	*2056*	*6765*

Barriers/incentives

Market demand may prove to be the greatest barrier to the creation of transit-supportive development. The proposed zoning and intended uses would likely generate such development, but the challenge is in crafting a development strategy that is economically feasible given the allowable floor-area ratio (FAR), heights, and residential densities. Most economically viable development typologies will not support the expensive structured parking that is necessary. The City and Rio Metro may be able to help bridge that financial gap and construct a parking structure as part of a transit center. Creative solutions will be necessary to induce a best-case scenario within this station area.

Conclusion/Recommendations

Vacant land and transit-supportive land use policies are aligned, creating a framework capable of generating a mixed-use district. It is essential that the City uphold the zoning and guidelines in place as development activity continues in the area. The station area is capable of playing a significant role in helping to balance the jobs-to-housing ratio on the Westside. It is also capable of providing a different development pattern for the Westside.

Paseo del Norte @ Eagle Ranch

Existing conditions

The large, agglomeration of vacant parcels between Paseo del Norte and Paradise Boulevard is surrounded by established commercial and residential areas. One of the parcels has a specific site development plan approved for C-3 uses, with roads and infrastructure extended to the site. A half-finished spec office building on the west side of the property is fenced off and tagged by the City as substandard. The half mile radius from the proposed transit center contains a substantial number of multi-family units and relatively dense detached housing. Like most of the Westside, the area is challenging to navigate by foot or bike due to the lack of a connected street grid.

Planned Development Area (PDA) for C-3 Heavy Commercial zoning dictates development on a majority of the vacant land in this station area. C-3 uses include a range of permissive uses, including multifamily residential up to 30 dwelling units per acre.

Methodology

Calculations were made primarily based upon perceived market demand. The vacant office structure is a visual manifestation of the current demand for such space. Given the glut of existing office space, the demand for office space has virtually disappeared. Therefore, zoning development limitations and regional multifamily development density standards were considered when making the calculations.

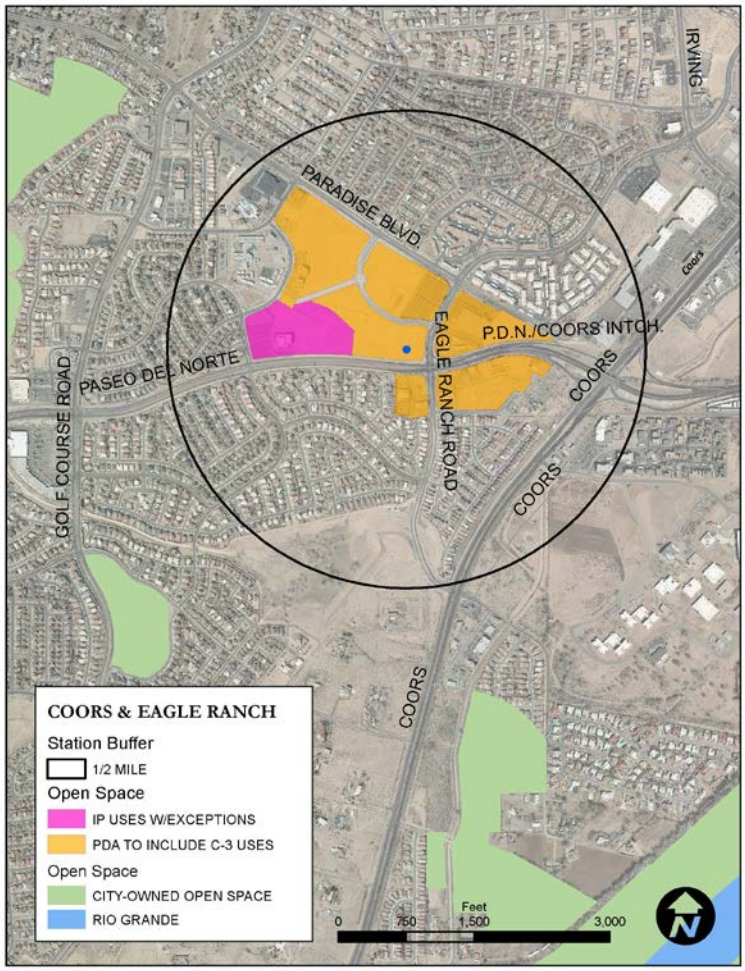

Figure 4: Paseo del Norte@Eagle Ranch study area

Development potential

This 86-acre location is unique in that it is a large, contiguous area of vacant land located near the intersection of two major arterial streets amid a well-developed area of the westside. Existing asking rates for the vacant land average about $13.75/square foot. Given current market conditions, the land may need to be repositioned for current demand. High office vacancy rates will likely subdue any planned office construction. Meanwhile, strong demand for rental units is projected to continue. Transit oriented development could be catalyzed by Rio Metro investment in this potential station area. The approximately 20-acre vacant parcel fronting Paseo del Norte is subdivided and "shovel ready". The existing zoning is SU for C-3, which provides an opportunity for mixed-use development, with up to 30 du/ac, and minimum FAR's of 0.3.

Adjacent to the existing apartments north of Paradise Boulevard is vacant land that could potentially become additional multifamily housing. While this site is just beyond the half-mile radius study area, existing strong connectivity to the station area reinforces a pedestrian-friendly, mixed-use district concept.

Market conditions, potential transit investment, and existing zoning informed the alternative scenario calculation. Shown in Table 5, full build out of existing commercial land, along with some retail development associated with vertical mixed use construction were estimated to produce nearly 1,000 new jobs. At 30 dwelling units per acre, the vacant land could result in the development of more than 800 dwelling units.

Table 5: Paseo del Norte@Eagle Ranch station area development potential

Potential employment & housing	**2035 MTP**	**Alternative Scenario**
Retail employment	--	443
Other employment	--	525
Total employment	*1000*	*968*
Single-family dwelling units	0	0
Multi-family dwelling units	44	804
Total dwelling units	*44*	*804*

Barriers/incentives

Community opposition to perceived density and height for multifamily housing may prove the greatest barrier. Fortunately, adjacent multistory multifamily construction acts as a precedent. Infrastructure investment by Rio Metro may provide the necessary incentive to induce transit-oriented development in this station area.

Conclusion/Recommendations

This site is another example of a potential station area with an existing framework that is supportive of transit-oriented development. Rio Metro can incentivize such development by investing in transit infrastructure in this station area. A master planned station area would aid in the provision of a well-designed and programmed site that mixes uses and supports the mass transit model.

Journal Center

Existing conditions

The Journal Center in this study refers to the larger North I-25/Journal Center/Renaissance employment area, unless otherwise specified. Specific area boundaries utilized in this study include the North Diversion Channel to the west, Interstate 25 to the east and south, and parcels along the north side of Alameda. This area of northern Albuquerque is the state's largest employment center consisting primarily of office, industrial and light-industrial uses, with some single family and multifamily residential uses to the north. In general, the area is characteristic of suburban office parks, with large parking lots, building setbacks with little pedestrian or bicycle infrastructure.

More recently, escalating land values have precipitated changing land use patterns. Industrial uses have been superseded by office and retail uses. The Journal Center has a set of covenants and design standards, which inform development design. However, they reinforce the suburban office park character by requiring that structures be set back a minimum of 30 feet from the primary street. High ratio parking regulations and a lack of requirements regarding the placement of building entrances also contribute to the pedestrian-unfriendly character.

Many areas within this study area lack sidewalks and bicycle infrastructure. Where sidewalks do exist, they tend to be disconnected and often end at the edge of an individual property.

Methodology

Current zoning standards informed estimates for non-residential development. Regional employment standards were utilized to estimate the number of employees. However, residential uses were projected upon several property parcels based on the assumption that there is an untapped demand for residential in this area. This would assume a modification to existing zoning, allowing mixed use and multifamily residential. For this alternative scenario calculation, multifamily is projected at higher intensities than the Westside. Densities of 30, 40, and 50 dwelling units per acre were utilized depending upon the location within the corridor.

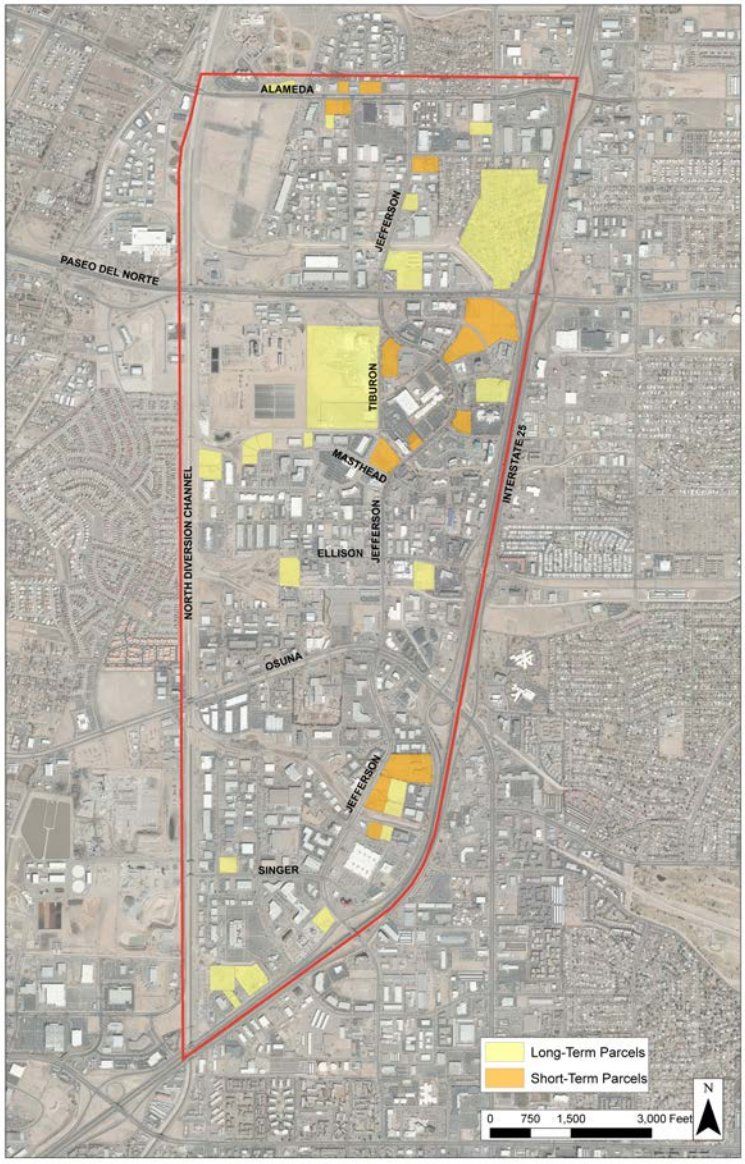

Figure 5: Journal Center study area showing parcels with short and long-term development potential

Development potential

The North I-25/Journal Center employment corridor is in a position to diversify its current mix of land uses. Large parking ratios that result in underutilized parking lots, along with vacant parcels throughout the area present development opportunities that could potentially lead to mixed-use districts in the future. Significant amounts of parking act as land banks, providing the capability to convert to higher intensity, mixed uses.

Our alternative scenario projections (shown in Table 6) estimated development potential on 244 acres of vacant or underutilized parcels. This projection assumed a zoning change will occur to allow for multifamily construction and mixed-use developments. The estimates yielded an additional 8,500 jobs and the potential for nearly 2,500 dwelling units. Using an approximately 20-year outlook, this also assumed a conversion of the current pumice plant

into a mixed-use development, which generated a significant number of additional dwelling units.

Table 6: Journal Center development potential

Potential employment & housing	2035 MTP	Alternative Scenario
Retail employment	--	1,626
Other employment	--	6,874
Total employment	5,757	8,500
Single-family dwelling units		0
Multi-family dwelling units	--	2,487
Total dwelling units	521	2,487

Barriers/incentives

The most significant barrier to mixed use, transit-supportive development within this zone is the existing Industrial Park (IP) zoning, which does not contain residential uses as a permissive or conditional use. While this zoning does not exist throughout the corridor or on each developable parcel, it does cover a significant portion, including the entire Journal Center office park.

The Journal Center Corporation can potentially play a leadership role in leading this movement to diversify and intensify land uses within the area. The Journal Center currently comprises some of the area's largest office structures and highest land values.

Conclusion/Recommendations

The Journal Center contains land uses and market conditions that are conducive to generating additional transit-supportive uses, such as multifamily housing. The first priority should concentrate on completing and enhancing pedestrian and bicycle infrastructure, as they are necessary to improve transit-usage throughout the area. AMAFCA should be involved to make use of the existing water diversion channels for pedestrian and bicycle connections. Next, modifying the existing SU for IP zoning for the Journal Center to make multi-family residential uses (R-3) permissive is critical to creating mixed-use districts that generate activity beyond the typical work day. Stakeholder education and support in changing the existing character of Journal Center is also necessary. Additionally, the provision of allowable densities upward of 100 dwelling units per acre, in combination with relaxed parking requirements, would greatly enhance the corridor's chance to create a viable mixed use district and become a model for office park conversions.

CONCLUSION + RECOMMENDATIONS

The Alternative Scenario Analysis projections, summarized below, yielded significantly greater development potentials for employment and residential. Two factors greatly impacted the results; first was the modified zoning in the proposed Volcano Heights Sector Development Plan, which increases allowable densities significantly from the previous version; the second is the assumed zoning change, which would allow multifamily residential construction within the greater Journal Center area. These two factors accounted for a predominant majority of the difference in projection totals between the MTP 2035 and the Alternative Scenario. Next, recent modifications to commercial zoning within Albuquerque to make multifamily

residential uses permissive influenced multifamily yields. Projected residential dwelling units were three times greater in the Alternative Scenario.

This scenario would have significant ramifications for transit ridership potential. As increasingly congested bridge crossings become a greater hindrance to cross-city commuting, mixed-use, transit-oriented districts will become a favored development option. Transit usage will likely see greater potential for ridership as increasingly intense land use near stations compound ridership numbers from park-n-ride facilities.

Table 7: MTP 2035 and Alternative Scenario projection totals.

Station Area	MTP 2035		Alternative Scenario	
	Employment	Dwelling Units	Employment	Dwelling Units
Unser@Southern	433	207	1,133	140
Rust Medical Center	1,205	988	4,884	1,485
Volcano Heights	6,520	2,056	4,576	6,765
Paseo@ Coors	1,000	44	968	804
Journal Center	5,757	521	8,500	2,487
TOTALS	**14,915**	**3,815**	**20,061**	**11,681**

However, several factors influence the effectiveness of development in terms of supporting transit. More specifically, general barriers to land uses that are conducive to a transit–supportive environment include low-density development, poor pedestrian infrastructure, high parking requirements, and a poorly connected network of streets and pathways.

Density

Most of the residential areas on the Westside and the Journal Center lack a critical mass of riders due to this characteristic low density development. This barrier can only incrementally improve over time as land is redeveloped or new developments come on line.

Figure 6: Medium density development. Residential construction greater than three stories typically requires parking structures and/or reduced parking ratios

Much of the existing built environment includes typical Sunbelt development with its characteristic structures and surface parking. Much of the residential inventory is one and two stories in height, while multifamily projects rarely exceed three stories. Office and commercial structures similarly tend to exist at low FARs.

Future mass transit would benefit greatly from allowing higher densities and taller construction within designated transit zones. Density and height bonuses should be

considered to catalyze development and incentivize additional housing, particularly affordable housing, within these zones. Density bonuses work well in areas with high land values; portions of the study area, particularly residential areas on the Westside, may not have land values that are high enough to make density bonuses work. In this case, public sector financing of parking structures may be required to create the desired character of transit-oriented areas.

Pedestrian Environment

Sidewalks, where provided, are often of minimal width and placed at the curb of roadways, regardless of the street designation. Landscape buffers and street trees are rare. Thus, pedestrians are often forced to walk along the sidewalk of principle arterial roadways and other major streets. This design further contributes toward discouraging residents from walking and taking transit.

Transit use would benefit from the adoption of complete streets design principles. Complete streets are designed to provide safe and comfortable access for all users, including pedestrians, bicyclists, and transit users. Street design should consider and prioritize pedestrian infrastructure within transit zones. Change in municipal policies to create more complete pedestrian infrastructure with mechanisms for reimbursement to the City by property owners as land is developed.

Figure 7: Attractive, functional pedestrian infrastructure.

Modify City policy on the extension of infrastructure. Current City policy dictates that the extension of infrastructure, including sidewalks, is done on a parcel by parcel basis. As a parcel is developed, key elements like sidewalks are required to be built as a condition of site approval. Understandably, the City does not want to be burdened with the cost of constructing sidewalks along every roadway in the City. But for regionally significant areas like the Journal Center, it may make sense to use LEDA funding or general funds to complete the network of sidewalks, especially near transit stops. Future development of parcels adjacent to these improvements could be responsible for paying impact fees to cover the costs borne by the City.

Parking Requirements

Most of the zoning requires minimum, rather than maximum parking requirements. This typically results in 40% or more of a site being dedicated to surface parking. This has two implications: it drives land densities lower and creates a disincentive for transit, since parking a car is usually free and convenient.

Figure 8: On-street parking results in more efficient utilization of land

Current City of Albuquerque code requires multifamily projects to provide one parking space per bath, but not less than two spaces per dwelling unit. Similarly, Rio Rancho requires 1 space per every 1 bedroom unit in multifamily construction, or 1.5 spaces per DU for units with greater than one bedroom. This parking ratio is tailored to low density residential land uses, where on-street parking is discouraged.

Parking requirements should be reduced to ratios less than one space per dwelling unit to encourage higher densities and encourage transit use. Reducing the amount of space dedicated to parking will help to free up additional land for more development within transit zones and encourage transit use. On-street parking should also be encouraged to alleviate parking concerns, free up developable land, and contribute to traffic-calming.

Street Network/Pattern

The street network is geared towards moving cars with little to no dedicated space for other users. Most areas have little more than a minimum 4' wide sidewalk, often directly adjacent to high-speed arterials. Many segments of key roadways also lack continuous sidewalks within Journal Center. The pedestrian environment also suffers from a disconnected and confusing street network that minimizes potential routes for pedestrians to use.

Many suburban communities include winding streets with limited ingress and egress to a subdivision. While this provides a perceived sense of security for residents, this reduces the opportunity for residents to walk and utilize transit due to the often long and circuitous pathways. Mass transit and resident mobility would benefit from better designed subdivisions, with improved circulation networks that prioritize pedestrian access to transit and services.

Figure 9: Cul de sacs containing pedestrian connectivity beyond the subdivision (Source: Google)

Incentives

Rio Metro should take a more active role in catalyzing transit-supportive, and more specifically, transit-oriented development throughout the metropolitan region. The organization can play the role of developer by purchasing and master planning transit station areas. The organization, along with private developers can also utilize the following incentives to alleviate the burdens associated with development:

- Public-private partnerships: Utilize public-private partnerships to share the costs and revenues of development.

- Make traffic impact studies optional but require improvements and/or contributions to improving transit and pedestrian infrastructure.

- Local Economic Development Act (LEDA): Utilize LEDA to help fund infrastructure upgrades/reconfigurations needed to accommodate high capacity transit. LEDA funds can be used on projects that have a measurable economic development impact.

- Tax Increment Development Districts (TIDDs): Municipalities are capable of establishing TIDDs to help fund public improvements. Developers could leverage TIDD financing to help fund necessary infrastructure that supports TOD.

- Infrastructure Development Zones (IDZ): These quasi-municipal corporations can be created to fund infrastructure construction and upgrades.