



TOD & Property Disposition Policy Adoption

Item #12.c.
2/4/2026



Board Meeting, February 4, 2026

Agenda

- 1. Board Proposed Actions**
- 2. Transit-Oriented Development (TOD) and Property Disposition Policy**
 - **Steps Taken To-date**
 - **Lessons Learned**
- 3. California Surplus Land Act (SLA)**
- 4. TOD Market Studies**

Board Proposed Actions

- 1. Adopt a new Transit Oriented Development (TOD) and Property Disposition Policy**
- 2. Declare certain properties exempt under the Surplus Land Act (SLA)**

TOD & Property Disposition Policy

What is the TOD & Property Disposition Policy?

- Policy for a practical, flexible, and balanced approach to TOD development and the disposition of District-owned property.
- Outcome of the “*Moving San Mateo County*,” **SamTrans 10-Year Strategic Plan 2026-2035**, Initiative 6B.1: Develop and implement SamTrans Transit-Oriented Development (TOD) Policy.
- The Strategic Plan identifies TOD sites that will likely be developed in the near-term: a) **Colma BART Station Park-and-Ride Lot** and b) **San Carlos Headquarters**.

Steps Taken to-Date

- Drafted policy in collaboration with **TOD Ad Hoc Committee after reviewing** other agency policies (i.e. BART, VTA, SoundTransit)
- Draft policy introduced as an **informational item** at the Board's **February 2025** meeting.
- Later refinements and TOD feasibility studies were discussed with the TOD Ac Hoc Committee in **October 2025**.
- Revised the policy to **address concerns** raised by the Board at the Board's February 2025 meeting (e.g. "lessons learned")
- Incorporated **SLA Portfolio Exemption** requirements with goal to streamline and accelerate development

Goals of the TOD Policy

- **Goal 1:** ensure that district developments support SamTrans operational needs
- **Goal 2:** focus on local and regional collaboration
- **Goal 3:** maximize value of District-owned land to support transit operations
- **Goal 4:** meet affordability goals of state and local jurisdictions
- **Goal 5:** create transit-supportive communities
- **Goal 6:** implement development projects in a timely fashion
- **Goal 7:** advance the development of the District's TOD portfolio by leveraging policies under the SLA to facilitate strategic land disposition and transit-oriented development

TOD Lessons Learned (Part 1)

1. **Follow an adopted strategy for planning and entitlement** — anticipate and avoid unnecessary delays in an ongoing entitlement process. (San Carlos Caltrain development)
2. **Engage/brief the board early and regularly during planning and entitlements** — overall progress, major milestones, anticipated risks, upcoming meetings, etc. (San Carlos Caltrain development)
3. **Identify and reserve space for future SamTrans needs before issuing a solicitation for a developer** — example, reserve area for a bus layover operations at Colma. (Multiple locations)

TOD Lessons Learned (Part 2)

4. **Understand third-party and regulatory constraints before soliciting a developer** — federal funding requirements, zoning, SLA. (Daly City)
5. **Include profit sharing in ground leases** — for example, District collects percentage of gross revenues. (Multiple locations)
6. **Resolve outstanding title and other issues outside of development's critical path** — at Sequoia Station, District and JPB discovered long-standing title issues when developer sought to buy property from the agencies. Attempting to resolve while negotiating with developer slowed process. (Redwood City)

California Surplus Land Act (SLA)

Surplus Land Act - What Is it?

- Aims to make locally-owned "surplus" public land **available for housing and open space purposes**
- Agency must distribute a **notice of availability** to local public agencies and housing sponsors
- Agency must **negotiate in good faith** with interested parties and must prioritize offers based on affordable housing criteria
- Agency need not dispose of land at less than fair market value
- **If no parties are interested** or price or terms cannot be agreed upon after good faith negotiation, agency may dispose of the land on the open market (subject to a covenant regarding affordability if ever developed for housing)

SLA Portfolio Exemption

- Allows 25% affordable housing to be **distributed across all District-owned developable sites**, instead of 25% at each site
- Agency must **adopt TOD Policy** that incorporates SLA Portfolio Exemption requirements
- Can declare all sites as exempt surplus land in **one Board action**
- Minimum of 50% of all land in portfolio must be **developed for residential**
- **If District doesn't incorporate SLA Portfolio Exemption, then each TOD site requires surplus declaration on case-by-case basis**

SLA Portfolio Exemption – HCD Pre-Approval

- Adoption of the SLA Portfolio Exemption **requires pre-approval** by the California Department of Housing and Community Development (HCD)
- HCD must approve a **Draft Resolution** before the District Board can take formal action regarding the SLA Portfolio Exemption adoption
- District received **preliminary approval** of the Draft Resolution on October 17, 2025 under SLA Case No. SLA0002038
- **Preliminary approval does not entail commitment from SamTrans**

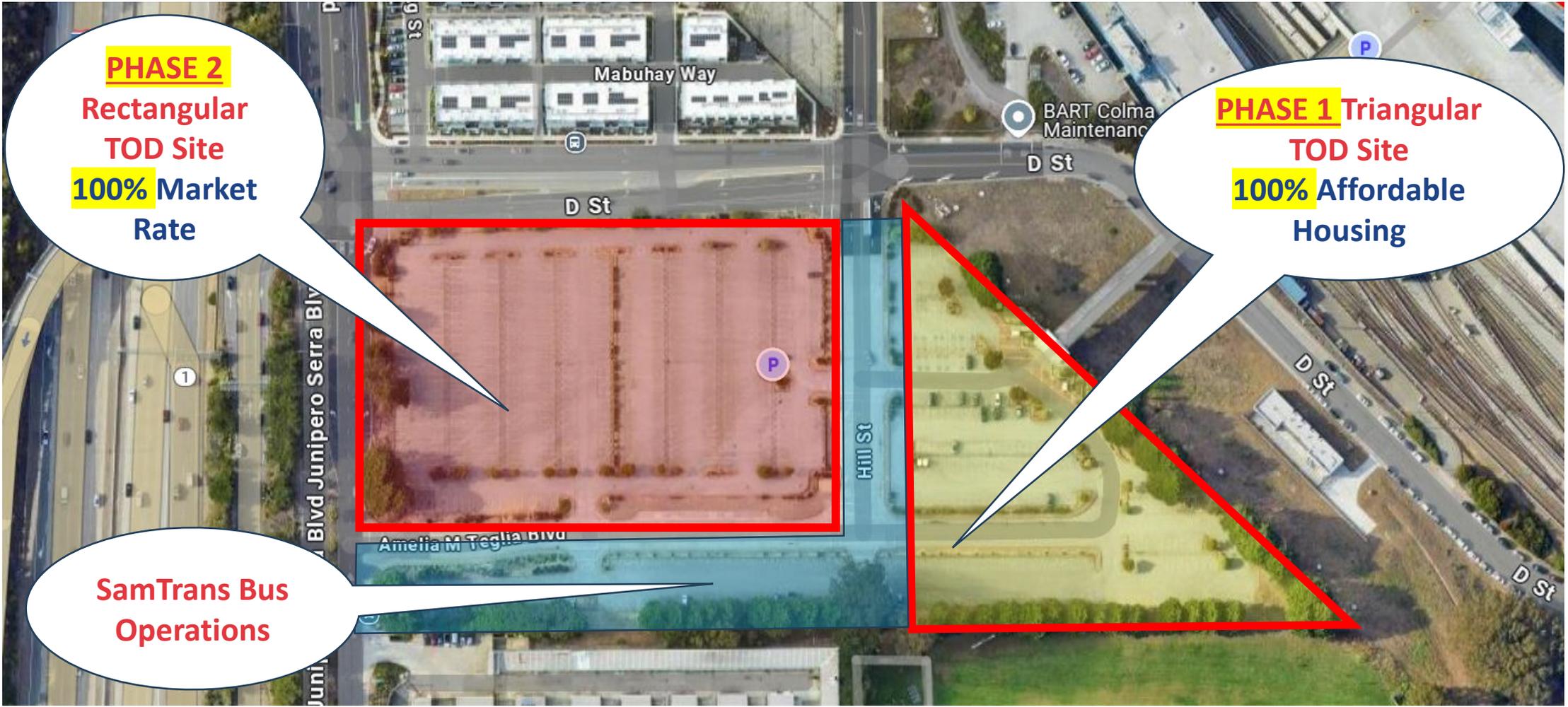
TOD Market Studies/ Residual Land Value Analyses

TOD Market Studies – General Findings

- Completed draft market studies for both Colma BART Station Park-and-Ride Lot and San Carlos Headquarters in 2025
- Identified what type of redevelopment is economically feasible for each site
- **General Findings:**
 - Demand for housing very strong in general
 - Almost no market rate housing is currently being built
 - Interest rates and construction costs are high
 - Developing 100% affordable housing is feasible

Colma BART Station Park-and-Ride Lot

Colma – Proposed TOD Approach



PHASE 2
Rectangular
TOD Site
100% Market
Rate

PHASE 1 Triangular
TOD Site
100% Affordable
Housing

SamTrans Bus
Operations

Colma – Est. Development Potential

- **Housing Density range 60 –120 DU/AC**
- Lower density in short term, higher density in long term
- City of Daly City’s Housing Element support density range, but will require rezoning

SURVEY-BASED DATA	AREA	Density 60 DU/AC	Density 120 DU/AC
TOD SITE	3.81 AC	229 units	457 units
TRIANGULAR TOD SITE	2.87 AC	172 units	344 units
TOTAL	6.68 AC	401 units	801 units

• Note: Density in the triangular TOD site may lose 6-12% efficiency because of lot configuration, about 17 to 35 units using 10%.

Colma – Est. Development Potential

Low Density 60 Dwelling Units per Acre

- Three- to four-story wood frame over one concrete podium (or wrap building)
- Building height: 55- 60 feet



High Density 120 Dwelling Units per Acre

- Five-story wood frame over two concrete podium
- Building: 75 -90 feet maximum



San Carlos Headquarters

San Carlos – Proposed TOD Approach

Reuse existing parking structure

Demolish office building and build housing/retail



San Carlos – Est. Development Potential

- **Housing density range 75 or 120 DU/AC**
- Short term demand is low density residential, higher density in long term
- Ground floor retail to support City’s goals
- Consistent with *San Carlos Downtown Specific Plan* and zoning (minimum of 75 du/ac)

Scenario	Permitted Density	Developable Site Area	Effective Total Units
Minimum (Low) Density	75 du/ac	1.13 acres	85
Maximum (High) Density	120 du/ac	1.13 acres	136

San Carlos – Est. Development Potential

Low Density 75 Dwelling Units per Acre

- Four- to five-story wood frame over one concrete podium
- Building height: 75-90 feet



High Density 120 Dwelling Units per Acre

- Five-story wood frame over two concrete podium
- Building: 75-90 feet maximum





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Thank You



Questions and/or Comments