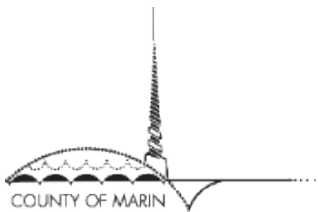

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San Rafael, CA 94903
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08.25.2026



OFFSITE OBJECTIVE DESIGN AND DEVELOPMENT STANDARDS (ODDS):

BOARD OF SUPERVISORS WORKSHOP SESSION ON PROPOSED STREET STANDARDS AND EDITS TO TITLES 22 & 24



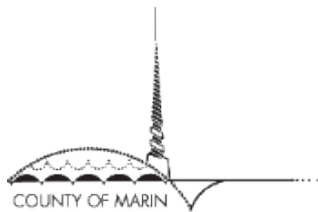
Photo Credit: Jeff Wong

PROCESS

Phased approach to objectifying and updating Offsite Infrastructure Standards

Slide 2

- **Phase I:** Street design standards for City-Centered and Baylands Corridors
- **Future Phases:**
 - Rural road street design
 - Grading & Drainage
 - Utilities
 - Intersections
 - Traffic Calming
 - Transit
 - Landscaping and Street lighting

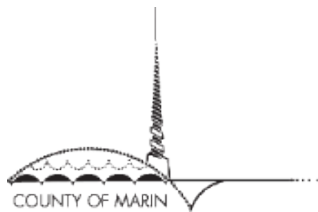


PROCESS

COMMUNITY AND STAFF ENGAGEMENT

- Internal **Working Group** of County staff
- **Stakeholder Focus Groups** with civil and traffic engineers, developers, land use attorney, utilities and special districts and the Marin County Bicycle Coalition
- **Planning Commission Workshop** - May 11, 2026
- **Planning Commission Hearing** - July 27, 2026

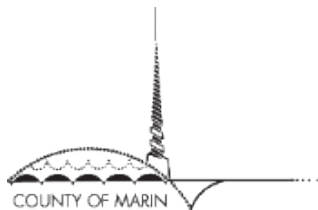
Slide 3



PROJECT OBJECTIVES

Slide 4

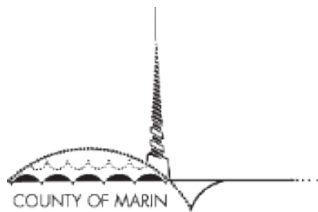
- Create legally defensible objective standards to apply to ministerially reviewed projects
- Base proposed standards on national guidance documents and widely accepted standards
- Emphasize safety for all users in design standards
- Encourage alternative modes of mobility
- Incorporate placemaking design features to improve visual quality and utility of street improvements



MINIMUM SAFETY STANDARDS

Slide 5

- Establish minimum street standards.
- Adopted health and safety minimum standards based on recognized state and national standards.
- Developers may decline to follow the County standards (waive them) but may not go below minimum safety standards.



WORKSHOP TOPICS

Slide 6

- Public vs Private Streets

Tier 1
Public

Streets built to County standards



Tier 2
Private

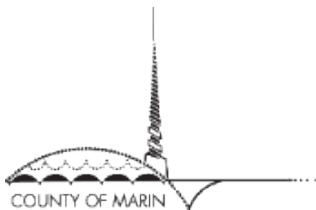
Streets built to minimum safety standards via waivers (e.g. narrower sidewalks, planters, parking lane widths)



Tier 3
Private

Slow streets (max 15 mph) built with minimum safety elements (e.g. sidewalk safety buffer options)

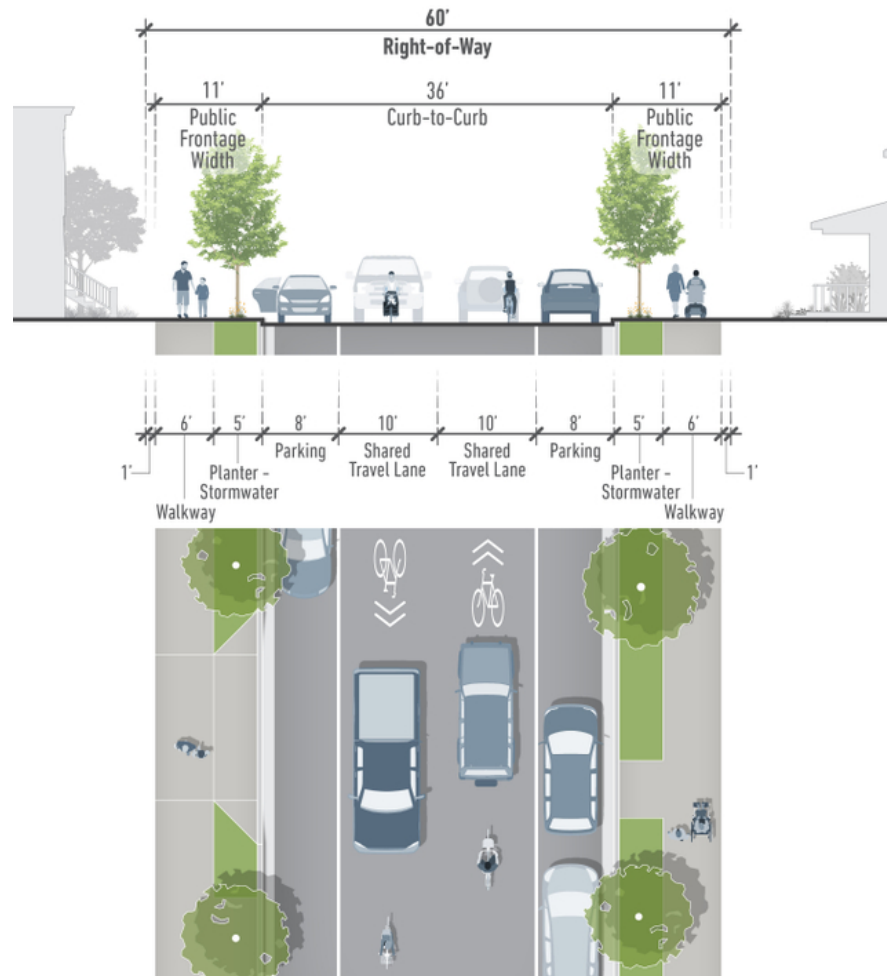
- Exception for frontage improvements on existing non-conforming streets



RESIDENTIAL STREET TYPES AND DESIGN STANDARDS

Residential Road (Public)

Slide 7



Key Design Features

- Narrow travel lanes
- Both Sides:
 - +Parking
 - +Sidewalk
 - +Planter – Stormwater strip

RESIDENTIAL STREET TYPES AND DESIGN STANDARDS

Residential Road - Example

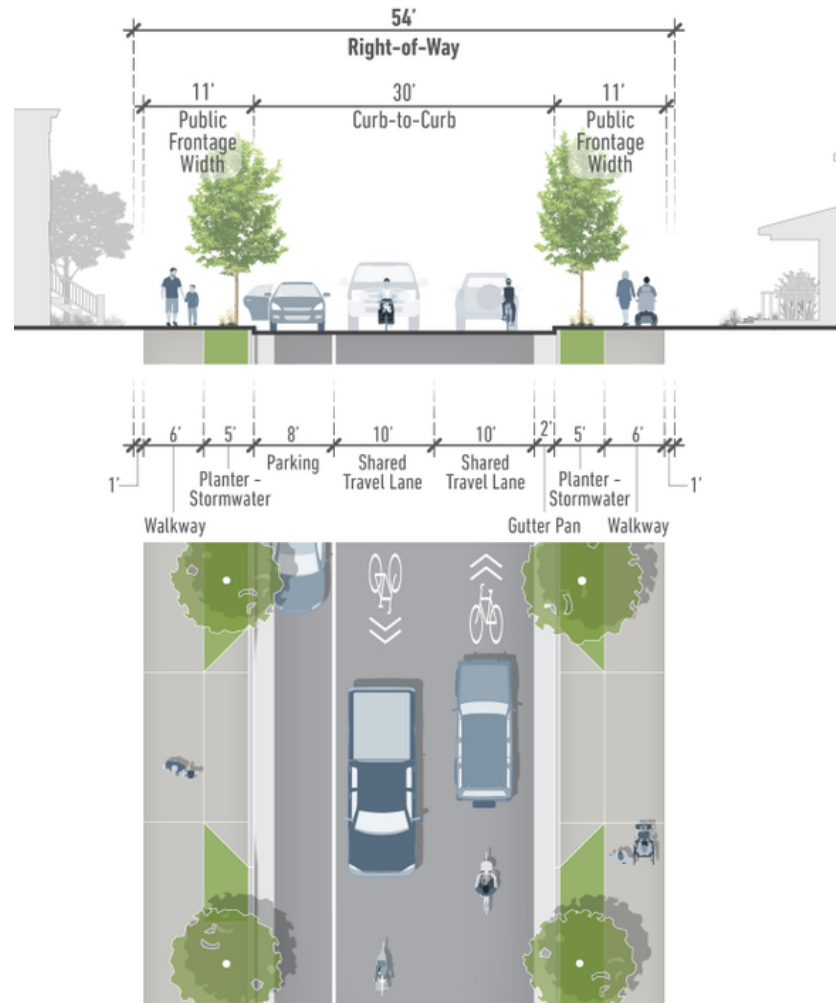
Slide 8



RESIDENTIAL STREET TYPES AND DESIGN STANDARDS

Minor Residential Road (Private)

Slide 9



Key Design Features

- Narrow travel lanes
- One Side:
 - +Parking
- Both Sides:
 - +Sidewalk
 - +Planter – Stormwater strip

RESIDENTIAL STREET TYPES AND DESIGN STANDARDS

Minor Residential Road - Example

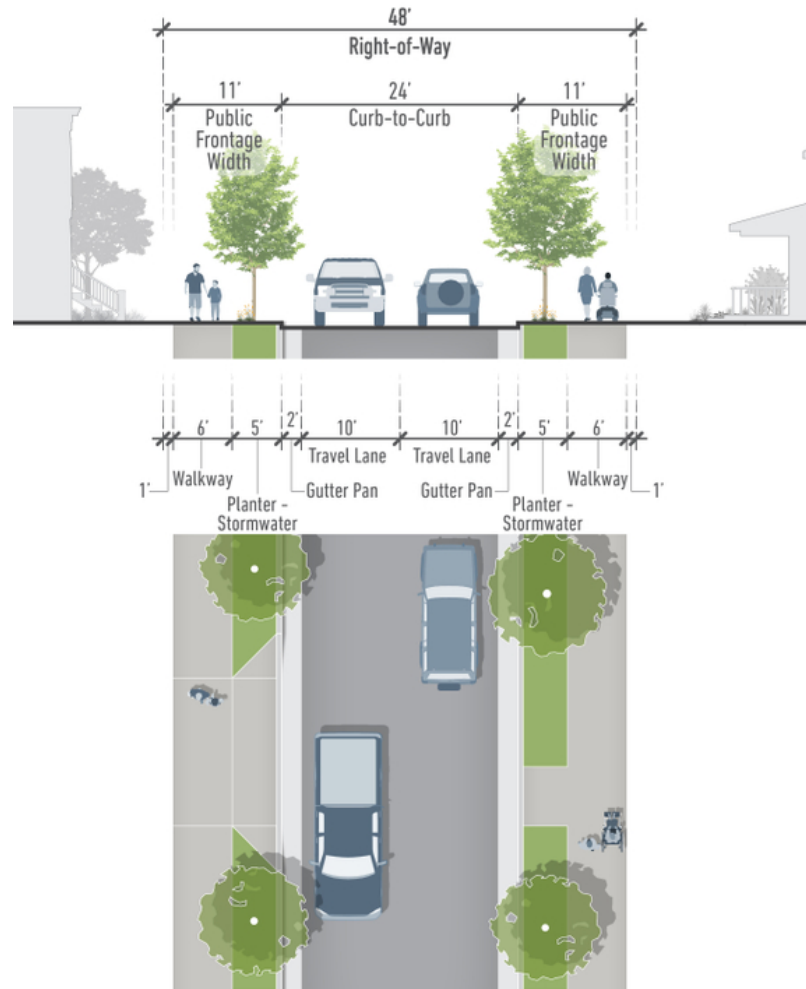
Slide 10



RESIDENTIAL STREET TYPES AND DESIGN STANDARDS

Limited Residential Road (Public - Retrofit)

Slide 11



Key Design Features

- Eliminates on-street parking for narrower street section
- Only available for retrofitted existing roadways, not new

RESIDENTIAL STREET TYPES AND DESIGN STANDARDS

Limited Residential Road - Example

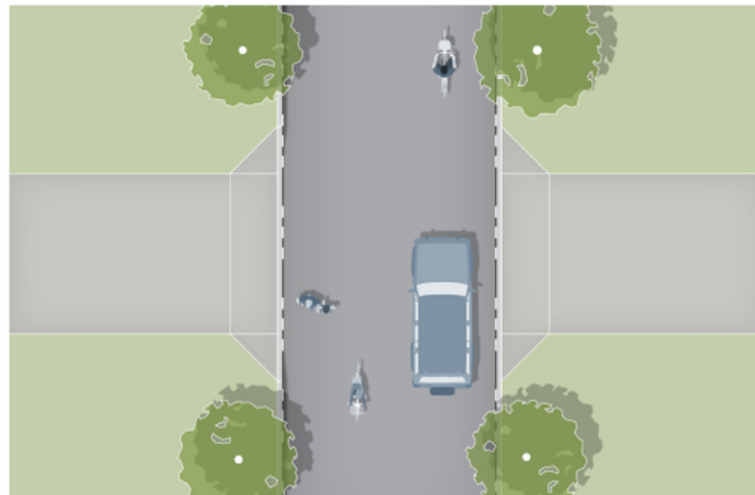
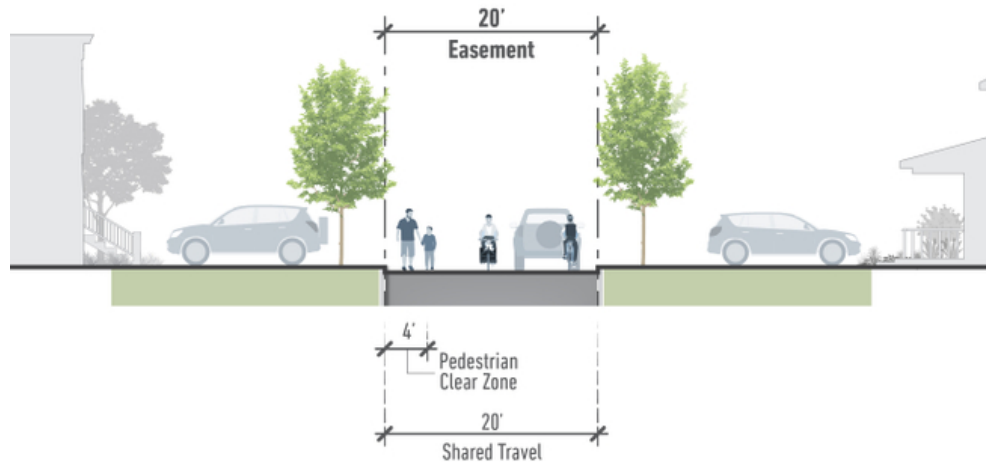
Slide 12



RESIDENTIAL STREET TYPES AND DESIGN STANDARDS

Shared Residential Road (Private)

Slide 13



Key Design Features

- No parking, no sidewalks on narrower street section
- Driveway apron for each home required for off-street parking
- 150 feet maximum length
- Maximum 15 mph

RESIDENTIAL STREET TYPES AND DESIGN STANDARDS

Shared Residential Road - Example

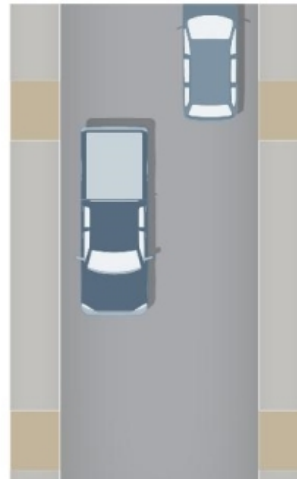
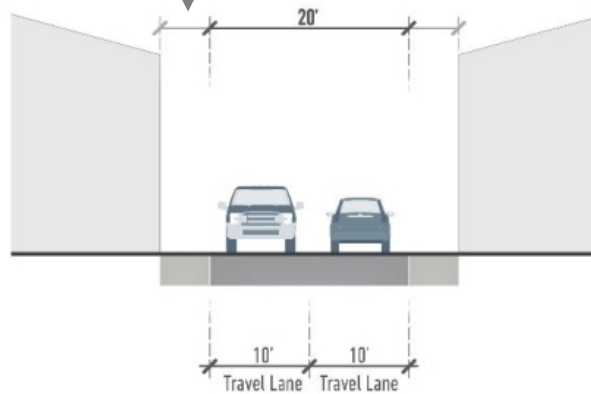
Slide 14



ALLEY STREET TYPE

Alley (Private)

Form Based Code to be updated
to require a minimum 5' setback



Key Design Features

- New street type to accommodate townhouse designs with rear alley for garage access

Slide 15

ALLEY STREET TYPE

Alley - Example

Slide 16

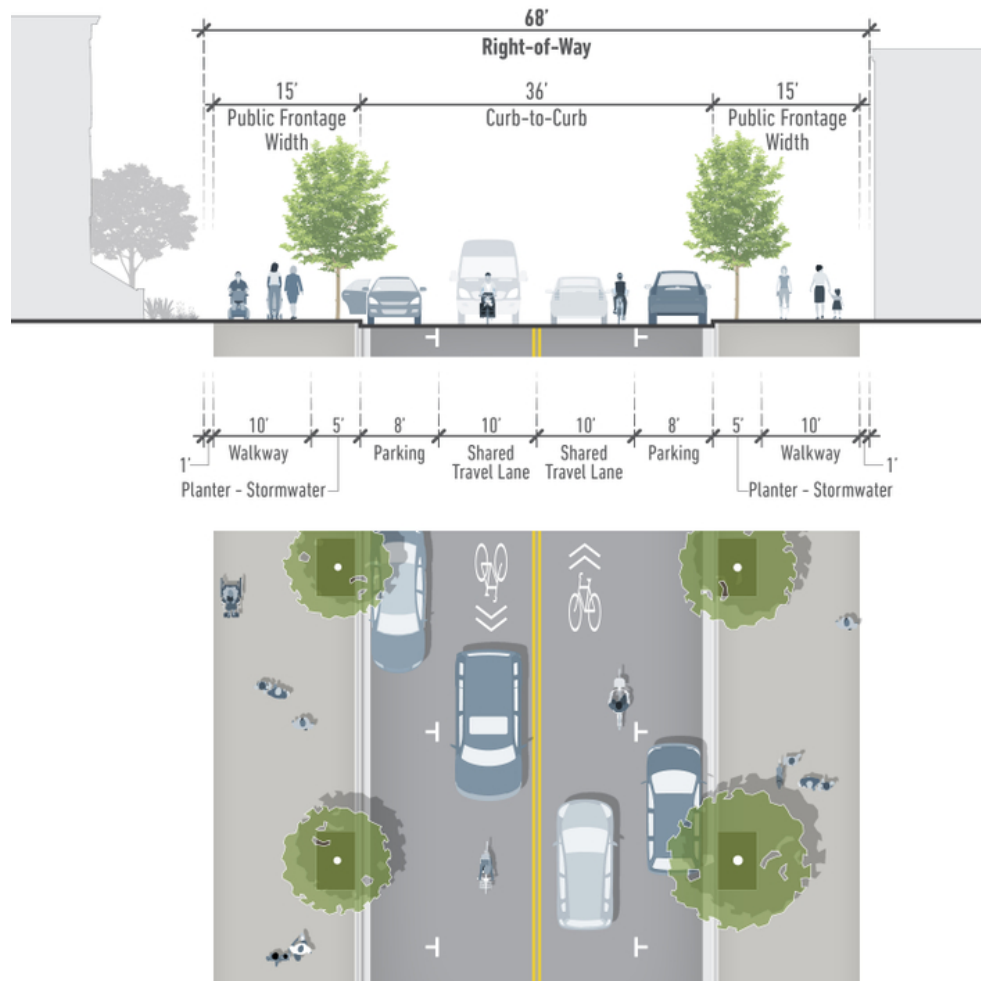
Bayharbor Way, San Rafael



MAIN STREET TYPE

Main Street (Public)

Slide 17



Key Design Features

- Wider sidewalk for mixed use – pedestrians and amenities
- Both Sides:
 - +Parking
 - +Sidewalk
 - +Planter strip or tree wells

MAIN STREET TYPE

Main Street - Example

Slide 18

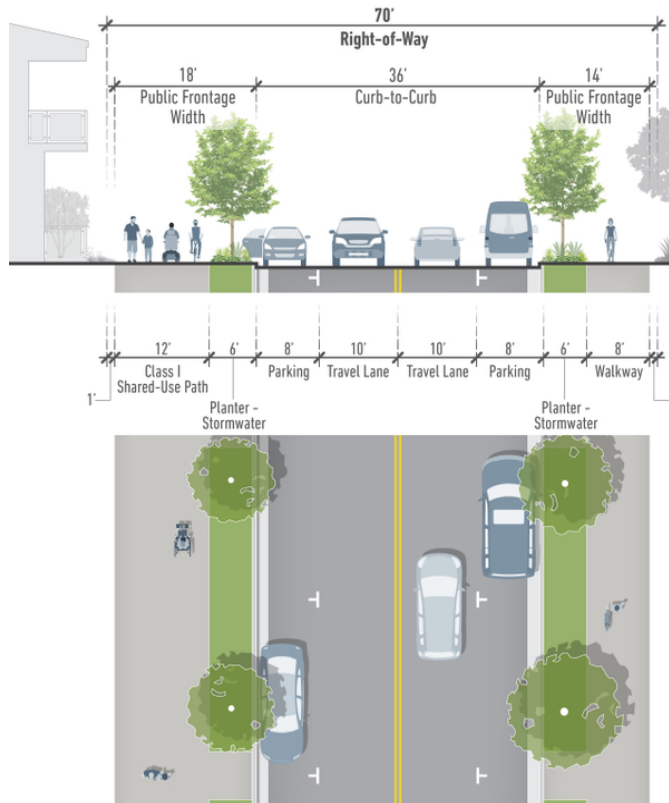


COLLECTOR AND ARTERIAL STREET TYPES

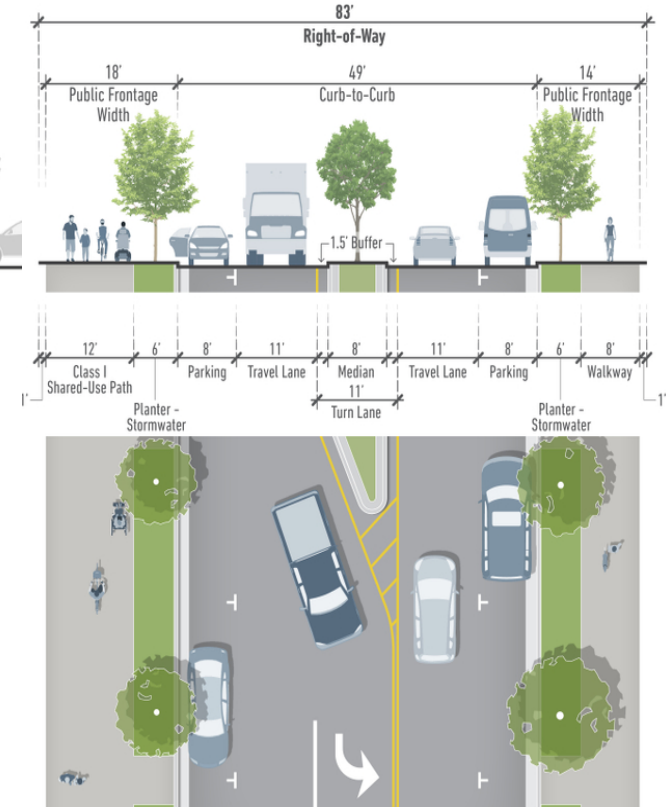
Collector (Public)

Arterial (Public)

Slide 19



- Class I shared-use path on one side, sidewalk on other



- Center median or turn lane
- Class I shared-use path on one side, sidewalk on other

COLLECTOR AND ARTERIAL STREET TYPES

Collector and Arterial - Examples

Slide 20

Magnolia Ave, Larkspur



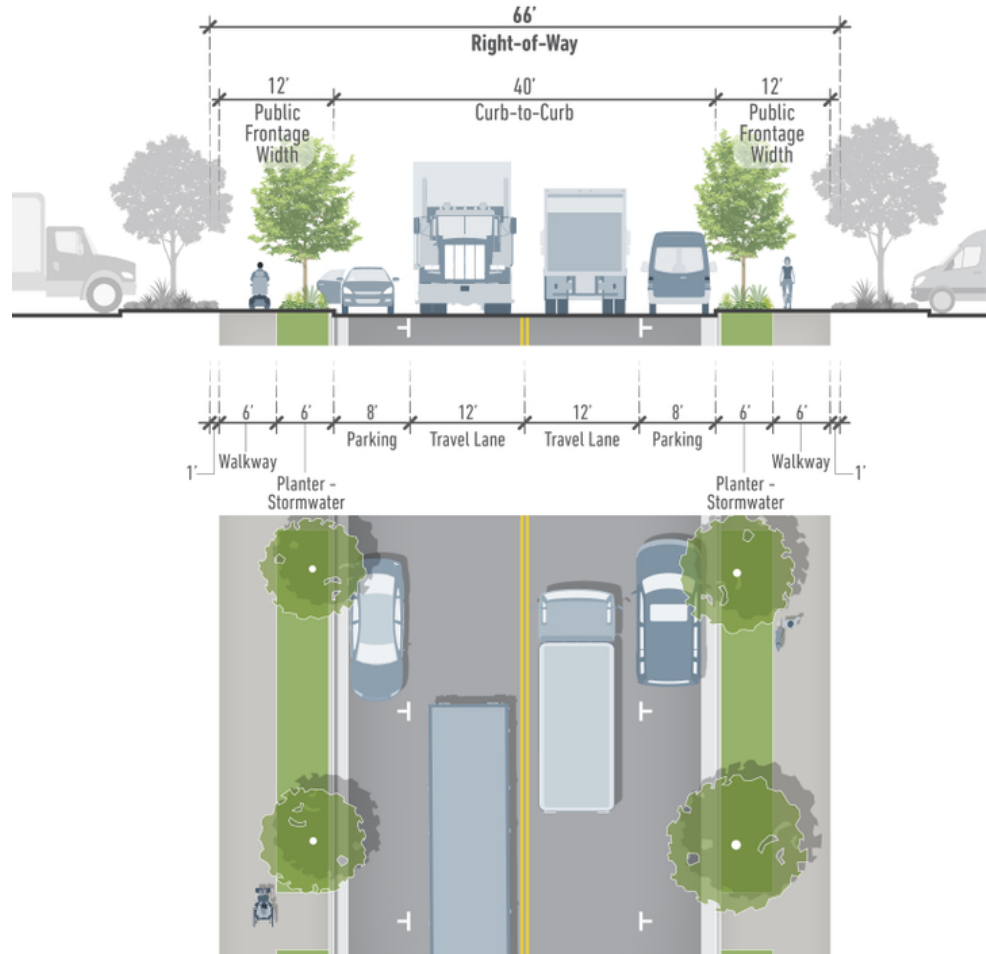
Sir Francis Drake Blvd, Kentfield



INDUSTRIAL/COMMERCIAL STREET TYPE

Industrial/Commercial (Public)

Slide 21



Key Design Features

- Wider travel lanes to accommodate larger trucks
- Both Sides:
 - +Parking
 - +Sidewalk
 - +Planter – Stormwater strip

INDUSTRIAL/COMMERCIAL STREET TYPE

Industrial/Commercial - Example

Slide 22

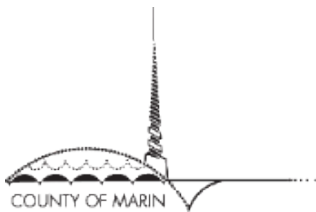
Cameron Drive, Windsor



Slide 23

EXCEPTIONS

- Frontage improvements on existing substandard streets: For projects with less than 300 feet of frontage, defer frontage improvements if a nonconforming street condition extends 1,000 feet in both directions but require full right-of-way dedication and agreements for future construction of street improvements.
- Connector streets: New streets extending existing collectors or arterials having no property development can eliminate on-street parking and provide Class I path on one side only.



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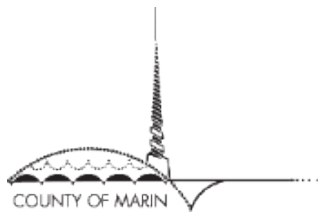


Photo Credit: Jeff Wong