



**STAFF REPORT TO THE MARIN COUNTY
PLANNING COMMISSION**

Offsite Objective Design and Development Standards (ODDS)

Recommendation: Consider the proposed offsite objective design and development standards for roadways in the City-Centered and Baylands Corridors and revisions to Title 24 and provide feedback.

Hearing Date: October 5, 2026

Agenda item 4

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PROJECT BACKGROUND

The adopted 2023-2031 Marin County Housing Element includes Program 10, which calls for adoption of objective design and development standards (ODDS) for offsite infrastructure improvements that were not addressed in detail in the adopted Form-Based Code, which focuses on building and site design standards.

At its meeting of March 10, 2026 the Board of Supervisors directed the preparation of offsite ODDS in a phased approach with initial standards to be developed for the design of new or improved streets in the City-Centered and Baylands Corridors.

The Planning Commission has held two study sessions and a public hearing on this topic on May 11 [[staff report](#)] and July 25, 2026 [[workshop staff report](#) / [hearing staff report](#)], providing feedback on proposed street design standards that would be incorporated into Title 24 (Development Standards) and recommending adoption of proposed amendments to Title 22 (Development Code) and the Form-Based Code.

The Board of Supervisors (Board) held a workshop session on the proposed offsite ODDS for streets on August 25, 2026. Between the July 25, 2026 Planning Commission meeting and the August Board workshop session, staff developed additional street types that could be developed as private streets and shared these with the Board. Feedback from the Board workshop session is summarized below, with staff responses.

DISCUSSION

Proposed Private Residential Roadway Standards

At the Planning Commission meetings, designs for seven street types were presented. Since the July 25, 2026 meeting, staff has proposed two additional residential street types available to developers to provide additional flexibility. Since these two added residential street types do not incorporate the full range of street improvements proposed for public streets, these two added street designs would only be available as private streets which the County would not maintain.

A Minor Residential Road would require on-street parking on one side of the street only but include sidewalks on both sides. A planting strip would be required on the side of the street without a parking lane, and street tree planting within the front yard setbacks of homes would be required on the side with parking.

A Shared Residential Road would be a low-speed street design intended to serve a small number of single family homes where pedestrians would share the travel lanes and no sidewalks or on-street parking would be provided. To keep speeds low, a maximum street length of 150 feet would be allowed. To compensate for lack of on-street parking, minimum 20' driveway aprons in front of individual garages would be required. Street trees would be required within front yard setbacks.

In total, there are nine draft roadway configurations proposed to respond to differing land uses, traffic volumes, and inclusion of bicycle facilities, as summarized below:

Roadway Type	No. of travel lanes	Median/ Turn lane	On-street parking	Bicycle	Planting Strip	Sidewalk
Residential Road	2 – 10'	-	8' both sides	Class III	5'	6' both sides
Limited Residential Road (retrofits only)	2 – 10'	-	-	Class III	5'	6' both sides
Minor Residential Road (private only)	2 – 10'	-	8' one side	Class III	5'	6' both sides
Shared Residential Road (private only)	2 – 10'	-	-	-	-	-
Alley (private only)	2 – 10'	-	-	-	-	5' buffer
Main Street	2 – 10'	-	8'	Class III	5'	10'
Collector	2 – 10'	-	8'	12' Class I	6'	8'
Arterial	2 – 11'	8' median or 11' turn lane	8'	12' Class I	6'	8'
Industrial/Commercial	2 – 12'	-	8'	Class III	6'	6'

Cross-sections and plan views of each proposed street classification showing minimum lane widths and configuration and frontage improvements are provided in Attachment 1.

Exceptions

The proposed exception to the new street standards, which would allow a developer to continue an existing street configuration when improving an existing street frontage, has been modified to require that the applicant dedicate the full right-of-way for the ultimate street design and enter into a deferred improvement agreement with the County and an interim maintenance agreement for the unimproved right-of-way area.

RECOMMENDATION

Consider the proposed offsite objective design and development standards for roadways in the City-Centered and Baylands Corridors and provide feedback.

Attachments:

1. Proposed Street Cross Sections