

REGULATORY REVIEW COMMITTEE

- MINUTES -

MEETING DATE: October 30, 1998

TO: Building Services Division Staff	Land Use Services Division Staff
Lynn Baugh	Mark Carey
Chris Ricketts	Lisa Pringle
Pam Dhanapal	Greg Borba
Ken Dinsmore	Lanny Henoch
Priscilla Kaufmann	Gordon Thomson

Greg Kipp, Deputy Director
Kevin Wright, Prosecuting Attorney's Office

FM: Sophia Byrd, Code Development Coordinator

Present: Greg Borba, Sophia Byrd, Jim Chan, Janene Collins, Gary Samek, Dave Sandstrom, Fay Schafi, Gordon Thomson, Harold Vandergriff, Susan Marlin (Recorder)

Issue:

1. Are private roads, private access tracts, and joint use driveway tracts, as described in the King County Road Standards, and other private easements which provide vehicular access to lots not abutting a public right-of-way considered "streets" per the definition in K.C.C. 21A.06.1245? The purpose of the question is to determine the appropriate type of setback (street setback vs. interior setback) from these roadways. (Greg Borba)

Discussion:

Fay Schafi and Gary Samek from the DOT Roads Division attended the meeting to assist with interpretation of the Road Standards.

The King County Road Standards describe Private Access Tracts (serving a maximum of six properties) as streets. Past policies direct us to look to the Road Standards if there are no

regulations in the Zoning Code. For purposes of this issue, the Zoning Code addresses the following:

21A.06.658 Joint use driveway: a jointly owned and/or maintained vehicular access to two residential properties.

21A.06.1070 Setback: the minimum required distance between a structure and a specified line such as a lot, easement or buffer line that is required to remain free of structures.

21A.06.1245 Street: a public or recorded private thoroughfare provided pedestrian and vehicular access through neighborhoods and communities and to abutting property.

Private Access Tracts are considered streets, therefore lots abutting Private Access Tracts must follow the street setbacks.

K.C.C. 21A.18.110.E. gives the standards for Joint Use Driveways. A Joint Use Driveway may be located within the interior setback.

The group discussed the problems associated with zero-lot-line exceptions applied to setbacks (K.C.C. 21A.14.030). To qualify for a zero-lot-line setback, it must be modified during plat review and the structures must be shown on the site plan during the preliminary review process.

Discussion also led to how setback requirements differ with attached vs. detached structures. It was noted that the March 6, 1998 minutes reflect an earlier discussion of what roadway standards and setbacks are required for apartment and townhouse developments. It was suggested to refer to the April 28, 1998 memorandum relating to this issue, attached to the June 12, 1998 RRC minutes. Plans for future amendments to the Commercial Site Development permit will clarify these issues.

Conclusion:

It was agreed that Private Access Tracts and Private Roads are considered streets. However, a Joint Use Driveway Tract is not considered a street and may be located within the interior setback.