

**Department of Community and Economic Development
Planning Division
ADMINISTRATIVE POLICY/CODE INTERPRETATION**

**ADMINISTRATIVE
POLICY/CODE**

INTERPRETATION #: CI-79

**MUNICIPAL
CODE SECTIONS:**

RMC 4-2-110B Development Standards for Residential Development
(Detached Accessory Structures)

REFERENCE:

N/A

SUBJECT:

Applicable front and side yard along a street setbacks to detached accessory structures in residential zones.

BACKGROUND:

The Development Standards for detached accessory structures have different side and rear setback requirements for accessory dwelling units than other detached accessory structures. Historically the Development Standards for detached accessory structures precluded the construction of all detached accessory structures within front and side yards along streets. Ordinance 5726 (adopted 10/20/2014) revised these standards and no longer precludes the construction of detached accessory structures within front and side yards along streets, provided the accessory structure complies with the setback requirements for primary structures:

“Unless explicitly stated otherwise, setbacks applied to the primary structure also apply to accessory structures; where the setback is less than 20 ft., any detached carport/garage (or structure that incorporates vehicular parking) shall have a minimum 20 ft. setback.”

JUSTIFICATION:

The phrase “Unless explicitly states otherwise...” is not a development standard and could be unclear to someone trying to determine the front and side yard along a street setback requirements for a detached accessory structure. Furthermore, there is no other location within the code that would state otherwise as the code is written today. Therefore, this phrase should be removed.

In addition, detached accessory structures should not be permitted between the primary structure and the public street within front yards and side yards along streets. Detached accessory structures are typically sheds, car ports, and garages. The public expectation for the built form in

single family residential neighborhoods is to see a single family home façade from the street. By prohibiting detached accessory structures between the primary structure and the public right-of-way the community expectation of the single family zone development pattern is upheld. Accessory structures are intended to be accessory to the primary use of the zone, single family, and therefore should be subordinate in their visual impact on the community.

DECISION: Amend RMC 4-2-110B, the City’s Development Standards for Residential Development (Detached Accessory Structures) as specified below.

ADMINISTRATOR APPROVAL:

C. E. “Chip” Vincent

EFFECTIVE DATE: December 8, 2015

APPEAL PROCESS:

To appeal this determination, a written appeal--accompanied by the required filing fee--must be filed with the City's Hearing Examiner (1055 South Grady Way, Renton, WA 98057, 425-430-6515) no more than 14 days from the date of this decision. Your submittal should explain the basis for the appeal. Section 4-8-110 of the Renton Municipal Code provides further information on the appeal process.

CODE AMENDMENTS NEEDED TO IMPLEMENT DETERMINATIONS:

MINIMUM SETBACKS	
Front Yard/Side Yard Along Streets	
RC, R-1, R-4, R-6, R-8, R-10, R-14 and RM	<p>Unless explicitly stated otherwise, sSetbacks applied to the primary structure also apply to accessory structures. <u>Accessory structures shall not be located between the primary structure and public street;</u> where the setback is less than 20 ft., the vehicle entry for a detached carport/garage (or structure that incorporates vehicular parking) shall have a minimum 20 ft. setback from the property line where vehicle access is provided; all other facades of a garage shall be subject to the applicable zone’s minimum setback.</p>

STAFF CONTACT: Jill Ding, x6598