

Chapter 17.14 (portion)

MISCELLANEOUS DEVELOPMENT REQUIREMENTS

Sections:

I. GENERALLY

- 17.14.010 Future right-of-way line use.
- 17.14.020 Front setback reduction for slope.
- 17.14.030 Setback variation for private garage.
- 17.14.040 Setback along developed roads.
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- 17.14.060 Stables.
- 17.14.070 Public utility distribution, transmission lines and/or facilities.
- 17.14.080 Leasing motorcycles.
- 17.14.085 Lot Line Adjustments
- 17.14.090 Interior lot lines.
- 17.14.095 Mineral resource development.
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- 17.14.200 Communication Facilities, Wireless

I. GENERALLY

17.14.010 Future right-of-way line use. Where the board of supervisors has adopted an official map establishing the future right-of-way of a street or highway, the minimum yard or building setback line shall be measured from the future right-of-way line. (Prior code §9430(b))

17.14.020 Front setback reduction for slope. Where the average slope of the front half of any building site is over one foot rise or drop in four feet, the required distance between the main building and the property line at the highway or county road may be reduced by fifty percent. (Prior code §9430(c))

2. Notice of the site plan review hearing shall be provided to all property owners within five hundred feet of the proposed location. Said notice shall be provided ten days prior to the scheduled hearing.
- D. Special use permit required:
1. All cases where the construction of the public utility distribution transmission lines and/or facilities creates, as determined by the planning commission or zoning administrator, potential safety or health hazard to adjacent property owners, present or future, shall require a special use permit;
 2. All cases where the construction of the public utility distribution, supporting structures and/or facilities exceed one hundred fifty feet in height shall require a special use permit;
 3. The foregoing shall apply within the limitations of state and federal law preemption. (Ord. 3471 §2, 1984)

17.14.080 Leasing motorcycles. It is unlawful for any person to lease a motorcycle in any zoning district in the county without having a valid unexpired and unrevoked special use permit therefore issued by the county planning commission. For the purpose of this section, "motorcycle" means any motor vehicle, other than a tractor, having a seat or saddle for the use of the rider, and designed to travel on not more than three wheels in contact with the ground, and weighing less than one thousand five hundred pounds, including any motordriven cycle, motor scooter and bicycle with a motor attached thereto. For the purpose of this section, "lease" means any oral or written agreement, lease or bailment by which the owner of a motorcycle permits another to use it for any period less than one year for compensation. (Prior code §9430(m))

17.14.085 Lot Line Adjustments. *The requirements under this section are located under Chapter 16.53 of the El Dorado County Subdivisions Ordinance.*

17.14.090 Interior lot lines. In all districts allowing hotels, motels, multifamily, industrial or commercial structures by right they may be built across interior lot lines of lots under common ownership; provided, that all structures so erected shall be so constructed as to have at least one bearing wall a distance of not less than one foot beyond the normal setback requirements for the zone or six feet beyond interior lot, whichever is the greater distance. (Prior code §9430(n))

17.14.095 Mineral resource development.

- A. Policy. It is the policy of the county that land use conflicts between rural and rural-residential uses and mining uses must be minimized by the creation of adequate buffer zones between such potentially conflicting land uses. Furthermore, it is essential to the county to preserve the rural- residential and residential character of the county and that mining and exploration for mining be allowed to proceed only with adequate buffering between mining and residential uses. It is a further policy of the county that managing these conflicting land uses will aid in deterring adverse environmental impacts, including, but not limited to, wildlife, groundwater, flora, fauna, traffic, dust, air quality, and adverse impacts on public health, safety and welfare and will result in mutual benefit to both future mining and residential land uses.