LA COUNTY PLANNING

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2026 ADU ORDINANCE AMENDMENT: SINGLE-FAMILY HOME GUIDE

PROPOSED POLICY DRAFT – UNDER EVALUATION. The pathways and standards described below represent a proposed framework for public review and are not currently active regulations.

Are You Subdividing Your Lot?

The maximum number of units allowed on a property depends on whether or not you are using a streamlined subdivision process provided by State law (SB 9 (2021) or SB 1123 (2024)). Please review the section below that applies to your project.

1. I am not subdividing my lot using State law.

   If you are not using SB 9 or SB 1123, the 2026 ADU Ordinance Amendment does not reduce the ADU or JADU opportunities available on a single-family lot. This Amendment reconciles overlapping State and County rules to make the permitting pathway more predictable.

   The update clarifies a single-family lot with one primary dwelling can potentially add up to four accessory units:

   - One State-Exempt Junior ADU (JADU): Must be created entirely within the walls of the proposed or existing primary home and is limited to a maximum of 500 square feet of interior livable space.
   - One State-Exempt Interior ADU: This unit can be located within the existing or proposed primary home, or converted from an attached accessory structure, such as an attached garage. Existing accessory structures being converted may expand up to 150 square feet solely to accommodate ingress and egress.
   - One State-Exempt Detached ADU: A standalone structure limited to a maximum of 800 square feet of interior livable space, a 16-to-20-foot height limit, and 4-foot side and rear setbacks.
   - One Local ADU: This unit can be attached to the primary home or accessory structure, or built as a standalone structure, with a maximum of 1,200 square feet of interior livable space. The height limit is determined by underlying regulations or capped at 25 feet, whichever is lower, provided at least 16 feet for detached ADUs (which may increase to 20 feet for properties near high-quality transit) is allowed.

2. I am subdividing my lot using State law.

   If you are using the SB 9 (2021) urban lot split process, development would be limited to a maximum of two dwelling units per newly created parcel. Those two units may be two primary dwelling units, or one primary dwelling unit plus one ADU, or one primary dwelling unit plus one JADU. The County's "Lot Splits and ADUs" guide explains how those rules apply in more detail.

   The development of ADUs and JADUs would be prohibited on parcels created through the SB 1123 (2024) up-to-10-unit subdivision pathway. For more details on these specific subdivision processes, please consult the "Lot Splits and ADUs" guide.

Frequently Asked Questions

Are there owner-occupancy or rental restrictions?

The 2026 ADU Ordinance Amendment does not change existing owner-occupancy or rental rules. Established State and County requirements continue to govern:

- ADUs: Owner occupancy is not required. State law prohibits local agencies from requiring owner-occupancy for ADUs.
- JADUs: If a JADU shares sanitation facilities (a bathroom) with the primary dwelling, owner-occupancy is required. If the JADU has its own separate sanitation facilities, owner-occupancy is not required.
- SB 9 Lot Splits: Applicants must sign an affidavit stating their intent to occupy one of the units as their principal residence for a minimum of three years.
- Short-Term Rentals: ADUs, JADUs, and units created via SB 9 cannot be used as short-term rentals and must be rented for terms longer than 30 days.

Will my new ADU require additional parking?

The 2026 ADU Ordinance Amendment does not change current parking regulations, and parking remains governed by existing State and County standards:

- Outside of Very High Fire Hazard Severity Zones (VHFHSZs): No parking is required.
- Within VHFHSZs: One off-street parking space per ADU. However, State law prohibits the County from imposing parking requirements on ADUs that meet specific criteria, such as those located within a half-mile walking distance of public transit, within a historic district, or within one block of a car-share vehicle.