



# COUNTY OF INYO BOARD OF SUPERVISORS

NOTIFICATION FROM THE REGULAR MEETING OF FEBRUARY 3, 2026  
OF THE INYO COUNTY BOARD OF SUPERVISORS

## TO: File

*Planning  
Department –  
Residential Infill  
Project Workshop*

Planning Director Cathreen Richards opened the final Residential Infill Project workshop with a presentation from Jenna Chilingierian of Precision Civil Engineering.

Chilingierian summarized the project's findings and highlighted infill housing opportunities in Lone Pine, Big Pine, and Independence, supported by an inventory of potential sites, expanded ADU capacity, and strong adaptive reuse potential along highway corridors. Recommendations included aligning zoning with the General Plan, reducing front and rear yard setbacks, encouraging ADU development through ordinance cleanup and preapproved resources such as plans and guidebooks, and pursuing adaptive reuse by creating an inventory of vacant buildings, offering incentives, and discouraging abandonment through registration or fee programs, along with incorporating greater parking flexibility.

Chilingierian confirmed she would begin preparing code language based on Board feedback to be brought back to the Board at a later date.

*Attest: DENELLE CARRINGTON  
Interim Clerk of the Board*

A handwritten signature in blue ink that reads "D. Carrington". The signature is written in a cursive, flowing style.



# INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DENELLE CARRINGTON  
INTERIM COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL  
ASST. CLERK OF THE BOARD



## AGENDA ITEM REQUEST FORM

February 3, 2026

Reference ID:  
2026-12

### Residential Infill Project Workshop Planning Department NO ACTION REQUIRED

**ITEM SUBMITTED BY**

Cathreen Richards, Planning Director

**ITEM PRESENTED BY**

Cathreen Richards, Planning Director

**RECOMMENDED ACTION:**

Receive a presentation on the Residential Infill Project and provide direction to staff.

**BACKGROUND / SUMMARY / JUSTIFICATION:**

The County's 6<sup>th</sup> Cycle Housing Element Update identified several factors that pose constraints to housing development, including outdated zoning and General Plan requirements. In response, the County sought and was awarded REAP 2.0 grant funding from the California Department of Housing and Community Development ("HCD") to conduct a review of zoning and General Plan requirements, such as design and density requirements, and identify updates and modifications that could help accelerate infill housing, including accessory dwelling units, in the communities of Big Pine, Independence, and Lone Pine.

The primary outcome of the project will be to identify and complete updates and modifications to the zoning and General Plan requirements that could help accelerate infill housing in the communities of Big Pine, Independence, and Lone Pine. To date, the following project components have been completed in addition to community outreach and engagement as described below.

1. **Development and Design Standards Review:** reviewed existing standards applicable to residential development, Accessory Dwelling Units, and second units.
2. **Vacant and Underutilized Lands Inventory:** established a database of parcels in Big Pine, Independence, and Lone Pine that are either undeveloped (vacant) or not being used to their full potential (underutilized), which could be developed or redeveloped for residential uses.
3. **Infill Residential Capacity Study:** applied the existing standards to infill parcels and develop recommendations for modifications to the zoning and General Plan requirements that could create more opportunities for infill residential development.

Community Outreach and Engagement

Staff, with support from Precision Civil Engineering, conducted two rounds of outreach in 2025, including community workshops in Big Pine, Independence, and Lone Pine, along with study sessions before the Planning Commission and Board of Supervisors. Across both rounds, roughly 80 residents participated and two online surveys (February–March, May–June, and September) collected a total of 30 responses, focusing on feedback on draft infill housing options.

Infill Opportunity Options

Based on the community input received, and the results of the analysis to date, staff identified the following opportunities which were further explored and analyzed:

1. **Setback Modifications and Buildable Area:** Within the designated infill areas, consider reducing the current front yard and rear yard setback for properties in R-1 and R-2 zones to increase the buildable area of these lots.
2. **Density and Unit Determination:** Within the designated infill areas, consider allowing low-density multi-unit housing such as duplexes and triplexes in the R-1 and R-2 zones, with the specific number of units to be guided by the General Plan allowable densities.
3. **Flexible Parking Requirements:** Consider flexible parking for infill and ADU projects to reduce barriers on small or constrained lots while maintaining access and safety.
4. **Accessory Dwelling Units:** Within the designated infill areas, consider a Bonus ADU Program to allow more ADUs than currently mandated by State Law.
5. **Adaptive Reuse of Existing Buildings:** Consider establishing an ordinance that encourages the conversion of underutilized buildings (both vacant residential and non-residential in residentially permitted zones) within the designated infill areas into housing.
6. **Infill Overlay Implementation:** Consider implementation through an infill overlay rather than parcel-by-parcel rezonings or General Plan amendments.

Staff will present these concepts, walk through example site layouts, and facilitate discussion on which options to refine and advance.

Next Steps

Staff will proceed with refinement of the options and preparation of General Plan and Zoning Ordinance amendments (as required). In addition, environmental analysis in accordance with the California Environmental Quality Act will be conducted.

Project Timeline

The project kicked off in January 2025 with an estimated completion in December 2026. The original grant deadline of December 2025 was extended to December 2026.

**FISCAL IMPACT:**

<b>Funding Source</b>	Grant Funded Regional Early Action Planning Grant (REAP 2)	<b>Budget Unit</b>	23800
<b>Budgeted?</b>	Yes	<b>Object Code</b>	
<b>Recurrence</b>	One-Time Expenditure	<b>Sole Source?</b>	No

**If Sole Source, provide justification below**

<b>Current Fiscal Year Impact</b>
Up to \$XXX for the period between XXX and XXX
<b>Future Fiscal Year Impacts</b>
Up to \$XXX for the period between XXX and XXX or N/A
<b>Additional Information</b>

**ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:**

The Board could not receive a presentation regarding the Infill project and not provide direction to staff. This is not recommended as quite a bit of time and work has gone into the project and it is an important opportunity to advance housing opportunities in the county.

**OTHER DEPARTMENT OR AGENCY INVOLVEMENT:**

None.

**STRATEGIC PLAN ALIGNMENT:**

**Thriving Communities** | Community Revitalization Through Effective Planning

**Thriving Communities** | Highest and Best use of Property

**Thriving Communities** | Improve Housing Opportunities

**APPROVALS:**

Danielle Visuano	Created/Initiated - 01/21/2026
Darcy Israel	Approved - 01/21/2026
Amy Shepherd	Approved - 01/22/2026
John Vallejo	Approved - 01/26/2026
Denelle Carrington	Approved - 01/27/2026
Cathreen Richards	Final Approval - 01/27/2026

**ATTACHMENTS:**

1. Inyo County Zoning Infill Memo
2. Inyo County Community Outreach and Engagement Summary Memo - Workshop #1 & Survey #1
3. Inyo County Community Outreach and Engagement Summary Memo - Workshop #2 & Survey #2
4. Inyo County Parking Regulations Memo
5. Inyo County Adaptive Reuse - Abandoned Buildings Memo
6. Inyo County Front and Rear Yard Conceptual Layouts

**Date:** October 7, 2025

**To:** Inyo County Planning Department

**From:** Precision Civil Engineering, Inc.

**Subject:** Infill Residential Capacity Study: Identifying Opportunities and Constraints for Development Standards Modifications in Big Pine, Independence, and Lone Pine

## 1. Introduction

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The purpose of this memorandum is to summarize Precision Civil Engineering's (PCE) review, evaluation, and findings for the Inyo County Zoning and General Plan Design Standards Review and Update to Promote Residential Infill project. The memorandum is organized into the following sections with key takeaways at the end of each section, followed by recommendations.

- A. Development and Design Standards Review
  - 1. Residential Development Standards
  - 2. Additional Dwelling Unit (ADU)/Second Dwelling Unit
- B. Vacant and Underutilized Lands Inventory
  - 1. Big Pine
  - 2. Independence
  - 3. Lone Pine
- C. Infill Residential Capacity Study
  - 1. Residential Development
  - 2. ADU/Second Unit Development
- D. Recommendations

## 2. Discussion

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The purpose and findings of each task are described on the following pages.

### A. Development and Design Standards Review

The purpose of the Development and Design Standards Review is to set a baseline of existing standards applicable to residential development and ADU/second unit development. Results are used to inform the identification of requirements that could be inhibiting more infill or ADU/second unit development. The following analysis were performed and are described in greater detail in this section below:

- 1. Review Current Standards for Residential Development.
- 2. Conduct a Comparison Analysis with "Case Study" Communities.
- 3. Review Current Standards for ADU/Second Unit Development.
- 4. Identify Existing Development Characteristics for ADU/Second Unit Development.

**1. Residential Development Standards**

PCE reviewed the existing density, intensity, and development standards applicable to residential development including, but not limited to, setbacks, lot sizes, parking requirements, density, height, etc. The outcome of that review is summarized as follows.

*a. Residential Uses Permitted by Zoning District*

Residential uses permitted per zoning district, including residential and commercial zoning districts, are summarized in **Table A-1**. As shown, single-family units (attached, detached) are principally permitted in all residential zoning districts and commercial zoning districts when certain occupancy requirements are met, and with a conditional use permit in the central business zoning district. Duplexes are principally permitted in the R-2, R-3, and CB zoning districts and conditionally permitted in the commercial zoning districts. Multi-family units (3+ units) are principally permitted in the R-3 and CB zoning districts and conditionally permitted in the commercial zoning districts.

**Table A-1: Residential Uses Permitted by Zoning District**

Residential Use	Zoning Districts								
	Residential Zoning Districts			Commercial Zoning Districts					Central Business Zoning Districts
	R-1	R-2	R-3	C-1	C-2	C-3	C-4	C-5	CB
Single-Family (1 unit)	P	P	P	P <sup>2</sup>	P <sup>2</sup>	P <sup>2</sup>	P <sup>2</sup>	P <sup>3</sup>	C <sup>1</sup>
Duplex (2 units)	NP	P	P	C	C	C	C	C	P
Multi-Family (3+ units)	NP	NP	P	C	C	C	C	C	P
ADU	P	P	P	P	P	P	P	P	P

**Legend:**  
P = Permitted Use  
C = Conditional Use Permit  
NP = Not Permitted

**Notes:**  
1 = A detached residential dwelling unit is conditionally permitted if it is for occupancy by the owner or lessee of the business premises on the same parcel, or by a caretaker or watchman  
2 = A dwelling unit within a business building may be qualified as an accessory use if it is for occupancy by the owner or lessee of business premises therein, or by a caretaker or watchman, provided that a minimum fifty percent of the usable floor area is being utilized for the principal permitted use.  
3 = Dwellings of persons regularly employed on the premises for commercial recreational activities. Mobile homes may be used for this purpose.

*b. Residential Development Standards in Residential and Commercial Zoning Districts*

Development standards for residential and commercial zoning districts are summarized in **Table A-2**. Because the project is focused on higher density, residential infill opportunities, the R-1, R-2, R-3 residential zoning districts and the C-1, C-2, C-3, C-4, C-5, and CB commercial zoning districts were selected for review.

**Table A-2: Residential and Commercial Zoning District Development Standards**

Development Standard	Residential Zoning Districts			Commercial Zoning Districts					Central Business Zoning District
	R-1	R-2	R-3	C-1	C-2	C-3	C-4	C-5	CB <sup>7</sup>
Density (du/ac)	2.0 – 4.5 (RL) or 4.6 – 7.5 (RM)	7.6 – 15 (RMH)	7.6 – 15 (RMH) or 15.1-24.0 (RH)	7.6 – 24	7.6 – 24	7.6 – 24	7.6 – 24	1 du/2.5 ac or up to 24 du/ac with clustering	7.6 - 24
Lot Area (Min.)	Varies: 5,800 sf. 6,500 sf. 7,200 sf. 9,900 sf. 10,000 sf. 12,000 sf. 14,000 sf. 0.5 acres 0.75 acres 1 acre	Varies: 6,500 sf. 13,000 sf. 14,000 sf. 15,000 sf. 1 acre 2 acres 5 acres	Varies: 6,500 sf. 10,000 sf. 20,000 sf. 1 acre 2 acres 3 acres 5 acres 10 acres	Varies: 10,000 sf. 1 acre	Varies: 10,000 sf. 0.5 acres 1 acre 1.5 acres 2 acres 2.5 acres 5 acres 6 acres	7,500 sf.	Varies: 10,000 sf. 0.5 acres 1 acre 5 acres 6 acres	Varies: 5 acres 10 acres 60 acres	10,000 sf.
Lot Width (Min.)	50 ft.	50 ft.	75 ft.	75 ft.	75 ft.	60 ft.	50 ft.	350 ft.	50 ft.
Front Yard Setback (Min.)	25 ft.	25 ft.	15 ft. or 25 ft. <sup>1</sup>	0 ft. or 20 ft. <sup>2</sup>	25 ft.	0 ft.	0 ft.	25 ft.	0 ft.
Side Yard Setback (Min.)	5 ft.	5 ft.	5 ft. per story	0 ft. or 20 ft. <sup>5</sup>	0 ft.	0 ft. <sup>3</sup>	0 ft. or 5 ft. <sup>4</sup>	20 ft.	0 ft. <sup>7</sup>
Rear Yard Setback (Min.)	20 ft.	20 ft.	15 ft.	0 ft. or 20 ft. <sup>5</sup>	0 ft. or 20 ft. <sup>5</sup>	0 ft.	0 ft. or 20 ft. <sup>5</sup>	20 ft.	0 ft. <sup>7</sup>
Height (Max.)	35 ft. (2.5 stories)	40 ft. (3 stories)	40 ft. (3 stories)	40 ft. (3 stories) or 20 ft. <sup>6</sup>	40 ft. (3 stories) or 20 ft. <sup>6</sup>	40 ft. (3 stories)	40 ft. (3 stories)	30 ft. (2.5 stories)	40 ft. (3 stories) <sup>7</sup>

Parking (Min.)	2 sp per unit	2 sp per unit	2 sp per unit plus 1 guest parking space for each 4 units	1 sp for each 400 sf.	1 sp for each 300 sf.	1 sp for each 200 sf.	1 sp per unit	2 sp per unit	1 sp for each 400 sf.
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**Notes:**  
 1 = 25 ft. when abutting R-1 or R-2 unless adjacent property has nonconforming structure, then same as the adjacent developed property  
 2 = 20 ft. when abutting a residential parcel  
 3 = Except when abutting an R district, then shall not be less than requirement of abutting R zone  
 4 = 5 ft. for each story if adjacent to R district  
 5 = 20 ft. when abutting a residential parcel  
 6 = 20 ft. when located within 50 ft. of an R district  
 7 = Residential Adjacency Exceptions. Where a parcel abuts a residentially zoned parcel and no public right-of-way for a street or alleyway lies between the central business and residentially zoned parcels, the following standards apply to the lot line that is common to the central business and residentially zoned parcels:  
 1. Rear Yard Setback: same as is required for residential parcel,  
 2. Side Yard Setback: same as is required for residential parcel,  
 3. Building Height: average of what is required for residential parcel and what is required of commercial parcel;

c. *Comparison Analysis with Case Study Communities*

A comparison analysis of development standards for residential uses was conducted with select case study communities. An overview of the selected case study communities, in addition to Inyo County, is summarized in **Table A-3**. Of the case study communities, Inyo County is the largest geographically and has the third largest population, but the lowest population density. These metrics indicate that Inyo County has a large and dispersed population.

Development standards by residential zoning district per case study community and Inyo County are summarized in **Table A-4**. Development standards generally cover low-density single family, low- to medium-density multi-family, and medium- to high-density multi-family residential uses. Overall, Inyo County permits smaller lot sizes than the case study communities but has greater front and rear yard setback requirements and lower maximum height requirements than the case study communities.

**Table A-3: Overview of Case Study Communities**

Information Category	Case Study Communities				
	Inyo County	Modoc County	Mono County	Lassen County	Plumas County
<b>Location</b>	East central portion of CA	Northeastern CA, bordering Nevada and Oregon	East central portion of CA	Northeastern CA on the Eastern slopes of the Sierra Nevada Mountain range	Northern CA where Sierra Nevada and Cascade Mountain ranges meet
<b>County Seat</b>	Independence	Alturas	Bridgeport	Susanville	Quincy
<b>Population (2023)</b>	18,527	8,500	13,066	28,861	19,131
<b>Population Density</b>	1.9/sq. mi	2.1/sq. mi	4.2/sq. mi	6.9/sq. mi	7.6/sq. mi
<b>Area</b>	10,227 mi <sup>2</sup>	4,203 mi <sup>2</sup>	3,132 mi <sup>2</sup>	4,720 mi <sup>2</sup>	2,613 mi <sup>2</sup>

**Table A-4: Comparison of Residential Development Standards**

Residential Use	Development Standard	Case Study Communities				
		Inyo County	Modoc County	Mono County	Lassen County	Plumas County
Low-Density Single-Family Residential	Zoning District	One Family Residences (R-1)	Residential Low Density (RL)	SFR	Single-Family (R-1)	Single-Family (2-R, 3-R, 7-R)
	Density	2.0 – 4.5 (RL) or 4.6 – 7.5 (RM)	7 du/ac with public water/sewer or 1 du/3 ac without public water or sewer	1 du/lot	1 to 7.25 du/ac (max.)	2-7 du/ac
	Lot Area (Min.)	5,800 sf.	10,000 sf. (when water and sewer are available)	7,500 sf.	Not specified	2-R: 21,780 sf. 3-R: 14,519 sf. 7-R: 6,222 sf.
	Lot Coverage (Max.)	Not specified	60%	40%	35%	50%
	Front Yard (Min.)	25 ft.	20 ft.	20 ft.	15 ft. (when 4+ lots in block are improved)	20 ft.
	Side Yard (Min.)	5 ft.	5 ft. – 20 ft.	10 ft.	5 ft. (with design review)	5 ft. (per story)
	Rear Yard (Min.)	20 ft.	5 ft.	10 ft.	20 ft.	5 ft. (per story)
	Height (Max.)	35 ft. (2.5 stories)	50 ft.	35 ft. - 45 ft. (if side/rear yards increased 1 ft. for each ft. over 35 ft.)	35 ft. (with design review)	35 ft.

	Parking/Unit (Min.)	2 spaces	1 bedroom: 1 space 2+ bedrooms: 2 spaces	2 spaces	2 spaces	2 spaces
Low to Medium Density Multi-Family Residential	Zoning District	Multiple Residential (R-2)	N/A	MFR – L	Limited Multiple-Family (R-2)	Multiple Family (M-R)
	Density	7.6 – 15 (RMH)		11.6 du/ac	8 du/ac (min.)	21.8 du/ac (max.)
	Lot Area (Min.)	6,500 sf.		7,500 sf.	Not specified	6,000 sf.
	Lot Coverage (Max.)	Not specified		40%	35%	50%
	Front Yard (Min.)	25 ft.		20 ft. – 30 ft.	15 ft. (when 4+ lots in block are improved)	0 ft.
	Side Yard (Min.)	5 ft.		10 ft. – 30 ft.	5 ft. (with design review)	5 ft. (per story)
	Rear Yard (Min.)	20 ft.		10 ft. – 30 ft.	20 ft.	5 ft. (per story)
	Height (Max.)	40 ft. (3 stories)		35 ft. - 45 ft. (if side/rear yards increased 1 ft. for each ft. over 35 ft.)	35 ft. (with design review)	35 ft.
	Parking/Unit (Min.)	2 spaces		2 spaces, and 1 guest parking space for each 6 units	2 spaces	2 spaces
Medium to High Density Multi-Family	Zoning District	Multiple Residential (R-3)	Residential High (R-H)	MFR -M MFR - H	Multiple-Family (R-3)	N/A

<b>Residential</b>	Density	7.6 – 15 (RMH) or 15.1 – 24.0 (RH)	13 du/ac with public water/sewer or 1 du/3 ac without public water or sewer	15	8 du/ac (min.)
	Lot Area (Min.)	10,000 sf.	6,000 sf. (when water and sewer are available)	7,500 sf. or number of units X 2,904 sf. if 3+ units	Not specified
	Lot Coverage (Max.)	Not specified	60%	60%	60%
	Front Yard (Min.)	15 ft. or 25 ft. when abutting R-1 or R-2	20 ft.	20 ft. – 30 ft.	15 ft. (when 4+ lots in block are improved)
	Side Yard (Min.)	5 ft. (per story)	5 ft. – 20 ft.	10 ft. – 30 ft.	5 ft.
	Rear Yard (Min.)	15 ft.	5 ft.	10 ft. – 30 ft.	15 ft.
	Height (Max.)	40 ft. (3 stories)	50 ft. (2 stories)	35 ft. - 45 ft. (if side/rear yards increased 1 ft. for each ft. over 35 ft.)	45 ft.
	Parking/Unit (Min.)	2 spaces plus one guest parking for each 4 units	1 bedroom: 1 space 2+ bedrooms: 2 spaces	2 spaces, and 1 guest parking space for each 6 units	2 spaces

*d. Key Takeaways*

Key takeaways from the review of residential development standards and comparison analysis with case study communities are summarized below. Generally, while Inyo County’s zoning broadly allows for residential uses, the review indicates that specific development standards – including minimum lot size, setbacks, parking, and height requirements – could restrict infill and higher-density housing development.

Residential Inclusion in Commercial Zones

Residential uses are permitted in many commercial zone districts (C-1 through C-5, CB) including single-family, duplex, and multi-family. This indicates support for residential infill and mixed-use development within non-residential areas, which can help increase housing opportunities.

Limitations to Buildable Area and Density

Minimum lot size requirements vary significantly and are generally large, which can serve as a barrier to achieving maximum density or enabling the creation of smaller lots. In addition, the minimum setbacks in R-2 and R-2 zones (25 feet front, 20 feet rear) can significantly reduce the buildable area of parcels, making it challenging to maximize density or accommodate additional units including ADUs. While commercial zones generally have more flexibility (0 feet), adjacency to residential zones can trigger more restrictive requirements. In addition, higher parking minimums in residential zones may constrain site design, increase development costs, and limit the number of units that can physically fit on a parcel.

Inconsistent Approach to Density Constraints Compared to Case Study Communities

Compared to the case study communities, Inyo County generally permits smaller minimum lot sizes for low-density single-family residential development. However, Inyo County has greater minimum front and rear yard setbacks, lower maximum building height requirements, and higher minimum parking standards than the comparable communities. These standards can limit the overall buildable area and vertical density achievable on parcels, restricting infill and higher-density development.

**2. ADU/Second Dwelling Unit Development Standards**

*a. Overview of Current ADU Standards*

PCE conducted a review of the County’s existing ADU ordinance and of current State Law to produce a checklist of existing development and design standards applicable to ADUs in Inyo County. The County’s ADU regulations are contained in Section 18.78.340 – Accessory Dwelling Units of the Zoning Ordinance. To ensure compliance with State ADU law, the County permits ADUs in all residential and mixed-use zones and allows all ADU applications to be ministerially reviewed for conformance with the minimum allowable standards. Therefore, the County’s current standards for ADUs are consistent with the minimum allowable standards of State ADU Law. Current State ADU law is summarized in **Table A-5**.

Beyond Section 18.78.340, PCE reviewed other sections of the Zoning Ordinance that could apply to ADUs. Based on this review, PCE identified potential modifications including, 1) clearly designating ADUs as permitted uses within relevant residential (e.g., R-1, R-2, etc.) and mixed-use (e.g., CB) zoning districts under “permitted uses,” 2) including a statement that ADUs are a distinct housing type and are not classified as

general “accessory buildings,” and 3) amending the definition of ADUs to include Manufactured Homes and Tiny Homes as permissible ADU types.

*a. Existing Development Characteristics for ADU/Second Unit Development*

PCE conducted a review of Annual Progress Reports and available building permit records to identify characteristics of ADU/second unit development that has been proposed and/or built in the County within the past five (5) years. The County has received 30 ADU permit applications between 2019 and 2023, with ADUs ranging in size from approximately 300 square feet to 750 square feet.

*b. Key Takeaways*

Key takeaways from the review of ADU/second dwelling unit development standards are summarized below. Generally, the County’s ADU development standards align with State ADU Law, but there is the potential for some modifications to further encourage ADU development.

Compliance with State Law

Inyo County’s ADU ordinance is consistent with current State ADU Law, allowing ADUs in all residential and mixed-use zones, and ensuring a streamlined, ministerial review process.

Potential for Multiple ADUs Per Lot

State ADU Law, as adopted by the County, enables significant ADU capacity. For single-family lots, this means up to three (3) ADUs are allowed (one (1) detached, one (1) attached, and one Junior ADU). For multi-family, this means at least one (1) internal conversion ADU, plus up to eight (8) detached ADUs (not exceeding the number of existing units) or up to 25% of existing units converted to ADUs are allowed.

Flexible Development Standards for ADUs

State ADU Law provides specific, more flexible development standards for ADUs compared to primary dwellings, such as reduced setbacks (minimum four (4) foot side and rear yard), higher size limits (up to 1,000 square feet for detached ADUs and 1,200 square feet or 50% of the primary dwelling, whichever is less for attached ADUs), and parking exemptions.

Opportunities for Zoning Ordinance Modifications

Beyond current compliance, the review identified specific modifications to further encourage ADU development including clearer permitted use designations, distinct housing type classification, and expanded definitions to include Manufactured Homes and Tiny Homes, which broadens the range of permissible ADU types.

Demonstrated ADU Interest

Local building permit records show that residents are interested in ADUs, with 30 ADU applications received between 2019 and 2023.

**Table A-5: Minimum Requirements for Development Standards by ADU Type per State Law**

Development Standard	Minimum Requirements Per State ADU Law			
	Detached ADU		Attached ADU	
	New Construction	Converted Structure	New Construction	Converted Space
<b>Number (Max.)</b>	<p><b>Single-Family Lots:</b> 1 Detached ADU (plus 1 attached and 1 Junior ADU)</p> <p><b>Multi-Family Lots:</b> Up to 8 Detached ADUs, not to exceed number of existing units on the lot - or - Up to 2 Detached ADUs on lots with a proposed multi-family dwelling</p>		<p><b>Single-Family Lots:</b> 1 Attached ADU - and - 1 Junior ADU</p> <p><b>Multi-Family Lots:</b> At least 1 interior ADU conversion - and - Up to 25% of the total number of units on lots with existing multi-family dwellings</p>	
<b>Size (Max.)</b>	<p><b>1 Bedroom:</b> Up to 850 sq. ft.</p> <p><b>1+ Bedrooms:</b> Up to 1,000 sq. ft.</p>	<p>Same size of the structure being converted but may be increased up to an additional 150 sq. ft. to accommodate entering and exiting the ADU</p>	<p><b>Junior ADUs:</b> Up to 500 sq. ft.</p> <p><b>All Other ADUs:</b> 50% of the existing primary dwelling, or 850 sq. ft. for a 1-bedroom unit or 1,000 sq. ft. for unit with more than 1-bedroom, whichever is greater</p>	<p><b>Junior ADUs:</b> Up to 500 sq. ft.</p> <p><b>All Other ADUs:</b> 50% of the floor area of the existing primary dwelling, or 1,200 square feet, whichever is less</p>
<b>Setbacks (Min.)</b>	<p><b>Front Yard:</b> As established in the zone district, provided the setback does not preclude the construction of an up to 800 sq. ft. ADU with 4 ft. side and 4 ft. rear yard setbacks</p> <p><b>Side Yard:</b> 4 ft.</p> <p><b>Rear Yard:</b> 4 ft.</p>	<p>If constructed in the same location and to the same dimensions as the existing structure, then the ADU shall maintain the same setbacks as the existing structure or minimum setbacks of 4 ft. from the side and rear yards, whichever is less</p>	<p><b>Front Yard:</b> As established in the zone district</p> <p><b>Side Yard:</b> 4 ft.</p> <p><b>Rear Yard:</b> 4 ft.</p>	<p>If constructed in the same location and to the same dimensions as the existing structure, then the ADU shall maintain the same setbacks as the existing structure or minimum setbacks of 4 ft. from the side and rear yards, whichever is less</p>

<p><b>Height (Max.)</b></p>	<p>16 ft. on a lot with a proposed or existing single-family or multi-family dwelling</p> <p>18 ft. on a lot with an existing or proposed multi-family, multi-story dwelling</p>	<p>Same height as the space being converted</p>	<p>The height of the existing single-family or multi-family dwelling, or 25 ft., whichever is less</p>	<p>Same height as the space being converted</p>
<p><b>Parking (Min.)</b></p>	<p>1 space per unit or bedroom, whichever is less unless exceptions are met</p>	<p><b>Junior ADUs:</b> None required</p> <p><b>All Other ADUs:</b> 1 space per unit or bedroom, whichever is less unless exceptions are met</p>		

## B. Vacant and Underutilized Lands Inventory

The purpose of the Vacant and Underutilized Lands Inventory is to establish a database that compiles information about parcels of land in Big Pine, Independence, and Lone Pine that are either undeveloped (i.e., vacant) or not being used to their full potential (i.e., underutilized), which could potentially be developed or redeveloped for residential uses. For the purposes of this inventory, these parcels are labeled as “infill.”

### 1. Methodology

#### a. Review and Update Countywide Vacant Lands Inventory

PCE reviewed and as needed, updated the Countywide Vacant Lands Inventory for properties with all the following characteristics, in Big Pine, Independence, and Lone Pine:

- Zoned to allow residential uses (including commercial zones).
- Classified vacant according to County assessor’s data as of 2025.
- Located within a local fire protection district.
- Located within or adjacent to a water and/or sanitary sewer service district.
- Designated as private or County.
- Located near public transportation and other services.

#### b. Create Underutilized Lands Inventory

PCE then created an inventory of underutilized properties in Big Pine, Independence, and Lone Pine, where “underutilized land” means a parcel of land that is zoned to allow residential uses but is not currently built to the intensity allowed by the underlying land use or zoning designation. Determining underutilized lands consisted of the following steps.

- Identify Non-Vacant Infill Parcels that are:
  - Zoned to allow residential uses (including commercial zones).
  - Designated with a residential or non-residential property class in the County’s GIS database as of 2025.
  - Located within a local fire protection district.
  - Located within or adjacent to a water and/or sanitary sewer service district.
  - Designated as private or County.
  - Located near public transportation and other services.
- Verify (or approximate) existing development characteristics (e.g., density, FAR, height) of the identified Non-Vacant Infill Parcels through aerial imagery, photos or information provided by the County, real estate data (e.g., Redfin, Zillow, etc.), or other methods.

### 2. Vacant and Underutilized Lands Inventory

#### c. Big Pine Community

There are 21 infill parcels in Big Pine. These parcels are listed in **Table B-1** and shown in **Figure B-1** and **Figure B-2**. Four (4) out of 21 parcels are currently developed with a single-family residence; the remaining parcels are vacant and undeveloped. The four (4) developed parcels are included in this inventory because

the underlying zone district (R-3-1.0) allows for additional units. As shown, parcel size ranges from approximately 0.16 acres (6,969 square feet) to approximately 1.13 acres (49,222 square feet). The parcels are primarily planned and zoned for residential use (15 out of 21 parcels), with six (6) parcels planned and zoned for central business or commercial uses.

*d. Independence Community*

There are 15 infill parcels in Independence. These parcels are listed in **Table B-2** and shown in **Figure B-3** and **Figure B-4**. Fourteen (14) out of 15 parcels are currently undeveloped; the remaining parcel is currently used as a trailer connect. As shown, parcel size ranges from approximately 0.15 acres (6,500 square feet) to approximately 0.34 acres (15,000 square feet). Eight (8) parcels are planned and zoned for central business or commercial uses and seven (7) parcels are planned and zoned for residential uses.

*e. Lone Pine Community*

There are 18 infill parcels in Lone Pine. These parcels are listed in **Table B-3** and shown in **Figure B-5** and **Figure B-6**. Three (3) out of 18 parcels are currently developed with a single-family residence; the remaining parcels are vacant and undeveloped. The three (3) developed parcels are included in this inventory as underutilized parcels because the parcels can either be subdivided further, or an additional unit is allowed by the site's zoning. As shown, parcel size ranges from approximately 0.11 acres (5,000 square feet) to approximately 2.5 acres (108,900 square feet). The parcels are primarily zoned for residential uses (14 out of 18 parcels), with four (4) parcels planned and zoned for central business or commercial uses.

**3. Key Takeaways**

*a. Significant Housing Opportunities*

The inventory establishes a database of 54 infill parcels across Big Pine (21 parcels), Independence (15 parcels), and Lone Pine (18 parcels) that have the potential for residential development.

*b. Vacant Parcels Available for Immediate Development*

A significant majority of the identified infill sites are currently vacant and undeveloped (17 in Big Pine, 14 in Independence, 15 in Lone Pine). These parcels represent immediate opportunities for development.

*c. Underutilized Land with Additional Capacity*

Beyond vacant lots, the inventory also includes some developed but underutilized parcels (4 in Big Pine, 1 in Independence, and 3 in Lone Pine). These parcels, primarily single-family residences on multi-family zoned land, provides potential for increased housing density through additional units or subdivisions.

*d. Diverse Parcel Sizes and Zoning*

The infill parcels range in size, from approximately 0.11 acres (5,000 square feet) to 2.5 acres (108,900 square feet), and are distributed across both residential and commercial zone districts in all three communities, which provides flexibility for diverse housing types.

**Table B-1: Vacant and Underutilized Lands Inventory – Big Pine**

<b>APN</b>	<b>Land Use Designation</b>	<b>Zoning</b>	<b>Existing Use</b>	<b>Acreage</b>
003-155-14	Central Business District (CBD)	Central Business (CBD)	Vacant	0.17
003-210-10	Residential Medium-High Density (RMH)	Multiple Residential (R3-1.0)	Single-Family Residence	1.13
003-210-30	Central Business District (CBD)	Central Business (CBD)	Vacant	0.41
004-010-09	Residential Low Density (RL)	One Family Residences (R1-10,000)	Vacant	0.22
004-020-23	Residential Medium Density (RM)	Multiple Residential (R3-1.0)	Single-Family Residence	0.85
004-031-17	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.25
004-031-18	Residential Medium-High Density (RMH)	Multiple Residential (R2-6,500)	Vacant	0.25
004-031-31	Residential Medium-High Density (RMH)	Multiple Residential (R2-6,500)	Vacant	0.65
004-032-09	Residential Medium-High Density (RMH)	Multiple Residential (R3-1.0)	Single-Family Residence	1.00
004-032-13	Central Business District (CBD)	Central Business (CBD)	Vacant	0.36
004-032-17	Residential Medium-High Density (RMH)	Multiple Residential (R3-1.0)	Single-Family Residence	0.89
004-040-04	Central Business District (CBD)	Central Business (CBD)	Vacant	0.80
004-040-22	Central Business District (CBD)	Central Business (CBD)	Vacant	0.35
004-070-42	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.17
004-090-05	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.60
004-101-09	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	1.00
004-152-18	Central Business District (CBD)	Central Business (CBD)	Vacant	0.25
018-290-35	Residential Medium Density (RM)	One Family Residences (R1-7,200)	Vacant	0.22
018-290-54	Residential Medium Density (RM)	One Family Residences (R1-7,200)	Vacant	0.22
018-320-04	Residential Medium Density (RM)	PUD-ORD-326	Vacant	0.16
018-340-09	Residential Medium Density (RM)	PUD-ORD-326	Vacant	0.27

**Table B-2: Vacant and Underutilized Lands Inventory – Independence**

<b>APN</b>	<b>Land Use Designation</b>	<b>Zoning</b>	<b>Existing Use</b>	<b>Acreage</b>
002-052-05	Central Business District (CBD)	Central Business (CBD)	Vacant	0.15
002-086-10	Central Business District (CBD)	Central Business (CBD)	Vacant	0.15
002-095-13	Central Business District (CBD)	Central Business (CBD)	Vacant	0.15
002-096-21	Central Business District (CBD)	Central Business (CBD)	Vacant	0.15
002-104-10	Central Business District (CBD)	Central Business (CBD)	Vacant	0.15
002-104-11	Central Business District (CBD)	Central Business (CBD)	Vacant	0.15
002-096-19	Central Business District (CBD)	Central Business (CBD)	Vacant	0.30
002-025-11	Central Business District (CBD)	Central Business (CBD)	Vacant	0.34
002-034-07	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.15
002-051-04	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.15
002-095-09	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.15
002-036-10	Residential Medium-High Density (RMH)	One Family Residences (R1-5,800)	Vacant	0.17
002-055-12	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.30
002-036-01	Residential Medium-High Density (RMH)	Multiple Residential (R2-6,500)	Trailer Connect	0.22
002-035-11	Residential Medium-High Density (RMH)	Multiple Residential (R2-6,500)	Vacant	0.30

**Table B-3: Vacant and Underutilized Lands Inventory – Lone Pine**

<b>APN</b>	<b>Land Use Designation</b>	<b>Zoning</b>	<b>Existing Use</b>	<b>Acreage</b>
005-106-04	Central Business District (CBD)	Central Business (CBD)	Vacant	0.11
005-106-08	Central Business District (CBD)	Central Business (CBD)	Vacant	0.11
005-066-01	Central Business District (CBD)	Central Business (CBD)	Vacant	0.23
005-146-07	Central Business District (CBD)	Central Business (CBD)	Vacant	0.42
005-091-08	Residential Low Density (RL)	One Family Residences (R1-10,000)	Vacant	0.11
005-091-07	Residential Low Density (RL)	One Family Residences (R1-10,000)	Vacant	0.12
005-071-09	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.16
005-071-10	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.17
005-109-48	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.20
005-113-32	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Vacant	0.25
005-074-29	Residential Medium Density (RM)	One Family Residences (R1-5,800)	Single-Family Residence	0.67
005-010-24	Residential Medium Density (RM)	One Family Residences (R1-7,200)	Vacant	0.15
026-044-01	Residential Medium Density (RM)	One Family Residences (R1-7,200)	Vacant	1.25
026-044-06	Residential Medium Density (RM)	One Family Residences (R1-7,200)	Single-Family Residence	2.50
005-112-28	Residential Medium-High Density (RMH)	Multiple Residential (R2-6,500)	Single-Family Residence	0.17
005-072-03	Residential Medium-High Density (RMH)	Multiple Residential (R2-6,500)	Vacant	0.17
005-073-29	Residential Medium-High Density (RMH)	Multiple Residential (R2-6,500)	Vacant	0.17
005-112-15	Residential Medium-High Density (RMH)	Multiple Residential (R2-6,500)	Vacant	0.17

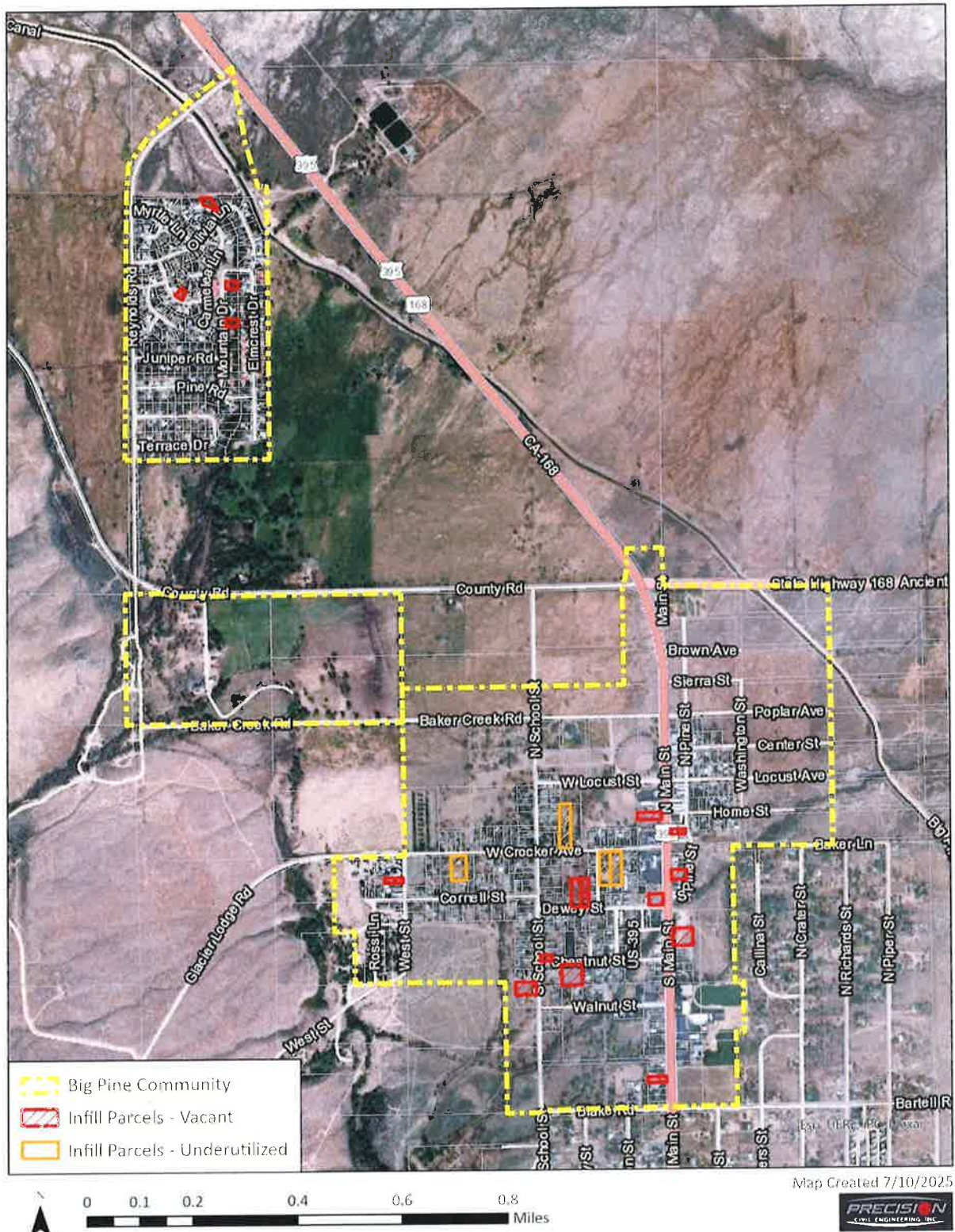


Figure B-1 Vacant and Underutilized Inventory (Aerial) – Big Pine

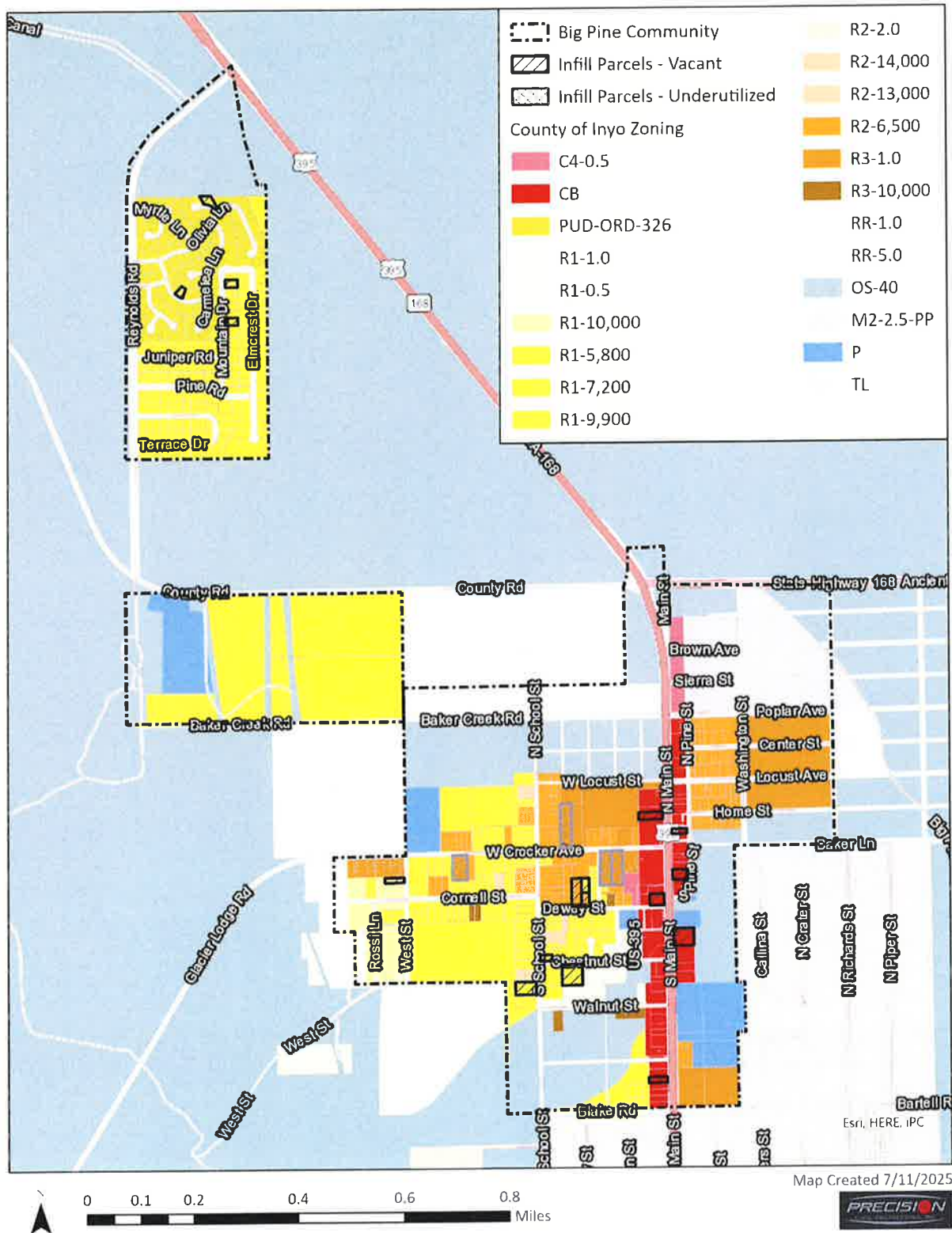


Figure B-2 Vacant and Underutilized Inventory (Zoning) – Big Pine



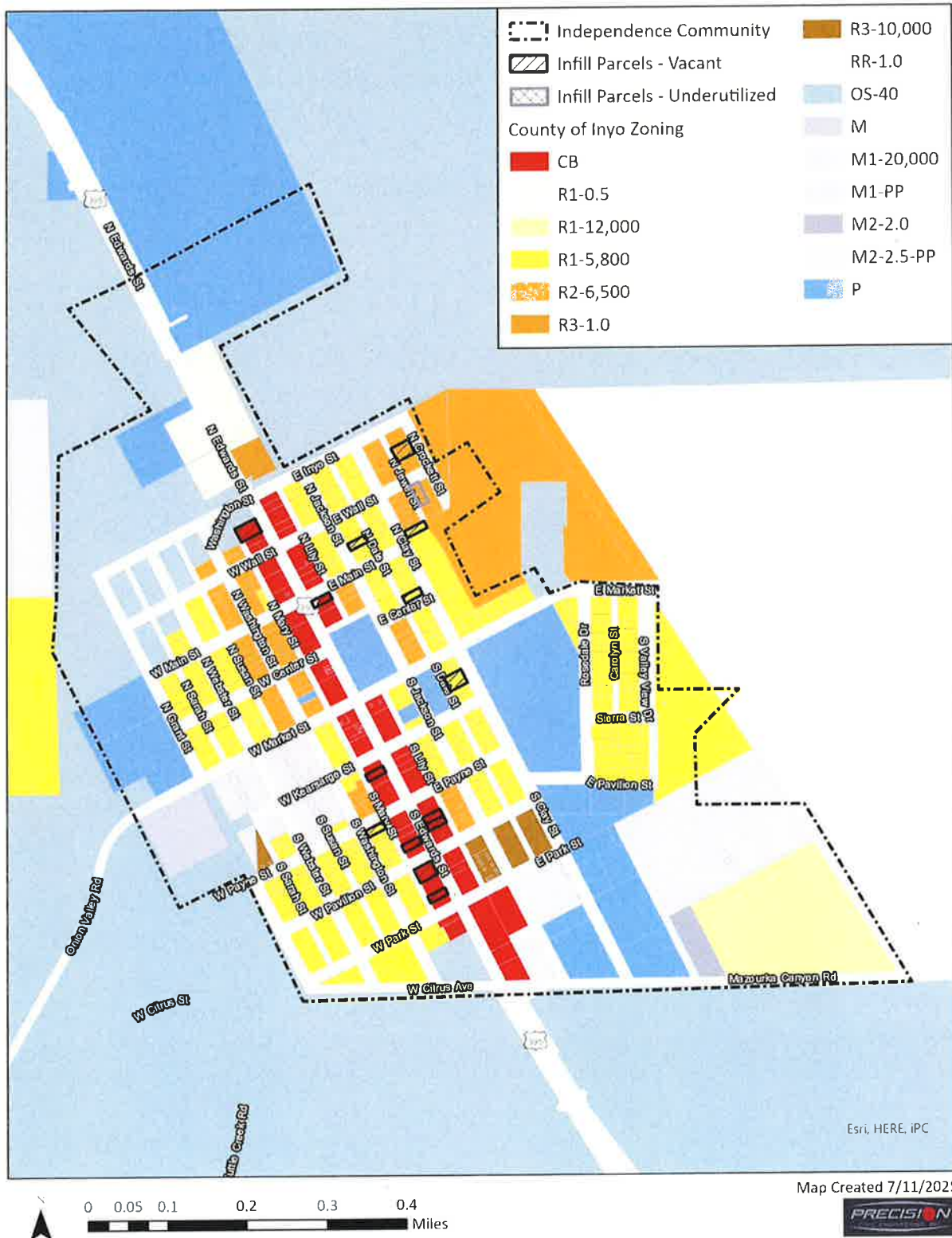


Figure B-4 Vacant and Underutilized Inventory (Zoning) – Independence

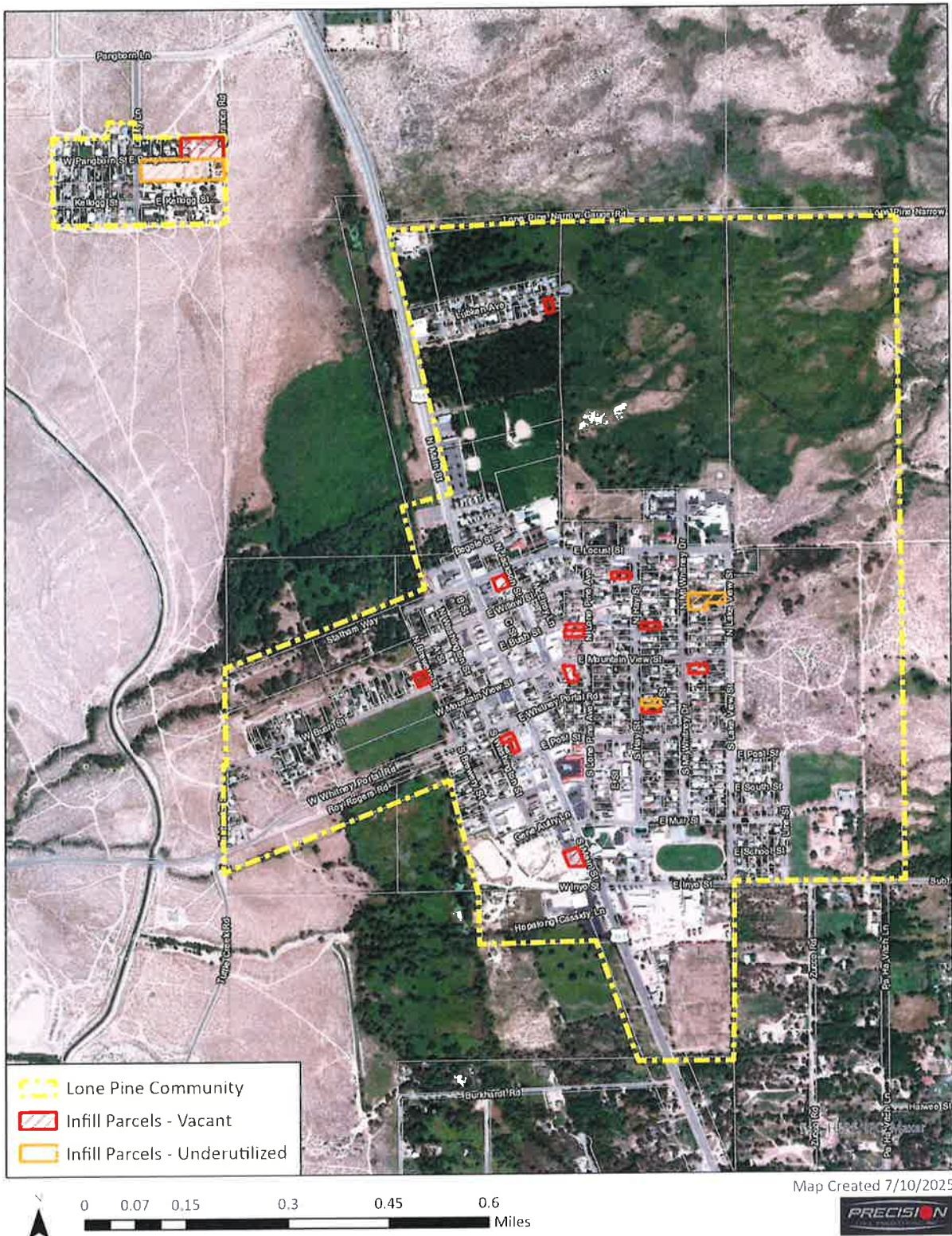


Figure B-5 Vacant and Underutilized Lands Inventory (Aerial) – Lone Pine

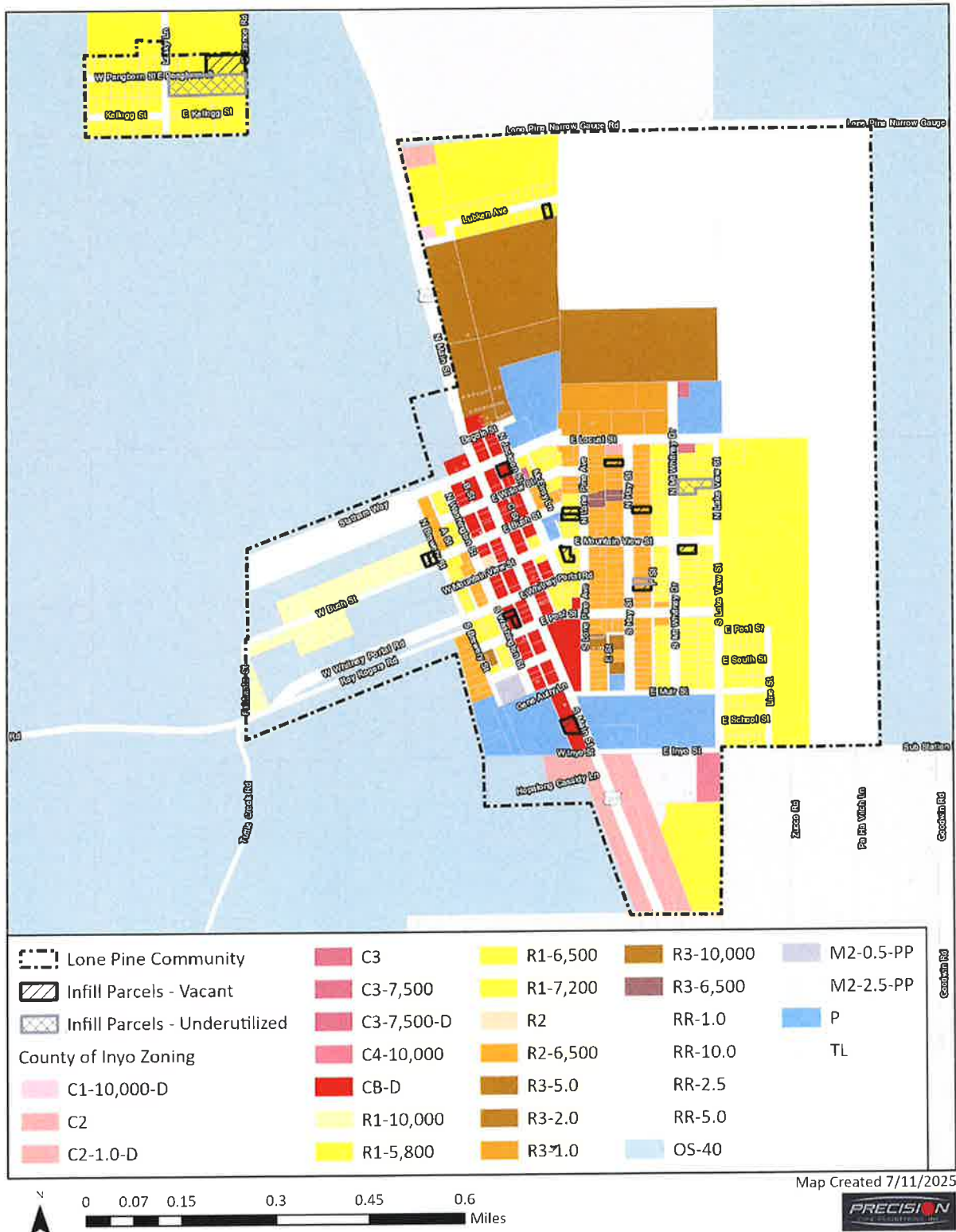


Figure B-6 Vacant and Underutilized Inventory (Zoning) – Lone Pine

### **C. Infill Residential Capacity Study**

The purpose of the Infill Residential Capacity Study is to identify recommendations for modifying development and design standards that could create more opportunities for infill residential development including ADUs and second units.

#### **1. Parcel Screening and Initial Feasibility**

This section details the initial assessment of the infill parcels, focusing on whether identified infill parcels can accommodate residential development at their maximum allowable density under current regulations. By conducting a 'test fit' analysis, this analysis establishes a baseline understanding of the development capacity of these parcels before exploring modifications to existing standards.

##### *a. Test Fit Analysis*

Utilizing the Vacant and Underutilized Lands Inventories, a “test fit” was performed on each infill parcel to analyze whether each parcel can be developed at the maximum density (e.g., General Plan maximum dwelling units per acre by land use designation) under the existing development standards. Only seven (7) parcels out of the total analyzed were identified as not capable of reaching maximum density due to use limits and minimum lot size. The test fit analysis is shown in **Table C-1**.

**Table C-1: Fit Test Analysis**

APN	GP	Zoning	Lot Width, Depth		Lot Size (Sf.)	Permitted Density (Minium, Maximum)		Required Setbacks (Front, Side, Rear)			Permitted Uses	Max. Units Per GP	Required Parking	Buildable Area	Can parcel be developed with max. density?
002-036-01	RMH	R2-6,500	65	150	9,750	7.6	15.0	25	5	20	Single-Family, Duplex	3	6	5,775	N [1]
002-036-10	RMH	R1-5,800	50	150	7,489	7.6	15.0	25	5	20	Single-Family	2	4	4,200	N [2]
004-031-18	RMH	R2-6,500	76.5	142.33	10,903	7.6	15.0	25	5	20	Single-Family, Duplex	3	6	6,472	N [3]
004-031-31	RMH	R2-6,500	100	284.67	28,360	7.6	15.0	25	5	20	Single-Family, Duplex	9	18	21,570	N [4]
018-340-09	RM	PUD-ORD-326	146 / 113	144	11,761	4.6	7.5	25	5	20	Single-Family	2	4	-	N [5]
026-044-01	RM	R1-7,200	165	330	54,450	4.6	7.5	25	5	20	Single-Family	9	18	44,175	N [6]
026-044-06	RM	R1-7,200	165	648.1	108,900	4.6	7.5	25	5	20	Single-Family	18	36	93,481	N [7]
002-025-11	CBD	CB	100	150	15,000	7.6	24.0	0	0	0	Multiple-Family	8	18	15,000	Y
002-034-07	RM	R1-5,800	50	130	6,500	4.6	7.5	25	5	20	Single-Family	1	2	3,400	Y
002-035-11	RMH	R2-6,500	100	130	13,000	7.6	15.0	25	5	20	Single-Family, Duplex	4	8	7,650	Y
002-051-04	RM	R1-5,800	50	130	6,500	4.6	7.5	25	5	20	Single-Family	1	2	3,400	Y
002-052-05	CBD	CB	50	130	6,500	7.6	24.0	0	0	0	Multiple-Family	3	7	6,500	Y
002-055-12	RM	R1-5,800	100	130	13,000	4.6	7.5	25	5	20	Single-Family	2	4	7,650	Y

002-086-10	CBD	CB	50	130	6,500	7.6	24.0	0	0	0	Multiple-Family	3	7	6,500	Y
002-095-09	RM	R1-5,800	50	130	6,500	4.6	7.5	25	5	20	Single-Family	1	2	3,400	Y
002-095-13	CBD	CB	50	130	6,500	7.6	24.0	0	0	0	Multiple-Family	3	7	6,500	Y
002-096-19	CBD	CB	100	130	13,000	7.6	24.0	0	0	0	Multiple-Family	7	16	13,000	Y
002-096-21	CBD	CB	50	130	6,500	7.6	24.0	0	0	0	Multiple-Family	3	7	6,500	Y
002-104-10	CBD	CB	50	130	6,500	7.6	24.0	0	0	0	Multiple-Family	3	7	6,500	Y
002-104-11	CBD	CB	50	130	6,500	7.6	24.0	0	0	0	Multiple-Family	3	7	6,500	Y
003-155-14	CBD	CB	50.18	149.28	7,527	7.6	24.0	0	0	0	Multiple-Family	4	9	7,491	Y
003-210-10	RMH	R3-1.0	111.87	440	49,223	7.6	15.0	15	5	15	Single-Family, Duplex, Multiple Family	16	36	41,767	Y
003-210-30	CBD	CB	75	240	18,009	7.6	24.0	0	0	20	Multiple-Family	9	20	16,500	Y
004-010-09	RL	R1-10,000	50	189.95	9,498	2.0	4.5	25	5	20	Single-Family	1	2	5,798	Y
004-020-23	RM	R3-1.0	149	247.6	36,892	4.6	7.5	15	5	15	Single-Family, Duplex, Multiple Family	6	14	30,246	Y
004-031-17	RM	R1-5,800	76.5	142.34	10,904	4.6	7.5	25	5	20	Single-Family	1	2	6,473	Y
004-032-09	RMH	R3-1.0	128.5	340	43,690	7.6	15.0	15	5	15	Single-Family, Duplex, Multiple Family	15	34	36,735	Y

004-032-13	CBD	CB	115.5	143	15,756	7.6	24.0	0	0	0	Multiple-Family	8	18	16,517	Y
004-032-17	RMH	R3-1.0	113.5	340	38,590	7.6	15.0	15	5	15	Single-Family, Duplex, Multiple Family	13	29	32,085	Y
004-040-04	CBD	CB	175	200	35,000	7.6	24.0	0	0	0	Multiple-Family	19	43	35,000	Y
004-040-22	CBD	CB	102	150	15,351	7.6	24.0	0	0	0	Multiple-Family	8	18	15,300	Y
004-070-42	RM	R1-5,800	62.13	115.9	7,201	4.6	7.5	25	5	20	Single-Family	1	2	3,696	Y
004-090-05	RM	R1-5,800	125.12	208.8	26,125	4.6	7.5	25	5	20	Single-Family	4	8	18,857	Y
004-101-09	RM	R1-5,800	208.8	208.86	43,609	4.6	7.5	25	5	20	Single-Family	7	14	32,575	Y
004-152-18	CBD	CB	58.6	188	10,595	7.6	24.0	0	0	20	Multiple-Family	5	11	9,845	Y
005-010-24	RM	R1-7,200	60	111	6,690	4.6	7.5	25	5	20	Single-Family	1	2	3,300	Y
005-066-01	CBD	CB-D	100	100	10,000	7.6	24.0	0	0	0	Multiple-Family	5	11	10,000	Y
005-071-09	RM	R1-5,800	50	140	7,000	4.6	7.5	25	5	20	Single-Family	1	2	3,800	Y
005-071-10	RM	R1-5,800	50	149.72	7,486	4.6	7.5	25	5	20	Single-Family	1	2	4,189	Y
005-072-03	RMH	R2-6,500	50	150	7,500	7.6	15.0	25	5	20	Single-Family, Duplex	2	4	4,200	Y
005-073-29	RMH	R2-6,500	50	150	7,500	7.6	15.0	25	5	20	Single-Family, Duplex	2	4	4,200	Y
005-074-29	RM	R1-5,800	75 / 125	290	29,037	4.6	7.5	25	5	20	Single-Family	4	8	20,925	Y
005-091-07	RL	R1-10,000	53.23	100	5,323	2.0	4.5	25	5	20	Single-Family	1	2	2,378	Y

005-091-08	RL	R1-10,000	50	100	5,000	2.0	4.5	25	5	20	Single-Family	1	2	2,200	Y
005-106-04	CBD	CB-D	50	100	5,000	7.6	24.0	0	0	0	Multiple-Family	2	5	5,000	Y
005-106-08	CBD	CB-D	50	100	5,000	7.6	24.0	0	0	0	Multiple-Family	2	5	5,000	Y
005-109-48	RM	R1-5,800	87 / 75	121.5	8,838	4.6	7.5	25	5	20	Single-Family	1	2	4,467.25	Y
005-112-15	RMH	R2-6,500	50	150	7,500	7.6	15.0	25	5	20	Single-Family, Duplex	2	4	4,200	Y
005-112-28	RMH	R2-6,500	50	150	7,500	7.6	15.0	25	5	20	Single-Family, Duplex	2	4	4,200	Y
005-113-32	RM	R1-5,800	71.46	145	10,361	4.6	7.5	25	5	20	Single-Family	1	2	6,146	Y
005-146-07	CBD	CB-D	118.6 / 161	120	18,209	7.6	24.0	0	0	0	Multiple-Family	10	23	18,209.00	Y
018-290-35	RM	R1-7,200	76	126.84	9,662	4.6	7.5	25	5	20	Single-Family	1	2	5,401	Y
018-290-54	RM	R1-7,200	76	124	9,442	4.6	7.5	25	5	20	Single-Family	1	2	5,214	Y
018-320-04	RM	PUD-ORD-326	90 / 50	100	6,970	4.6	7.5	25	5	20	Single-Family	1	2	3,300	Y

Notes:

- [1] The parcel cannot be subdivided due to minimum lot size requirements. As such, only 2 units (duplex) can be developed.
- [2] Zoning limits to 1 unit per lot; parcel cannot be subdivided due to minimum lot size requirements.
- [3] The parcel cannot be subdivided due to minimum lot size requirements. As such, only 2 units (duplex) can be developed.
- [4] Parcel can be subdivided into 4 lots with 2 units per lot, but would not meet maximum density.
- [5] Parcel would need to be subdivided but would not meet minimum lot size. This parcel is an irregular shaped lot – unable to calculate buildable area.
- [6] Minimum lot size of 7,200 sf. would only result in 7 lots (1 unit per lot) after subdivision.
- [7] Minimum lot size of 7,200 sf. would only result in 15 lots (1 unit per lot) after subdivision.

## 2. Quantifying Residential and ADU Capability for Infill Parcels

Building on the initial assessment, this section provides a more detailed quantification of the potential residential and ADU capacity within the identified infill parcels. By applying current General Plan densities, zoning allowances, and State ADU Law, this analysis provides data on the number of potential housing units and highlights any discrepancies between planned and permitted densities.

### a. Residential Capacity Analysis

The potential residential capacity for the infill parcels was calculated using the residential density outlined in the General Plan (i.e., maximum dwelling units per acre) and the number of permitted units within the underlying zoning district. The results indicate a maximum capacity of 247 units under General Plan maximum densities and a maximum capacity of 195 units under zoning.<sup>1</sup> This 52-unit difference highlights a mismatch between the General Plan's intended density and the zoning use restrictions in all three communities, which could limit a property owner's ability to develop the site to the intended density and make the most efficient use of their property. The residential capacity analysis is shown in **Table C-2**.

### b. ADU Capacity of Infill Parcels

The potential ADU capacity for the infill parcels was calculated based on ADUs allowed under current State ADU Law. Specifically, one (1) junior ADU, one (1) attached ADU, and one (1) detached ADU per single-family lot and up to eight (8) detached ADUs (not to exceed the number of existing units, if any) per multi-family lot. The results indicate the maximum ADU capacity of the 54 infill parcels under current State ADU Law is 287 units. This number does not account for site specifics that could restrict ADU development, such as site layout, constraints, and compliance with applicable requirements (e.g., fire code, building code, etc.). The ADU capacity analysis is shown in **Table C-3**.

### c. Adaptive Reuse of Non-Residential Buildings

Another potential strategy for infill development is adaptive reuse, or the conversion of existing buildings into residential units. This strategy leverages existing infrastructure and building stock. The community, through workshops and surveys, has shown general interest in encouraging the redevelopment and reuse of existing buildings along or near Main Street (Highway 395) for housing. Of note, most buildings in these areas are in the CB zone district, which allows multi-family residential development and ADUs.

The potential residential capacity for CB zoned parcels with existing non-residential structures, except for certain uses like gas stations, mini-storage, County facilities, etc., was calculated using the residential density outlined in the General Plan (i.e., maximum dwelling units per acre). The results indicate a maximum capacity of 176 units in Big Pine, 117 units in Independence, and 227 units in Lone Pine. This number does not account for whether these buildings are vacant, nor does it consider site specifics that could restrict residential development, such as site layout, constraints, and compliance with applicable requirements (e.g., fire code, building code, etc.). The adaptive reuse analysis is shown in **Table C-4**.

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<sup>1</sup> Numbers represent capacity. The actual number of units that could be built is contingent upon specific site constraints and adherence to additional development standards.

**Table C-2: Residential Capacity Analysis**

APN	Community	Lot Size (Acre)	General Plan Land Use Designation	Permitted Density (Minimum, Maximum)		Zoning	GP Max. Units	Zoning Max. Units	Difference
002-025-11	Independence	0.34	Central Business District (CBD)	7.60	24.0	CBD	8	8	-
002-034-07	Independence	0.15	Residential Medium Density (RM)	4.60	7.5	One Family Residences (R1-5,800)	1	1	-
002-035-11	Independence	0.30	Residential Medium-High Density (RMH)	7.60	15.0	Multiple Residential (R2-6,500)	4	2	(2)
002-036-01	Independence	0.22	Residential Medium-High Density (RMH)	7.60	15.0	Multiple Residential (R2-6,500)	3	2	(1)
002-036-10	Independence	0.17	Residential Medium-High Density (RMH)	7.60	15.0	One Family Residences (R1-5,800)	2	1	(1)
002-051-04	Independence	0.15	Residential Medium Density (RM)	4.60	7.5	One Family Residences (R1-5,800)	1	1	-
002-052-05	Independence	0.15	Central Business District (CBD)	7.60	24.0	Central Business (CBD)	3	3	-
002-055-12	Independence	0.30	Residential Medium Density (RM)	4.60	7.5	One Family Residences (R1-5,800)	2	1	(1)
002-086-10	Independence	0.15	Central Business District (CBD)	7.60	24.0	Central Business (CBD)	3	3	-
002-095-09	Independence	0.15	Residential Medium Density (RM)	4.60	7.5	One Family Residences (R1-5,800)	1	1	-
002-095-13	Independence	0.15	Central Business District (CBD)	7.60	24.0	Central Business (CBD)	3	3	-
002-096-19	Independence	0.30	Central Business District (CBD)	7.60	24.0	Central Business (CBD)	7	7	-
002-096-21	Independence	0.15	Central Business District (CBD)	7.60	24.0	Central Business (CBD)	3	3	-
002-104-10	Independence	0.15	Central Business District (CBD)	7.60	24.0	Central Business (CBD)	3	3	-
002-104-11	Independence	0.15	Central Business District (CBD)	7.60	24.0	Central Business (CBD)	3	3	-
003-155-14	Big Pine	0.17	Central Business District (CBD)	7.60	24.00	Central Business (CBD)	4	4	-
003-210-10	Big Pine	1.13	Residential Medium-High Density (RMH)	7.60	15.00	Multiple Residential (R3-1.0)	16	16	-

003-210-30	Big Pine	0.41	Central Business District (CBD)	7.60	24.00	Central Business (CBD)	9	9	-
004-010-09	Big Pine	0.22	Residential Low Density (RL)	2.00	4.50	One Family Residences (R1-10,000)	1	1	-
004-020-23	Big Pine	0.85	Residential Medium Density (RM)	4.60	7.50	Multiple Residential (R3-1.0)	6	6	-
004-031-17	Big Pine	0.25	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-5,800)	2	1	(1)
004-031-18	Big Pine	0.25	Residential Medium-High Density (RMH)	7.60	15.00	Multiple Residential (R2-6,500)	3	2	(1)
004-031-31	Big Pine	0.65	Residential Medium-High Density (RMH)	7.60	15.00	Multiple Residential (R2-6,500)	9	2	(7)
004-032-09	Big Pine	1.00	Residential Medium-High Density (RMH)	7.60	15.00	Multiple Residential (R3-1.0)	15	15	-
004-032-13	Big Pine	0.36	Central Business District (CBD)	7.60	24.00	Central Business (CBD)	8	8	-
004-032-17	Big Pine	0.89	Residential Medium-High Density (RMH)	7.60	15.00	Multiple Residential (R3-1.0)	13	13	-
004-040-04	Big Pine	0.80	Central Business District (CBD)	7.60	24.00	Central Business (CBD)	19	19	-
004-040-22	Big Pine	0.35	Central Business District (CBD)	7.60	24.00	Central Business (CBD)	8	8	-
004-070-42	Big Pine	0.17	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-5,800)	1	1	-
004-090-05	Big Pine	0.60	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-5,800)	4	1	(3)
004-101-09	Big Pine	1.00	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-5,800)	7	1	(6)
004-152-18	Big Pine	0.24	Central Business District (CBD)	7.60	24.00	Central Business (CBD)	5	5	-
005-010-24	Lone Pine	0.15	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-7,200)	1	1	-
005-066-01	Lone Pine	0.23	Central Business District (CBD)	7.60	24.00	Central Business (CBD)	5	5	-
005-071-09	Lone Pine	0.16	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-5,800)	1	1	-
005-071-10	Lone Pine	0.17	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-5,800)	1	1	-

005-072-03	Lone Pine	0.17	Residential Medium-High Density (RMH)	7.60	15.00	Multiple Residential (R2-6,500)	2	2	-
005-073-29	Lone Pine	0.17	Residential Medium-High Density (RMH)	7.60	15.00	Multiple Residential (R2-6,500)	2	2	-
005-074-29	Lone Pine	0.67	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-5,800)	4	1	(3)
005-091-07	Lone Pine	0.12	Residential Low Density (RL)	2.00	4.50	One Family Residences (R1-10,000)	1	1	-
005-091-08	Lone Pine	0.11	Residential Low Density (RL)	2.00	4.50	One Family Residences (R1-10,000)	1	1	-
005-106-04	Lone Pine	0.11	Central Business District (CBD)	7.60	24.00	Central Business (CBD)	2	2	-
005-106-08	Lone Pine	0.11	Central Business District (CBD)	7.60	24.00	Central Business (CBD)	2	2	-
005-109-48	Lone Pine	0.20	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-5,800)	1	1	-
005-112-15	Lone Pine	0.17	Residential Medium-High Density (RMH)	7.60	15.00	Multiple Residential (R2-6,500)	2	2	-
005-112-28	Lone Pine	0.17	Residential Medium-High Density (RMH)	7.60	15.00	Multiple Residential (R2-6,500)	2	2	-
005-113-32	Lone Pine	0.24	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-5,800)	1	1	-
005-146-07	Lone Pine	0.42	Central Business District (CBD)	7.60	24.00	Central Business (CBD)	10	10	-
018-290-35	Big Pine	0.22	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-7,200)	1	1	-
018-290-54	Big Pine	0.22	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-7,200)	1	1	-
018-320-04	Big Pine	0.16	Residential Medium Density (RM)	4.60	7.50	PUD-ORD-326	1	1	-
018-340-09	Big Pine	0.27	Residential Medium Density (RM)	4.60	7.50	PUD-ORD-326	2	1	(1)
026-044-01	Lone Pine	1.25	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-7,200)	9	1	(8)
026-044-06	Lone Pine	2.50	Residential Medium Density (RM)	4.60	7.50	One Family Residences (R1-7,200)	18	1	(17)
<b>Total Units</b>							<b>247</b>	<b>195</b>	<b>(52)</b>

**Table C-3: ADU Capacity Analysis**

APN	Community	Lot Size (Acre)	General Plan Land Use Designation	General Plan Max. Density	GP Max. Units	Max. ADUs Per State Law	Analysis
002-025-11	Independence	0.34	Central Business District (CBD)	24.0	8	8	[1]
002-034-07	Independence	0.15	Residential Medium Density (RM)	7.5	1	3	[2]
002-035-11	Independence	0.30	Residential Medium-High Density (RMH)	15.0	4	8	[1]
002-036-01	Independence	0.22	Residential Medium-High Density (RMH)	15.0	3	8	[1]
002-036-10	Independence	0.17	Residential Medium-High Density (RMH)	15.0	2	3	[2]
002-051-04	Independence	0.15	Residential Medium Density (RM)	7.5	1	3	[2]
002-052-05	Independence	0.15	Central Business District (CBD)	24.0	3	8	[1]
002-055-12	Independence	0.30	Residential Medium Density (RM)	7.5	2	3	[2]
002-086-10	Independence	0.15	Central Business District (CBD)	24.0	3	8	[1]
002-095-09	Independence	0.15	Residential Medium Density (RM)	7.5	1	3	[2]
002-095-13	Independence	0.15	Central Business District (CBD)	24.0	3	8	[1]
002-096-19	Independence	0.30	Central Business District (CBD)	24.0	7	8	[1]
002-096-21	Independence	0.15	Central Business District (CBD)	24.0	3	8	[1]
002-104-10	Independence	0.15	Central Business District (CBD)	24.0	3	8	[1]
002-104-11	Independence	0.15	Central Business District (CBD)	24.0	3	8	[1]
003-155-14	Big Pine	0.17	Central Business District (CBD)	24.00	4	8	[1]
003-210-10	Big Pine	1.13	Residential Medium-High Density (RMH)	15.00	16	3	[3]
003-210-30	Big Pine	0.41	Central Business District (CBD)	24.00	9	8	[1]
004-010-09	Big Pine	0.22	Residential Low Density (RL)	4.50	1	3	[2]
004-020-23	Big Pine	0.85	Residential Medium Density (RM)	7.50	6	3	[3]
004-031-17	Big Pine	0.25	Residential Medium Density (RM)	7.50	2	3	[2]
004-031-18	Big Pine	0.25	Residential Medium-High Density (RMH)	15.00	3	8	[1]
004-031-31	Big Pine	0.65	Residential Medium-High Density (RMH)	15.00	9	8	[1]
004-032-09	Big Pine	1.00	Residential Medium-High Density (RMH)	15.00	15	3	[3]
004-032-13	Big Pine	0.36	Central Business District (CBD)	24.00	8	8	[1]
004-032-17	Big Pine	0.89	Residential Medium-High Density (RMH)	15.00	13	3	[3]
004-040-04	Big Pine	0.80	Central Business District (CBD)	24.00	19	8	[1]
004-040-22	Big Pine	0.35	Central Business District (CBD)	24.00	8	8	[1]
004-070-42	Big Pine	0.17	Residential Medium Density (RM)	7.50	1	3	[2]

004-090-05	Big Pine	0.60	Residential Medium Density (RM)	7.50	4	3	[2]
004-101-09	Big Pine	1.00	Residential Medium Density (RM)	7.50	7	3	[2]
004-152-18	Big Pine	0.24	Central Business District (CBD)	24.00	5	8	[1]
005-010-24	Lone Pine	0.15	Residential Medium Density (RM)	7.50	1	3	[2]
005-066-01	Lone Pine	0.23	Central Business District (CBD)	24.00	5	8	[1]
005-071-09	Lone Pine	0.16	Residential Medium Density (RM)	7.50	1	3	[2]
005-071-10	Lone Pine	0.17	Residential Medium Density (RM)	7.50	1	3	[2]
005-072-03	Lone Pine	0.17	Residential Medium-High Density (RMH)	15.00	2	8	[1]
005-073-29	Lone Pine	0.17	Residential Medium-High Density (RMH)	15.00	2	8	[1]
005-074-29	Lone Pine	0.67	Residential Medium Density (RM)	7.50	4	3	[3]
005-091-07	Lone Pine	0.12	Residential Low Density (RL)	4.50	1	3	[2]
005-091-08	Lone Pine	0.11	Residential Low Density (RL)	4.50	1	3	[2]
005-106-04	Lone Pine	0.11	Central Business District (CBD)	24.00	2	8	[1]
005-106-08	Lone Pine	0.11	Central Business District (CBD)	24.00	2	8	[1]
005-109-48	Lone Pine	0.20	Residential Medium Density (RM)	7.50	1	3	[2]
005-112-15	Lone Pine	0.17	Residential Medium-High Density (RMH)	15.00	2	8	[1]
005-112-28	Lone Pine	0.17	Residential Medium-High Density (RMH)	15.00	2	3	[3]
005-113-32	Lone Pine	0.24	Residential Medium Density (RM)	7.50	1	3	[2]
005-146-07	Lone Pine	0.42	Central Business District (CBD)	24.00	10	8	[1]
018-290-35	Big Pine	0.22	Residential Medium Density (RM)	7.50	1	3	[2]
018-290-54	Big Pine	0.22	Residential Medium Density (RM)	7.50	1	3	[2]
018-320-04	Big Pine	0.16	Residential Medium Density (RM)	7.50	1	3	[2]
018-340-09	Big Pine	0.27	Residential Medium Density (RM)	7.50	2	3	[2]
026-044-01	Lone Pine	1.25	Residential Medium Density (RM)	7.50	9	3	[2]
026-044-06	Lone Pine	2.50	Residential Medium Density (RM)	7.50	18	3	[3]
<b>Total Units</b>					<b>247</b>	<b>287</b>	-

Notes:

[1] MFR properties can have up to 8 detached ADUs, provided the number does not exceed the number of existing units.

[2] SFR properties can have up to 3 ADUs including 1 JADU, 1 attached ADU, and 1 detached ADU.

[3] Site developed with existing SFR; SFR properties can have up to 3 ADUs including 1 JADU, 1 attached ADU, and 1 detached ADU.

**Table C-4: Adaptive Reuse Analysis**

APN	General Plan Designation	Existing Use (2025)	Address	Lot Size (Acre)	GP Max. Density	Max. Units
<b>Big Pine Community</b>						
004-040-03	CBD	Motel 14 Units & MGR	370 S Main St	0.80	24	19
004-040-30	CBD	Motel 16 Units	102 N Main St	0.44	24	10
003-210-41	CBD	Motel 18 Units	101 N Main St	1.42	24	34
004-112-17	CBD	Motel 9 Units & MGR	511 S Main St	0.36	24	8
003-152-08	CBD	270 Restaurant	442 N Main St	0.33	24	7
003-152-02	CBD	Store & Residence	320 N Main St	0.33	24	7
003-210-26	CBD	Store & Residence	161 N Main St	0.28	24	6
004-040-01	CBD	Store & Residence	430 S Main St	0.55	24	13
004-040-02	CBD	Store & Residence	400 South Main St	0.37	24	8
004-040-24	CBD	Store & Residence	130 S Main St	0.24	24	5
004-102-16	CBD	Church	461 S Main St	0.67	24	15
004-040-29	CBD	Commercial Services	190 S Main St	0.31	24	7
003-155-10	CBD	Multi Commercial & Offices	180 N Main St	0.17	24	4
003-155-15	CBD	Multi Commercial & Offices	100 N Main St	0.19	24	4
004-040-19	CBD	Multi Commercial & Offices	126 S Main St	0.19	24	4
003-152-03	CBD	Restaurant	310 North Main St	0.34	24	8
004-032-26	CBD	Restaurant	181 S Main St	0.30	24	7
004-040-20	CBD	Retail Store	120 S Main St	0.17	24	3
004-102-18	CBD	Retail Store	411 S Main St	0.33	24	7
<b>Total Units</b>						<b>176</b>
<b>Independence Community</b>						
002-031-20	CBD	Office & Residence	426 N Edwards St	0.30	24	7
002-025-03	CBD	Motel 8 Units & MGR	405 N Edwards St	0.15	24	3
002-026-01	CBD	Commercial Services	349 N Edwards St	0.30	24	7
002-026-08	CBD	Church	331 N Edwards St	0.36	24	8
002-095-01	CBD	Store & Residence	305 South Edwards St	0.30	24	7
002-031-13	CBD	Warehouse	418 N Edwards St	0.15	24	3
002-032-16	CBD	Church	356 N Edwards St	0.45	24	10

002-045-12	CBD	Hotel	211 N Edwards St	0.60	24	14
002-046-11	CBD	Restaurant	127 N Edwards St	0.52	24	12
002-046-12	CBD	Motel 10 Units	157 N Edwards St	0.32	24	7
002-052-04	CBD	Meeting Room	246 N Edwards St	0.15	24	3
002-085-02	CBD	Food Store	149 S Edwards St	0.33	24	7
002-085-09	CBD	Restaurant	135 S Edwards St	0.08	24	2
002-102-06	CBD	Commercial Services	250 S Edwards St	0.45	24	10
002-106-03	CBD	Motel	440 S Edwards St	0.45	24	10
002-113-07	CBD	Motel 8 Units & MGR	515 S Edwards St	0.32	24	7
<b>Total Units</b>						<b>117</b>
<b>Lone Pine Community</b>						
005-108-10	CBD	Store & Residence	114 S Main St	0.11	24.00	2
005-032-03	CBD	Bank	400 N Main St	0.23	24.00	5
005-032-08	CBD	Retail Store	430 N Main St	0.11	24.00	2
005-061-10	CBD; RM	Multi Commercial	403 N Main St	0.57	24.00	13
005-064-08	CBD	Motel 28 Units & MGR	305 N Main St	0.57	24.00	13
005-065-01	CBD	211 Retail Store	243 N Main St	0.09	24.00	2
005-065-09	CBD	Motel 16 Units	138 W Willow St	0.34	24.00	8
005-065-11	CBD	Multi Commercial & Offices	201 N Main St	0.18	24.00	4
005-065-12	CBD	Multi Commercial	223 N Main St	0.14	24.00	3
005-065-13	CBD	Retail Store	217 N Main St	0.05	24.00	1
005-067-02	CBD	Office Building	221 North Jackson St	0.15	24.00	3
005-067-06	CBD	Restaurant	226 N Main St	0.05	24.00	1
005-067-10	CBD	Commercial Services	202 N Main St	0.19	24.00	4
005-104-01	CBD	Retail Store	141 N Main St	0.11	24.00	2
005-104-03	CBD	Commercial Services	107 N Main St	0.11	24.00	2
005-104-04	CBD	Retail Store	103 N Main St	0.06	24.00	1
005-104-09	CBD	Multi Commercial	123 N Main St	0.11	24.00	2
005-104-10	CBD	Restaurant	119 N Main St	0.06	24.00	1
005-105-03	CBD	Multi Commercial	131 S Main St	0.11	24.00	2
005-105-09	CBD	Office & Residence	131 W Whitney Portal Rd	0.23	24.00	5

005-105-16	CBD	Food Store	119 S Main St	0.34	24.00	8
005-106-02	CBD	Restaurant	227 S Main St	0.11	24.00	2
005-106-03	CBD	Multi Commercial	235 S Main St	0.11	24.00	2
005-107-01	CBD	Multi Commercial	127 N Jackson St	0.23	24.00	5
005-107-03	CBD	Multi Commercial	104 N Main St	0.17	24.00	4
005-107-04	CBD	Multi Commercial	124 N Main St	0.29	24.00	6
005-108-04	CBD	Retail Store	138 S Main St	0.08	24.00	1
005-108-07	CBD	Multi Commercial	104 S Main St	0.11	24.00	2
005-109-22	CBD	Motel 9 Units	215 E Post St	0.17	24.00	4
005-109-40	CBD	Restaurant	206 S Main St	0.11	24.00	2
005-109-41	CBD	Restaurant	212 S Main St	0.07	24.00	1
005-109-44	CBD	Hotel	238 S Main St	0.23	24.00	5
005-141-12	CBD	Hotel	310 S Main St	2.52	24.00	60
005-142-01	CBD	Restaurant	301 S Main St	0.23	24.00	5
005-142-02	CBD	Multi Commercial	325 S Main St	0.23	24.00	5
005-142-05	CBD	Office Building	126 W Post St	0.02	24.00	0
005-144-03	CBD	Motel 6 Units	402 S Washington St	0.11	24.00	2
005-144-06	CBD	Motel	425 S Main St	0.23	24.00	5
005-146-04	CBD	Motel 17 Units & MGR	633 South Main St	0.40	24.00	9
005-146-06	CBD	Restaurant	601 S Main St	0.65	24.00	15
005-061-10	CBD; RM	Commercial	403 N Main St	0.34	24.00	8
<b>Total Units</b>						<b>227</b>

### 3. Analyzing Development Constraints and Potential for Flexibility

This section analyzes specific regulatory and physical constraints that may impede infill residential development. By analyzing subdivision potential, buildable area, and modeling the impact of reduced setbacks, this section identifies recommendations for modifying development standards to increase housing capacity in the three (3) communities.

#### a. Subdivision Analysis

The potential for the infill parcels to be subdivided into smaller parcels was calculated based on the existing square footage of each parcel and the minimum lot size requirements of the underlying zoning districts. The results show 10 infill parcels could be potentially subdivided into 46 lots; the actual number of lots would be dependent on lot configurations and compliance with applicable regulations. This potential for subdivisions represents an opportunity to create new parcels that could accommodate additional housing as allowed within the underlying General Plan land use designation and zoning district for each individual parcel. The subdivision analysis is shown in **Table C-5**.

Of the parcels identified as unsuitable for further subdivision, the majority are limited by minimum lot size requirements. These parcels currently adhere to the 50-foot minimum lot width requirements, with depths ranging from 100 to 240 feet. Further subdivision of these parcels would be possible if minimum lot size requirements were reduced and if the site had adequate access. However, an across-the-board reduction in minimum lot size is not recommended as the specific reductions needed to enable subdivisions vary significantly by zone district and parcel (e.g., 3,250 square feet for R-1-5,800, 3,750 square feet for R-2-6,500, and 4,721 square feet for R-1-7,200). These reductions would result in significantly smaller parcels that may or may not have adequate site access (e.g., public street frontage or access easements).

Beyond lot size requirements, the analysis also shows that a limited number of infill parcels, specifically larger lots zoned R3-1.0 ranging from 38,590 square feet to 49,223 square feet, could currently be constrained by minimum width requirements. A reduction of the minimum width to 50 feet could increase the subdivision potential for these parcels, allowing the creation of an additional two (2) to three (3) lots per site depending on site access. Enabling subdivisions could encourage development through reduced per-unit land costs or phased development, or through broader market appeal to builders who may not have the capacity to carry out larger development.

**Table C-5: Subdivision Analysis**

APN	Min. Lot Size Requirement (Sf.)	Min. Width Requirement (Ft.)	Lot Size (Sf.) (Est.)	Lot Width (Ft.) (Est.)	Lot Depth (Ft.) (Est.)	Is Subdivision Possible?	Reason	# of Lots
002-025-11	10,000	50	15,000	100	150	N	Min. Lot Size	1
002-034-07	5,800	50	6,500	50	130	N	Min. Lot Size	1
002-035-11	6,500	50	13,000	100	130	Y	-	2
002-036-01	6,500	50	9,750	65	150	N	Min. Lot Size	1
002-036-10	5,800	50	7,489	50	150	N	Min. Lot Size	1
002-051-04	5,800	50	6,500	50	130	N	Min. Lot Size	1
002-052-05	10,000	50	6,500	50	130	N	Min. Lot Size	1
002-055-12	5,800	50	13,000	100	130	Y	-	2
002-086-10	10,000	50	6,500	50	130	N	Min. Lot Size	1
002-095-09	5,800	50	6,500	50	130	N	Min. Lot Size	1
002-095-13	10,000	50	6,500	50	130	N	Min. Lot Size	1
002-096-19	10,000	50	13,000	100	130	N	Min. Lot Size	1
002-096-21	10,000	50	6,500	50	130	N	Min. Lot Size	1
002-104-10	10,000	50	6,500	50	130	N	Min. Lot Size	1
002-104-11	10,000	50	6,500	50	130	N	Min. Lot Size	1
003-155-14	10,000	50	7,527	50	149	N	Min. Lot Size	1
003-210-10	10,000	75	49,223	112	440	N	Min. Lot Width	1
003-210-30	10,000	50	18,009	75	240	N	Min. Lot Size	1
004-010-09	10,000	50	9,498	50	190	N	Min. Lot Size	1
004-020-23	10,000	75	36,892	149	248	Y	-	2
004-031-17	5,800	50	10,904	77	142	N	Min. Lot Size	1
004-031-18	6,500	50	10,903	77	142	N	Min. Lot Size	1
004-031-31	6,500	50	28,360	100	285	Y	-	2
004-032-09	10,000	75	43,690	129	340	N	Min. Lot Width	1
004-032-13	10,000	50	15,756	116	143	N	Min. Lot Size	1
004-032-17	10,000	75	38,590	114	340	N	Min. Lot Width	3
004-040-04	10,000	50	35,000	175	200	Y	-	3
004-040-22	10,000	50	15,351	102	150	N	Min. Lot Size	1
004-070-42	5,800	50	7,201	62	116	N	Min. Lot Size	1

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004-090-05	5,800	50	26,125	125	209	Y	-	4
004-101-09	5,800	50	43,609	209	209	Y	-	7
004-152-18	10,000	50	10,595	59	188	N	Min. Lot Size	1
005-010-24	7,200	50	6,690	60	111	N	Min. Lot Size	1
005-066-01	10,000	50	10,000	100	100	N	Min. Lot Size	1
005-071-09	5,800	50	7,000	50	140	N	Min. Lot Size	1
005-071-10	5,800	50	7,486	50	150	N	Min. Lot Size	1
005-072-03	6,500	50	7,500	50	150	N	Min. Lot Size	1
005-073-29	6,500	50	7,500	50	150	N	Min. Lot Size	1
005-074-29	5,800	50	29,037	75/125	290	Y	-	5
005-091-07	10,000	50	5,323	53	100	N	Min. Lot Size	1
005-091-08	10,000	50	5,000	50	100	N	Min. Lot Size	1
005-106-04	10,000	50	5,000	50	100	N	Min. Lot Size	1
005-106-08	10,000	50	5,000	50	100	N	Min. Lot Size	1
005-109-48	5,800	50	8,838	87/75	122	N	Min. Lot Size	1
005-112-15	6,500	50	7,500	50	150	N	Min. Lot Size	1
005-112-28	6,500	50	7,500	50	150	N	Min. Lot Size	1
005-113-32	5,800	50	10,361	71	145	N	Min. Lot Size	1
005-146-07	10,000	50	18,209	118.6/161	120	N	Min. Lot Size	1
018-290-35	7,200	50	9,662	76	127	N	Min. Lot Size	1
018-290-54	7,200	50	9,442	76	124	N	Min. Lot Size	1
018-320-04	-	-	6,970	-	-	N	Min. Lot Size	1
018-340-09	-	-	11,761	-	-	N	Min. Lot Size	1
026-044-01	7,200	50	54,450	165	330	Y	-	7
026-044-06	7,200	50	108,900	165	648	Y	-	14
<b>Total Number of Lots</b>								<b>94</b>

*b. Buildable Area Analysis*

The buildable area for the infill parcels was determined by analyzing lot size, dimensions, and required setbacks per the Zoning Ordinance for each zoning district. Buildable areas generally vary by zoning district:

- **R-1:** buildable area ranges from 44% for 5,000+ square foot lots to 87% for 100,000+ square foot lots.
- **R-2:** buildable area ranges from 56% for 7,500+ square foot lots to 76% for 28,000+ square foot lots.
- **R-3:** buildable area ranges from 78% for 36,000+ square foot lots to 83% for 49,000+ square foot lots.
- **CBD:** buildable area is maintained at 100% due to zero lot line setbacks, except for two lots adjacent to an R-1 zone district.

To understand how setbacks affect buildable area, three (3) scenarios involving reductions in front and rear yard setbacks (5, 10, and 15 feet) were modeled for residentially zoned parcels to evaluate potential increases in buildable area. The analysis for all scenarios are shown in **Table C-6**. These results are summarized as follows.

R-1 Zoned Lots:

- **Scenario 1 (5-foot reduction):** an average increase of 7% from current setback requirements with a new range of 52% to 89%.
- **Scenario 2 (10-foot reduction):** an average increase of 13% from current setback requirements with a new range of 60% to 90%.
- **Scenario 3 (15-foot reduction):** an average increase of 20% from current setback requirements with a new range of 68% to 92%.

R-2 Zoned Lots:

- **Scenario 1 (5-foot reduction):** an average increase of 6% from current setback requirements with a new range of 61% to 79%.
- **Scenario 2 (10-foot reduction):** an average increase of 12% from current setback requirements with a new range of 67% to 82%.
- **Scenario 3 (15-foot reduction):** an average increase of 18% from current setback requirements with a new range of 72% to 85%.

R-3 Zoned Lots:

- **Scenario 1 (5-foot reduction):** an average increase of 6% from current setback requirements with a new range of 82% to 85%.
- **Scenario 2 (10-foot reduction):** an average increase of 11% from current setback requirements with a new range of 86% to 87%.
- **Scenario 3 (15-foot reduction):** an average increase of 16% from current setback requirements with a new range of 87% to 88%.

*c. Key Takeaways*

Key takeaways from the capacity analysis are summarized below.

### Significant Infill Potential Identified

This analysis identified 54 infill parcels across Big Pine, Independence, and Lone Pine with potential for future residential development, indicating a base for increasing housing supply within existing communities.

### General Plan vs. Zoning Mismatch Limits Density

A notable discrepancy exists between the General Plan's intended residential density (maximum 247 units) and the more restrictive current zoning standards (maximum 195 units) for the identified infill parcels. This 52-unit difference highlights a regulatory barrier that could discourage property owners from developing sites to their full potential as envisioned by the General Plan, thereby limiting efficient land use.

### State ADU Law Increases Unit Capacity for Infill Parcels

Under current State ADU Law, the 54 identified infill parcels alone have a maximum ADU capacity of 287 units. This number surpasses the capacity for primary units under existing zoning. This highlights ADUs as a potential primary mechanism for increasing housing supply within existing communities.

### Adaptive Reuse for Non-Residential Buildings

The conversion of existing non-residential buildings into residential units, particularly in areas along Main Street (Highway 395) with CB zoning, offers an opportunity for infill development by leveraging existing infrastructure and building stock. There's a potential capacity of 176 units in Big Pine, 117 in Independence, and 227 in Lone from such conversions, although dependent on site specifics.

### Subdivision Potential Increases Housing Opportunities

Ten (10) of the infill parcels have the potential to be subdivided into an additional 46 lots. This represents an opportunity to create new, developable parcels that could increase housing stock, assuming appropriate lot configurations and regulatory compliance. Current minimum lot size and width requirements were identified as potential constraints preventing further subdivision of most parcels. Reducing lot size minimums, combined with ensuring adequate access, could increase subdivision potential, but across-the-board reductions are not recommended. Reducing the minimum width of R3-1.0 could increase housing capacity and make multi-family development more feasible.

### Buildable Area is Constrained by Setbacks, but Modifiable

Current development standards, particularly setbacks, limit the buildable area on residential lots (e.g., R-1 lots range from 44-87% buildable, R-2 from 56-76%, R-3 from 78-83%). Modifying front and rear yard setbacks offers a way to increase buildable area. A 15-foot setback reduction (Scenario 3) could lead to average buildable area increases of 20% for R-1 lots, 18% for R-2 lots, and 16% for R-3 lots. This demonstrates the impact of adjusting standards on development capacity.

Table C-6: Buildable Area Analysis by Scenario

APN	Current Setbacks		Setback Scenario 1 (5 Ft. Reduction)			Setback Scenario 2 (10 Ft. Reduction)			Setback Scenario 3 (15 Ft. Reduction)		
	Buildable Area (%)	Non-Buildable Area (%)	Buildable Area (%)	Non-Buildable Area (%)	% Change	Buildable Area (%)	Non-Buildable Area (%)	% Change	Buildable Area (%)	Non-Buildable Area (%)	% Change
002-025-11	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
005-091-08	44%	56%	52%	48%	18%	60%	40%	36%	68%	32%	55%
005-072-03	56%	44%	61%	39%	10%	67%	33%	19%	72%	28%	29%
005-073-29	56%	44%	61%	39%	10%	67%	33%	19%	72%	28%	29%
005-091-07	45%	55%	53%	47%	18%	61%	39%	36%	69%	31%	55%
002-034-07	52%	48%	58%	42%	12%	65%	35%	24%	71%	29%	35%
002-052-05	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
002-051-04	52%	48%	58%	42%	12%	65%	35%	24%	71%	29%	35%
002-086-10	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
002-095-09	52%	48%	58%	42%	12%	65%	35%	24%	71%	29%	35%
002-095-13	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
002-096-19	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
002-096-21	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
002-104-10	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
002-104-11	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
003-155-14	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
004-032-17	80%	20%	83%	17%	3%	86%	14%	7%	87%	13%	8%
003-210-30	92%	8%	94%	6%	2%	96%	4%	5%	96%	4%	5%
005-071-09	54%	46%	60%	40%	11%	66%	34%	21%	71%	29%	32%
004-020-23	78%	22%	82%	18%	5%	86%	14%	10%	88%	12%	12%
005-071-10	56%	44%	61%	39%	10%	67%	33%	19%	72%	28%	29%
005-112-15	56%	44%	61%	39%	10%	67%	33%	19%	72%	28%	29%
005-112-28	56%	44%	61%	39%	10%	67%	33%	19%	72%	28%	29%
003-210-10	83%	17%	85%	15%	3%	87%	13%	5%	88%	12%	6%
004-032-13	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
004-032-09	81%	19%	84%	16%	3%	87%	13%	7%	88%	12%	8%

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004-040-04	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
004-040-22	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
002-036-10	56%	44%	61%	39%	10%	67%	33%	19%	72%	28%	29%
005-010-24	50%	50%	57%	43%	15%	65%	35%	30%	72%	28%	45%
004-070-42	51%	49%	59%	41%	14%	66%	34%	28%	73%	27%	42%
004-152-18	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
004-010-09	61%	39%	65%	35%	7%	69%	31%	14%	74%	26%	21%
005-066-01	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
018-290-54	55%	45%	62%	38%	13%	69%	31%	25%	76%	24%	38%
018-290-35	56%	44%	63%	37%	12%	70%	30%	24%	77%	23%	37%
002-036-01	59%	41%	65%	35%	10%	71%	29%	19%	76%	24%	29%
004-031-18	59%	41%	66%	34%	10%	72%	28%	21%	78%	22%	31%
005-113-32	59%	41%	65%	35%	10%	71%	29%	20%	77%	23%	30%
004-031-17	59%	41%	66%	34%	10%	72%	28%	21%	78%	22%	31%
002-055-12	59%	41%	66%	34%	12%	73%	27%	24%	80%	20%	35%
005-106-04	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
005-106-08	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
005-074-29	72%	28%	79%	21%	10%	82%	18%	14%	85%	15%	18%
002-035-11	59%	41%	66%	34%	12%	73%	27%	24%	80%	20%	35%
004-031-31	76%	24%	79%	21%	4%	82%	18%	8%	85%	15%	13%
004-090-05	72%	28%	77%	23%	6%	81%	19%	12%	85%	15%	18%
005-146-07	100%	0%	100%	0%	0%	91%	9%	-9%	91%	9%	-9%
005-109-48	51%	49%	69%	31%	37%	78%	22%	53%	87%	13%	71%
004-101-09	75%	25%	79%	21%	6%	84%	16%	12%	88%	12%	18%
018-320-04	47%	53%	56%	44%	18%	65%	35%	36%	73%	27%	55%
018-340-09	-	-	-	-	-	-	-	-	-	-	-
026-044-01	81%	19%	84%	16%	4%	87%	13%	7%	90%	10%	11%
026-044-06	87%	13%	89%	11%	2%	90%	10%	3%	92%	8%	5%

#### 4. ADU/Second Unit Development

This section analyzes the potential for ADU/Second Unit Development within the Big Pine, Independence, and Lone Pine communities, specifically for detached ADUs on lots with existing dwelling(s).

##### a. Methodology

This analysis aims to estimate the potential for detached ADU development within the Big Pine, Independence, and Lone Pine communities. The scope includes all parcels within these communities that permit residential development (including both residential and commercial zone districts) and have at least one existing primary dwelling. The focus of this analysis is on estimating the potential for new detached ADUs, strictly adhering to the allowances set forth by current California State ADU Law.

Under State ADU Law, the potential for detached ADUs is calculated as:

- One (1) detached ADU per single-family lot.
- Up to eight (8) detached ADUs on multi-family lots, provided that the number of new ADUs does not exceed the total number of existing residential units already on that parcel.

The data utilized for this analysis is derived from the 2025 Inyo County Assessor's database. Parcels were systematically sorted by community (Big Pine, Independence, and Lone Pine), then by property class (e.g., Single Family Residence (SFR), Apartments (APTS), Duplex, Triplex), and finally by zoning district (e.g., R-1, R-2, R-3, C-B, etc.). Assumptions for ADU potential are as follows.

- **Single-Family Parcels:** Parcels identified with a 'Single Family Residence (SFR)' property class were assumed to be single-family lots and thus assigned a potential for one (1) detached ADU.
- **Multi-Family Parcels:** Parcels identified with multi-family property classes (e.g., 'APTS', 'Duplex', 'Triplex') or explicitly indicating multiple existing residential units were categorized as multi-family lots. For these, the potential number of detached ADUs was capped at the lesser of eight (8) or the number of existing residential units as indicated by the assessor's data for that specific parcel. This ensures compliance with the State Law's cap based on existing units.

These data points provide an estimate of potential capacity based on available parcel data and State ADU Law. The identification of an existing primary dwelling on each parcel, which is a requirement for ADU development, is based solely on the 2025 County Assessor's property class data and does not include on-site verification or further confirmation of existing dwellings for each parcel.

The resulting data, presented in the tables below, represents the estimated potential number of detached ADUs per zoning district. The analysis does not account for other types of ADUs permitted under State ADU Law, such as attached ADUs or Junior Accessory Dwelling Units. Therefore, the presented figures represent a partial estimate of the total ADU potential.

b. ADU Capacity Analysis

Big Pine Community

In Big Pine, 511 out of 746 parcels allow for residential development (i.e., parcels within a residential or commercial zone district) and have an existing dwelling. **Table C-7** identifies these parcels for each zone district as well as the average and median parcel sizes and potential ADUs. An analysis is provided below.

**Table C-7: Parcel Size of Zone Districts that Allows Residential Development – Big Pine**

Zoning	Parcels Analyzed	Parcel Size (Square Feet)				Potential Detached ADUs
		Average	Q1	Median	Q3	
R-1	264	11,960	9,064	9,350	12,848	281
R-2	86	12,208	6,890	10,457	14,025	117
R-3	12	27,003	12,527	23,946	37,872	25
RR	1	51,442	51,442	51,442	51,442	1
PUD	124	8,767	7,194	7,734	8,859	124
C-B	24	11,888	9,149	11,983	14,437	29
<b>Totals</b>	<b>511</b>	--	--	--	--	<b>577</b>

*\*Parcels with multiple zones are not included in this table.*

- **R-1 zoning** represents the largest segment of parcels (52%) suitable for detached ADUs (281 potential ADUs). This means that a significant portion of Big Pine’s single-family residential land base has the capacity for ADU development, providing the greatest potential for increasing housing units. In addition, with a median size of 9,350 square feet and middle 50% of parcels ranging from 9,064 to 12,848 square feet, R-1 zoned lots are generally large enough to accommodate ADUs.
- **R-2 zoning** represents a sizable number of parcels (17%) suitable for detached ADUs (117 potential ADUs). R-2 parcels have a median size of 10,457 square feet with the middle 50% range between 6,890 and 14,025 square feet. Even at the lower end of this range, these lots are typically large enough to accommodate a primary dwelling and an ADU. Because R-2 zoning permits duplexes and higher densities than R-1 zoning, ADUs can further increase the density potential and support more housing.
- **R-3 zoning** represents a smaller number of parcels (2%) suitable for detached ADUs (25 potential ADUs). Of note, these parcels are large with an average size of 27,003 square feet and median of 23,946 square feet, which suggest the parcels could integrate ADUs alongside existing dwellings. Despite a smaller total count of parcels, the projected potential of 25 detached ADUs suggests that many parcels can accommodate more than one ADU, which can greatly increase the housing supply. Because R-3 zoning is designated for higher density, multi-family housing, ADUs could further optimize land use within this denser residential zone.
- **PUD zoning**, specifically PUD-ORD-326, represents a significant number of parcels (24%) suitable for detached ADUs (124 potential ADUs). PUD parcels have a sizable average size of 8,767 square feet, which is slightly smaller than R-1 and R-2 lots. On average, each PUD parcel could accommodate at least one (1) detached ADU.
- **C-B zoning** represents a smaller number of parcels (5%) suitable for detached ADUs (29 potential ADUs) but demonstrates a capacity to contribute to housing supply through mixed-use infill development within the commercial core of Big Pine. The median parcel size of 11,983 square feet and an average of 11,888 square feet could provide ample space for detached ADUs.

**Independence Community**

In Independence, 253 out of 433 parcels allow for residential development (i.e., sites within a residential or commercial zone district) and have an existing dwelling. **Table C-8** identifies the developable parcels for each zone district as well as the average and median parcel sizes potential ADUs. An analysis is provided below.

**Table C-8: Parcel Size of Zone Districts that Allows Residential Development – Independence**

Zoning	Parcels Analyzed	Parcel Size (Square Feet)				Potential Detached ADUs
		Average	Q1	Median	Q3	
R-1	177	9,301	6,503	6,819	10,228	193
R-2	50	8,642	6,503	6,502	12,268	57
R-3	2	34,642	25,991	34,642	43,293	4
C-B	24	9,707	6,503	6,503	13,006	24
<b>Totals</b>	<b>253</b>	--	--	--	--	<b>278</b>

*\*Parcels with multiple zones are not included in this table.*

- **R-1 zoning** represents the largest segment of parcels (70%) suitable for detached ADUs (193 potential ADUs). This means that a significant portion of Independence’s single-family residential land base has the capacity for ADU development, providing the greatest potential for increasing housing units. In addition, with a median size of 6,819 square feet and middle 50% of parcels ranging from 6,503 to 10,228 square feet, R-1 zoned lots are generally large enough to accommodate a primary dwelling and ADU.
- **R-2 zoning** represents a smaller number of parcels (20%) suitable for detached ADUs (57 potential ADUs). R-2 parcels have a median size of 6,502 square feet with the middle 50% range between 6,503 and 12,268 square feet. Even at the lower end of this range, these lots are typically large enough to accommodate a primary dwelling and an ADU. Because R-2 zoning permits duplexes and higher densities than R-1 zoning, ADUs can further increase the density potential and support more housing.
- **R-3 zoning** only accounts for two (2) parcels suitable for detached ADUs (4 potential ADUs); however, these parcels are large with an average and median size of 34,642 square feet which indicates there may be ample space for significant housing development.
- **C-B zoning** represents a smaller number of parcels (9%) suitable for detached ADUs (24 potential ADUs) but demonstrates a capacity to contribute to housing supply through mixed-use infill development within the commercial core of Independence. The median parcel size of 6,503 square feet and an average of 9,707 square feet could provide ample space for detached ADUs.

**Lone Pine Community**

In Lone Pine, 396 out of 644 parcels allow for residential development (i.e., sites within a residential or commercial zone district) and have an existing dwelling. **Table C-9** identifies the developable parcels for each zone district as well as the average and median parcel sizes potential ADUs. An analysis is provided below.

**Table C-9: Parcel Size of Zone Districts that Allows Residential Development – Lone Pine**

Zoning	Parcels Analyzed	Parcel Size (Square Feet)				Potential Detached ADUs
		Average	Q1	Median	Q3	
R-1	270	9,658	6,444	7,257	10,005	319
R-2	106	8,415	7,399	7,497	9,076	161
R-3	4	23,754	9,844	14,975	28,886	25
RR	1	210,039	210,039	210,039	210,039	1
C-2	1	11,817	11,817	11,817	11,817	8
C-3	1	5,002	5,002	5,002	5,002	2
C-B	13	5,589	5,002	5,002	5,002	21
<b>Totals</b>	<b>396</b>	--	--	--	--	<b>537</b>

*\*Parcels with multiple zones are not included in this table.*

- R-1 zoning** represents the largest segment of parcels (68%) suitable for detached ADUs (319 potential ADUs). This means that a significant portion of Lone Pine’s single-family residential land base has the capacity for ADU development, providing the greatest potential for increasing housing units. In addition, with a median size of 7,257 square feet and middle 50% of parcels ranging from 6,444 to 10,005 square feet, R-1 zoned lots are generally large enough to accommodate a primary dwelling and ADU.
- R-2 zoning** represents a smaller number of parcels (27%) suitable for detached ADUs (161 potential ADUs). R-2 parcels have a median size of 7,497 square feet with the middle 50% range between 7,399 and 9,076 square feet. Even at the lower end of this range, these lots are typically large enough to accommodate a primary dwelling and an ADU. Because R-2 zoning permits duplexes and higher densities than R-1 zoning, ADUs can further increase the density potential and support more housing.
- R-3 zoning** only accounts for four (4) parcels suitable for detached ADUs (25 potential ADUs); however, these parcels are large with an average and median size of 23,754 square feet and a median of 14,975 square feet which indicates there may be ample space for significant housing development.
- C-B zoning** represents a smaller number of parcels (3%) suitable for detached ADUs (21 potential ADUs) but demonstrates a capacity to contribute to housing supply through mixed-use infill development within the commercial core of Lone Pine. The median parcel size of 5,002 square feet and an average of 5,589 square feet could provide some space for detached ADUs.

c. *Key Takeaways*

Key takeaways from the ADU/second unit development capacity analysis are summarized below. Across all communities and zone types, State ADU Law can help increase housing capacity and the physical characteristics of most parcels appear generally conducive to accommodating the range of ADUs allowed.

Significant Overall ADU Potential on Existing Parcels

The three communities combined demonstrate a significant overall potential for more than 1,300 new detached ADUs (577 in Big Pine, 278 in Independence, and 537 in Lone Pine). This capacity is identified on parcels that allow residential development and have an existing dwelling(s), highlighting efficient use of the existing land base.

R-1 Zoning is the Largest Contributor to ADU Potential

In all three communities, R-1 zoning represents the largest proportion of suitable parcels (52% in Big Pine, 70% in Independence, and 68% in Lone Pine) and offers the highest number of potential detached ADUs. The median parcel sizes in R-1 zones across the three (3) communities are generally ample, ranging from approximately 6,819 square feet to 9,350 square feet, to be able to accommodate a primary dwelling and detached ADU.

Contributions from Other Zones

R-2 zones in all three (3) communities consistently provide a significant number of additional ADU opportunities on well-sized lots. R-3 zones, though fewer in number, demonstrate high ADU potential per parcel due to their very large lot sizes (e.g., median of 10,457 square feet in Big Pine, 7,491 square feet in Lone Pine), which allows for multiple detached ADUs. PUD zoning in Big Pine presents a significant opportunity for ADUs, with the potential for one (1) detached ADU per lot. Lastly, commercial zones contribute to ADU potential, with the potential for mixed-use development within core commercial areas.

Lot Sizes and Feasibility

The analysis shows that the median and quartile parcel sizes across most residential and commercial zones are generally large enough to accommodate primary dwelling(s) and detached ADUs. The availability of adequately sized lots, combined with allowances under State ADU Law, demonstrates a strong physical feasibility of ADU development as a strategy to increase housing opportunities.

## **D. Recommendations for Infill Residential Opportunities**

Based on the analysis conducted, County review and verification of the findings, in addition to feedback received through community outreach and engagement efforts, PCE has identified specific recommendations for modifications to the General Plan and Zoning Ordinance that would increase infill residential opportunities. Any recommendations that would modify the General Plan and Zoning Ordinance will be reviewed for consistency between the two.

### **1. Recommendations to Align Zoning with General Plan Densities**

Revise existing zoning use restrictions to align with the higher residential densities intended by the General Plan. The study identified a 52-unit discrepancy between the General Plan's maximum densities (247 units) and current zoning regulations (195 units). Updating zoning to match the General Plan would ensure that sites could be developed to their intended density, leading to more efficient land use and more opportunities for housing production. Examples of modifications to the Zoning Ordinance are shown below.

#### **Ch. 18.30 R-1 DISTRICTS – ONE FAMILY RESIDENCES**

*§ 18.30.030 Permitted uses.*

*The following principal uses are permitted in an R-1 district:*

- A. ~~One~~ Single-family dwelling(s) ~~on a lot~~, including single-family mobilehomes. Number of dwellings to be determined by the general plan;*

#### **Ch. 18.33 R-2 DISTRICTS – MULTIPLE RESIDENTIAL**

*§ 18.33.020 Permitted uses.*

*The following principal uses are permitted in an R-2 district:*

- A. ~~One~~ Single-family dwelling(s) ~~on a lot~~; two separate single-family dwellings, including single-family mobile homes. Number of dwellings to be determined by the general plan;*
- B. Duplex, including two-family mobile homes;*
- C. Multiple-family dwelling(s). Number of dwelling units to be determined by the general plan;*

### **2. Recommendations to Maximize Buildable Area through Setback Adjustments**

Implement targeted reductions in front and rear yard setback requirements for residential zones (R-1, R-2, R-3). Modeling demonstrated that reducing setbacks by 5, 10, or 15 feet significantly increases the buildable area on parcels (e.g., up to a 20% average increase for R-1 lots with a 15-foot reduction). This increased flexibility in buildable area allows for larger or more efficiently designed residential units, maximizing the housing potential of each lot. Examples of modifications to the Zoning Ordinance are shown below; of note, modifications can be made Countywide or limited to infill areas.

**Ch. 18.30 R-1 DISTRICTS – ONE FAMILY RESIDENCES**

**§ 18.30.070 Yards.**

*The minimum requirements for yards in R-1 districts shall be as follows:*

*A. Depth of front yard, subject to the exceptions set forth by the general regulations, ~~twenty-five feet~~ [select one:] twenty-feet, fifteen feet, ten feet;*

*B. Depth of rear yard, ~~twenty feet~~ [select one:] fifteen feet, ten feet, five feet;*

**Ch. 18.33 R-2 DISTRICTS – MULTIPLE RESIDENTIAL**

**§ 18.33.050 Yards.**

*The minimum requirements for yards in the R-2 district shall be as follows:*

*A. Depth of front yard: ~~twenty-five feet~~ [select one:] twenty-feet, fifteen feet, ten feet;*

*B. Depth of rear yard: ~~twenty feet~~ [select one:] fifteen feet, ten feet, five feet;*

**3. Recommendations to Enhance ADU Development**

- **Allow for more detached ADUs beyond State Minimums:** Given the community's general support for ADUs, increasing the permitted number of detached ADUs could accelerate housing production. This approach would maximize the utilization of larger parcels, particularly in R-1, R-2, R-3, and PUD zones where ample lot sizes have been identified. Any expansion should be balanced with considerations for infrastructure capacity and emergency services.
- **Zoning Clarification for ADUs:** Amend the Zoning Ordinance to explicitly state that ADUs are a distinct housing type and not classified as general "accessory buildings."
- **Integrate ADUs into Zoning as a Permitted Use:** Clearly designate ADUs as permitted uses within relevant residential (e.g., R-1, R-2) and mixed-use (e.g., CB) zoning districts.
- **Broaden ADU Types:** Define Manufactured Homes and Tiny Homes as permissible ADU types within the Zoning Ordinance, establishing clear and specific development standards for them.
- **Provide Comprehensive ADU Resources:** Develop and distribute an ADU Guidebook and informational handout to streamline the development process for homeowners.

**4. Adaptive Reuse of Existing Buildings**

Consider implementing an Adaptive Reuse Ordinance to encourage the repurposing of non-residential (possibly older, vacant, or dilapidated) buildings into housing. By offering relief from typical development standards (like reduced parking and increased height limits), providing incentives (such as increased density and streamlined application processing), and utilizing objective design standards, the County can make it easier and more cost-effective for owners to create new dwelling units. Possible considerations include a rolling eligibility date (e.g., those over a certain age, or those that have been vacant for a certain time) and a requirement for a minimum number of dwelling units per project, ensuring the primary focus is providing more housing opportunities.

**Inyo County  
Residential Infill Project  
Community Workshop and Survey #1  
Feedback Summary  
March 14, 2025**

**Introduction**

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This document summarizes the feedback received from the community workshop #1 and community survey #1. Feedback will be considered and incorporated into the Inyo County Residential Infill Project.

**Community Workshop #1**

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Community Workshop #1 was held in Big Pine (2/24/25), Independence (2/26/25), and Lone Pine (2/27/25). Approximately 70 residents attended. Key themes are summarized below.

**1. Housing Needs and Goals:**

- There's support for more housing to address current shortages and attract a more diverse population, including families and students.
- There's support for revitalizing main streets and utilizing existing buildings and vacant lots for housing.
- There's support for focusing on all types of housing, not just low-income housing.

**2. Infrastructure and Resource Concerns:**

- There are concerns exist regarding the impact of increased housing on existing infrastructure, including water, sewer, fire protection, and emergency services.
- The need for a fiscal impact analysis and thorough CEQA review is emphasized.
- Water rights and water availability are of high concern.

**3. Development Strategies:**

- Ideas include converting existing buildings, developing accessory dwelling units (ADUs), and utilizing vacant land.
- There's discussion about potential zoning changes, reduced setbacks, and the use of manufactured housing.
- Consider plans to encourage accessory dwelling units.

**4. Community Concerns and Considerations:**

- Residents express concerns about potential negative impacts, such as increased crime and changes to the community's character.

- There's a desire for a "Main Street facelift" and economic development to support the increased population.
- There is a focus on how to sell these ideas to reluctant citizens.
- There is concern about vacant vacation homes.

**5. Regulatory and Planning Issues:**

- Discussions cover CEQA requirements, building codes, parking regulations, and new housing laws.
- The role of various agencies, including the county, DWP, and tribal entities, is considered.
- The use of grant funding is questioned.

**6. Future Steps:**

- Further site evaluations and planning are anticipated.
- The community wishes to know what decisions have been made.
- The community wants to know what comes next.

## Community Survey #1

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Community Survey #1 was open from February 3, 2025, to March 7, 2025. Key themes are summarized below. A summary of responses is attached.

### 1. Housing Preferences and Concerns:

- **ADUs are generally favored:** Many respondents support ADUs, particularly on residential lots, but some express concern about them becoming short-term rentals (STRs).
- **Single-family homes are preferred:** There's a strong preference for single-family homes to maintain the character of the small towns.
- **Concerns about increased density:** Respondents express concerns about:
  - Parking issues
  - Strain on water and sewer infrastructure
  - Loss of small-town character
  - Increased noise and traffic
  - Potential decrease in property values
  - Impact on emergency services
  - Short term rentals impact on housing availability.
  - Overcrowding.
- **Support for affordable housing:** There's recognition of the need for affordable housing options.

### 2. Regulatory and Development Issues:

- **Parking is a major concern:** Respondents emphasize the need for off-street parking and worry about reduced parking requirements.
- **Setback regulations:** There's a mixed response to reducing setbacks, with some supporting it on a case-by-case basis and others opposing it to maintain privacy and fire safety.
- **Building heights:** Most respondents prefer to maintain current building heights, with some open to limited increases in designated areas.
- **ADU development:** Respondents suggest streamlining permitting and providing financial incentives to encourage ADU construction.
- **Short-term rentals (STRs):** There are strong concerns about STRs impacting housing availability and neighborhood character.
- **LADWP land:** Many respondents call for the release of LADWP-owned land for development.
- **Enforcement:** There is a desire for stronger enforcement of existing ordinances, particularly regarding parking and nuisances.
- **Vacant/Underutilized buildings:** There is a strong desire to utilize already existing vacant buildings, before increasing density.
- **Community input:** Many people wish for more community input regarding housing decisions.

### **3. Multi-Unit Housing Preferences:**

- ADUs, duplexes, triplexes, and cottage-style housing are considered more appropriate than large apartment complexes.

### **4. Overall Sentiment:**

- While there's a recognition of the need for more housing, respondents are cautious about increasing density and want to preserve the rural character of their communities.
- Many people feel that the current regulations are adequate.
- Many people are unaware of the current regulations.
- There is a strong desire for the county to pressure the LADWP to release land.

# **Community Survey #1: Residential Infill Opportunities in Big Pine, Independence, and Lone Pine**

Friday, March 14, 2025

**21**

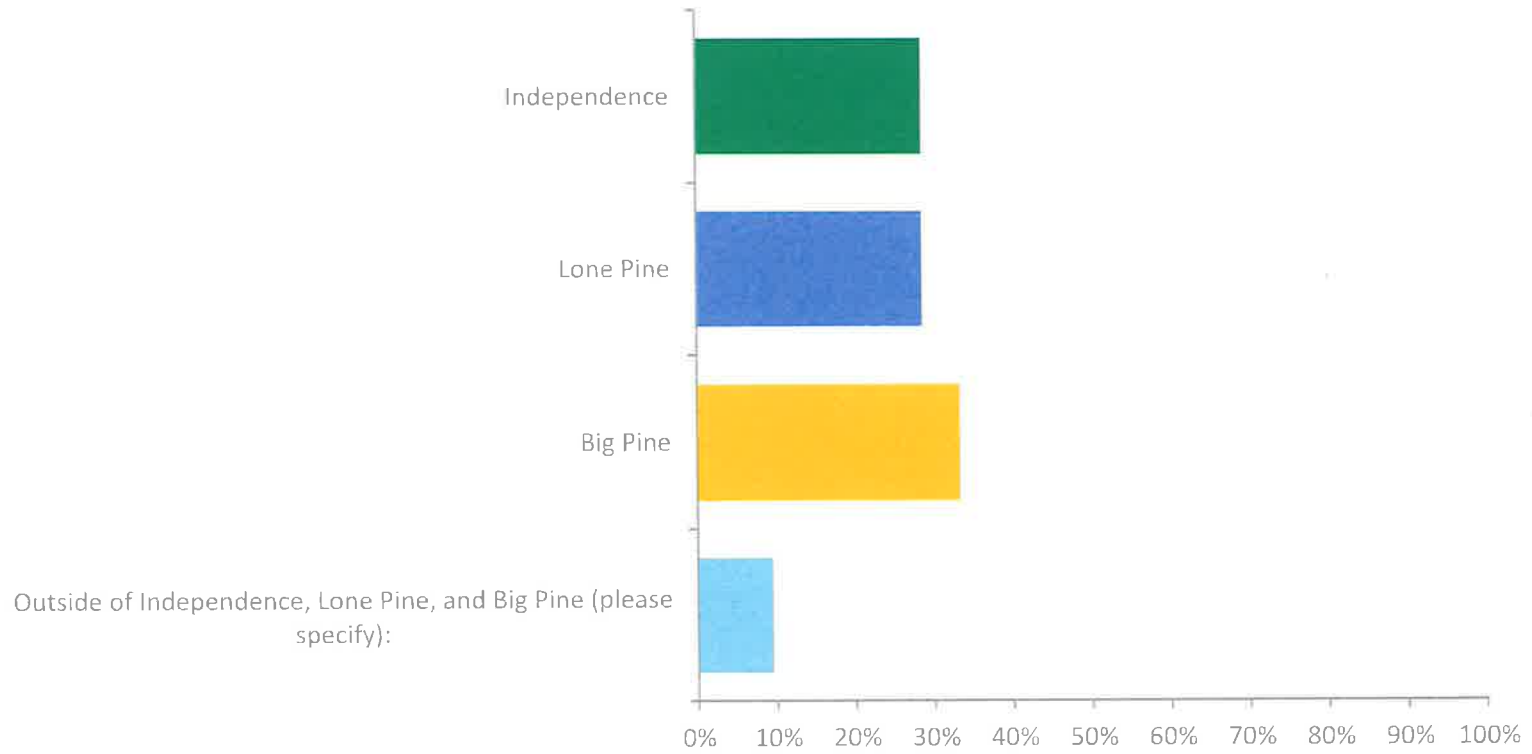
Total Responses

Date Open: 2/3/25 to 3/7/25

Complete Responses: 21

# Q1: Where do you currently reside? (select one)

Answered: 21 Skipped: 0



## Q1: Where do you currently reside? (select one)

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Independence	28.57%	6
Lone Pine	28.57%	6
Big Pine	33.33%	7
Outside of Independence, Lone Pine, and Big Pine (please specify):	9.52%	2
<b>TOTAL</b>		<b>21</b>

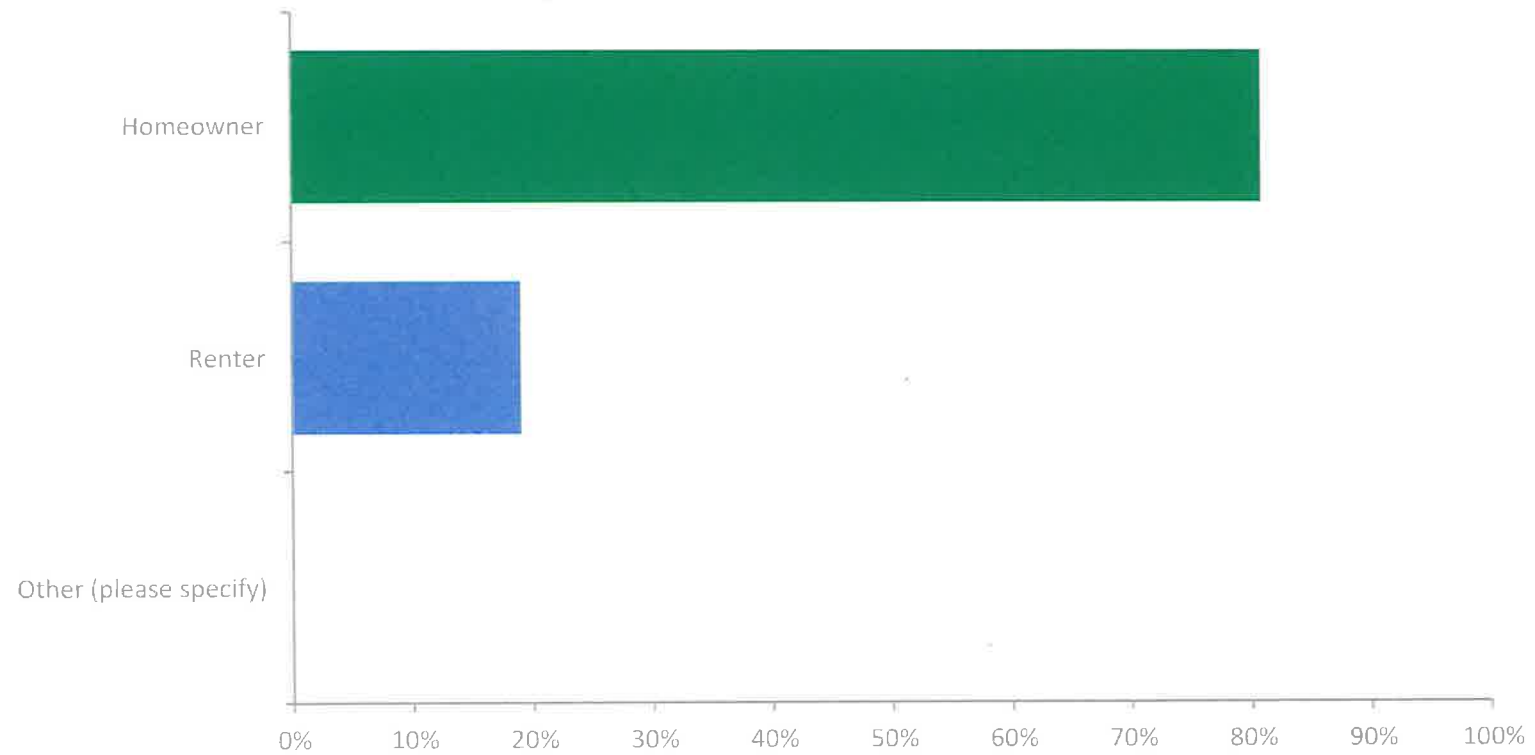
## **Q1: Where do you currently reside? (open ended responses)**

Answered: 21 Skipped: 0

- Alabama Hills
- Olancho

## Q2: What is your current housing status? (select one)

Answered: 21 Skipped: 0



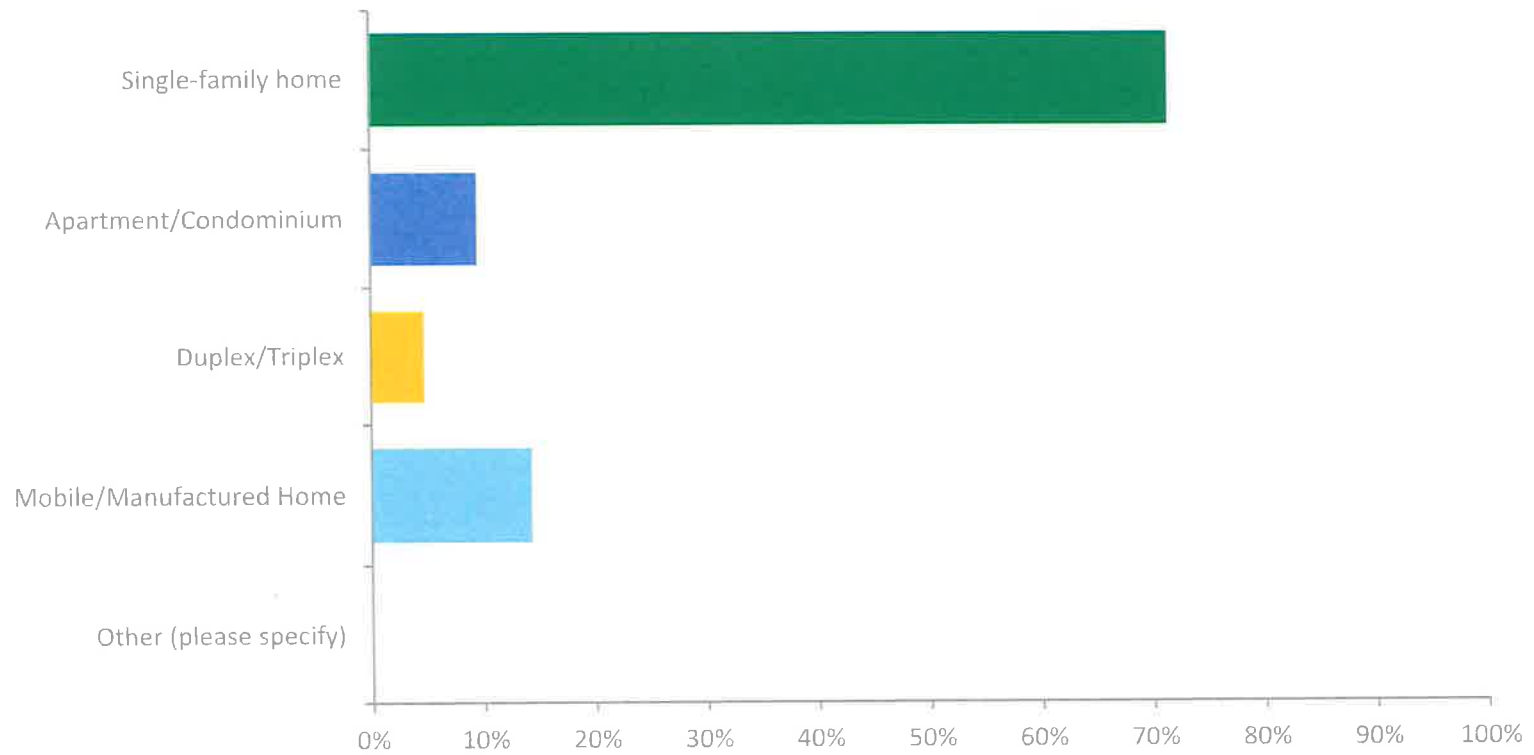
## Q2: What is your current housing status? (select one)

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Homeowner	80.95%	17
Renter	19.05%	4
Other (please specify)	0.00%	0
TOTAL		21

### Q3: What type of dwelling do you currently reside in? (select one)

Answered: 21 Skipped: 0



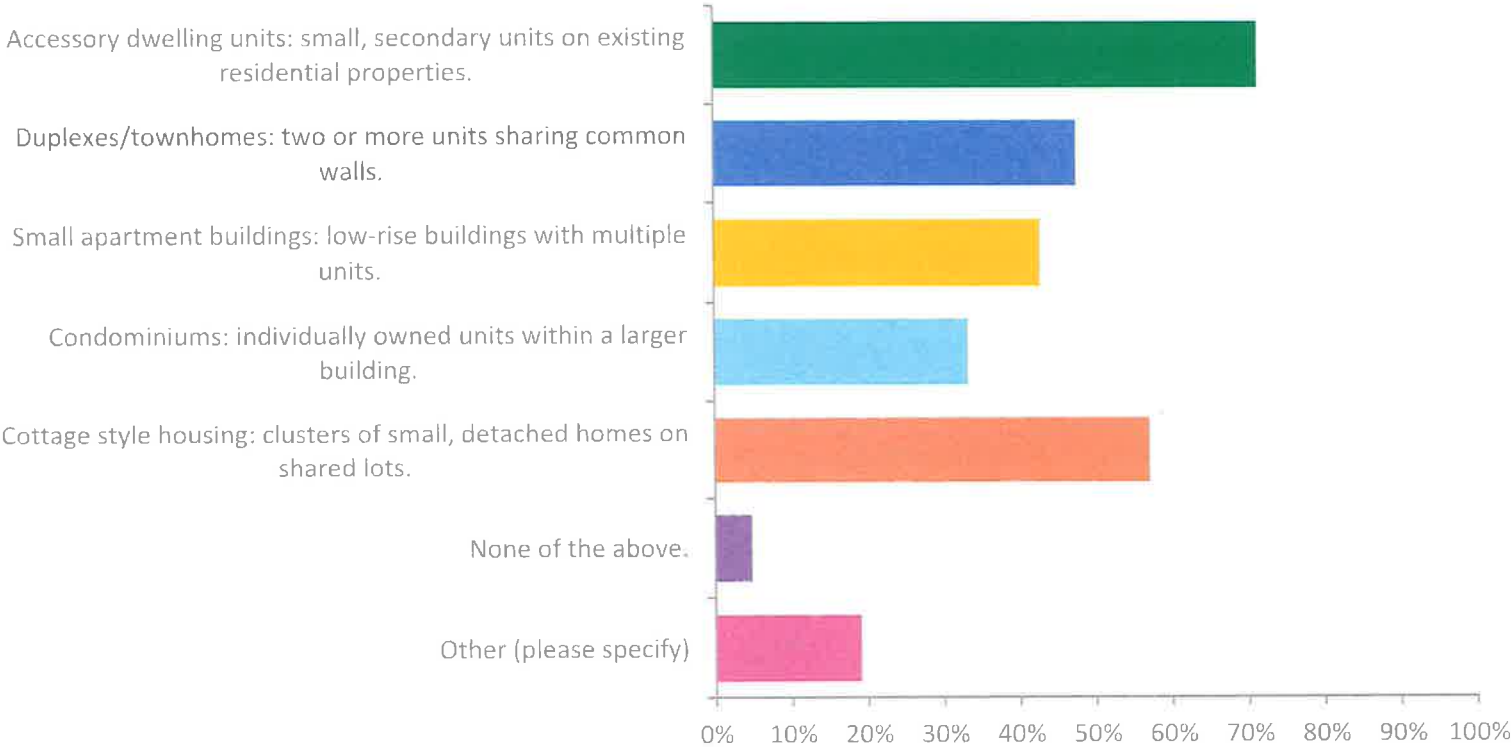
### Q3: What type of dwelling do you currently reside in? (select one)

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Single-family home	71.43%	15
Apartment/Condominium	9.52%	2
Duplex/Triplex	4.76%	1
Mobile/Manufactured Home	14.29%	3
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>21</b>

**Q4: Which of the following types of infill housing options would you most support in your community? (select all that apply)**

Answered: 21 Skipped: 0



#### Q4: Which of the following types of infill housing options would you most support in your community? (select all that apply)

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Accessory dwelling units: small, secondary units on existing residential properties.	71.43%	15
Duplexes/townhomes: two or more units sharing common walls.	47.62%	10
Small apartment buildings: low-rise buildings with multiple units.	42.86%	9
Condominiums: individually owned units within a larger building.	33.33%	7
Cottage style housing: clusters of small, detached homes on shared lots.	57.14%	12
None of the above.	4.76%	1
Other (please specify)	19.05%	4
<b>TOTAL</b>		<b>58</b>

**Q4: Which of the following types of infill housing options would you most support in your community? (open ended responses)**

Answered: 21 Skipped: 0

- Allow ADUs on commercial lots with existing residential single family units.
- Single Family
- Single family homes
- Building new homes on vacant lots; Redeveloping underutilized lots: this could include converting, removing, or replacing structures for new residential units.

## **Q5: What specific concerns or benefits do you associate with the types of infill housing you selected, or did not select? (open ended responses)**

Answered: 17 Skipped: 4

- I support creating more housing, but am concerned about parking issues related to more housing. Currently in Lone Pine, there is not enough OFF street parking.
- Focus on work frock housing
- Water, sewer capacities and age... Adequate water for fire protection, need for full time paid fighter firefighters
- By modifying the zoning standards or the small towns, we are removing pressure on LADWP to release the town sites that were mandated in the Long Term Water Agreement
- "Benefits: more housing opportunities, especially for individuals who can't afford to buy a homeConcerns: It might sound superficial, but apartment buildings and condominiums (especially those erected rapidly) can look and feel quite cheap. In addition to being a blight on the landscape, they can be overly dark and lack privacy and individuality."
- "Maintain the character of the town (primarily single story,single family dwellings)"

## **Q5: What specific concerns or benefits do you associate with the types of infill housing you selected, or did not select? (open ended responses)**

Answered: 17 Skipped: 4

- I think accessory dwelling units are acceptable on residential properties. I generally don't support increased densities in small towns that have no urban sprawl. One of the attractions of living in Inyo County is that there is less dense urban development than in other areas of California.
- Apartment buildings, with noise and traffic could decrease property value.
- It may not increase home ownership.
- ADU's tend to become short term rentals(STR)whether permitted or not. STR's are disruptive to neighborhoods and attract real investment that removes the potential to recruit professionals for county jobs, schools, and hospitals.
- Apartment complexes would hurt the community because they are eye sores, promotes overcrowding on residential streets. Would like to see more single-family homes for sale so people can buy instead of continuing to rent

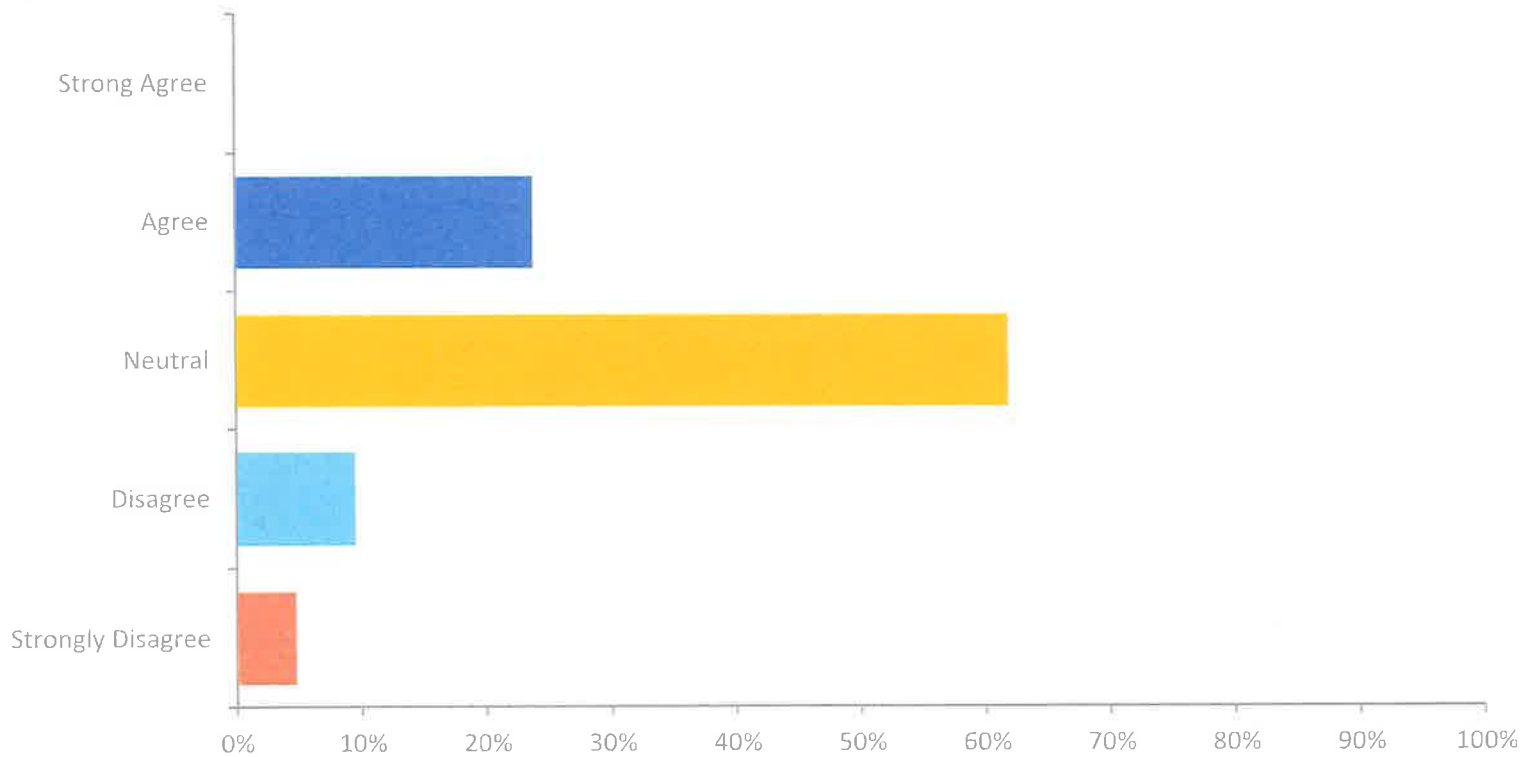
**Q5: What specific concerns or benefits do you associate with the types of infill housing you selected, or did not select? (open ended responses)**

Answered: 17 Skipped: 4

- N/A
- The loss of the small town lifestyle, becoming overpopulated, increased crime (there is not enough officers to respond to calls as it is), not enough resources within each of the listed communities to support people (grocery stores, transportation, ambulance services).
- additional housing is needed. affordable housing is needed.
- If we have the land, allow us to add dwellings or cottages etc
- Benefits: increased opportunities for local residents to obtain much-needed homeownership; increase in out-of-county residents interested in relocating to Inyo for work; increase in retention for current/future Inyo County employees; increase in current/future local business investments associated with revitalized real estate market
- I live in a rural area to avoid high density population. Would not like to see the City brought here

**Q6: Do you believe current zoning and General Plan regulations allow for the development of additional housing units within existing neighborhoods? (select one)**

Answered: 21 Skipped: 0



**Q6: Do you believe current zoning and General Plan regulations allow for the development of additional housing units within existing neighborhoods? (select one)**

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Strong Agree	0.00%	0
Agree	23.81%	5
Neutral	61.90%	13
Disagree	9.52%	2
Strongly Disagree	4.76%	1
<b>TOTAL</b>		<b>21</b>

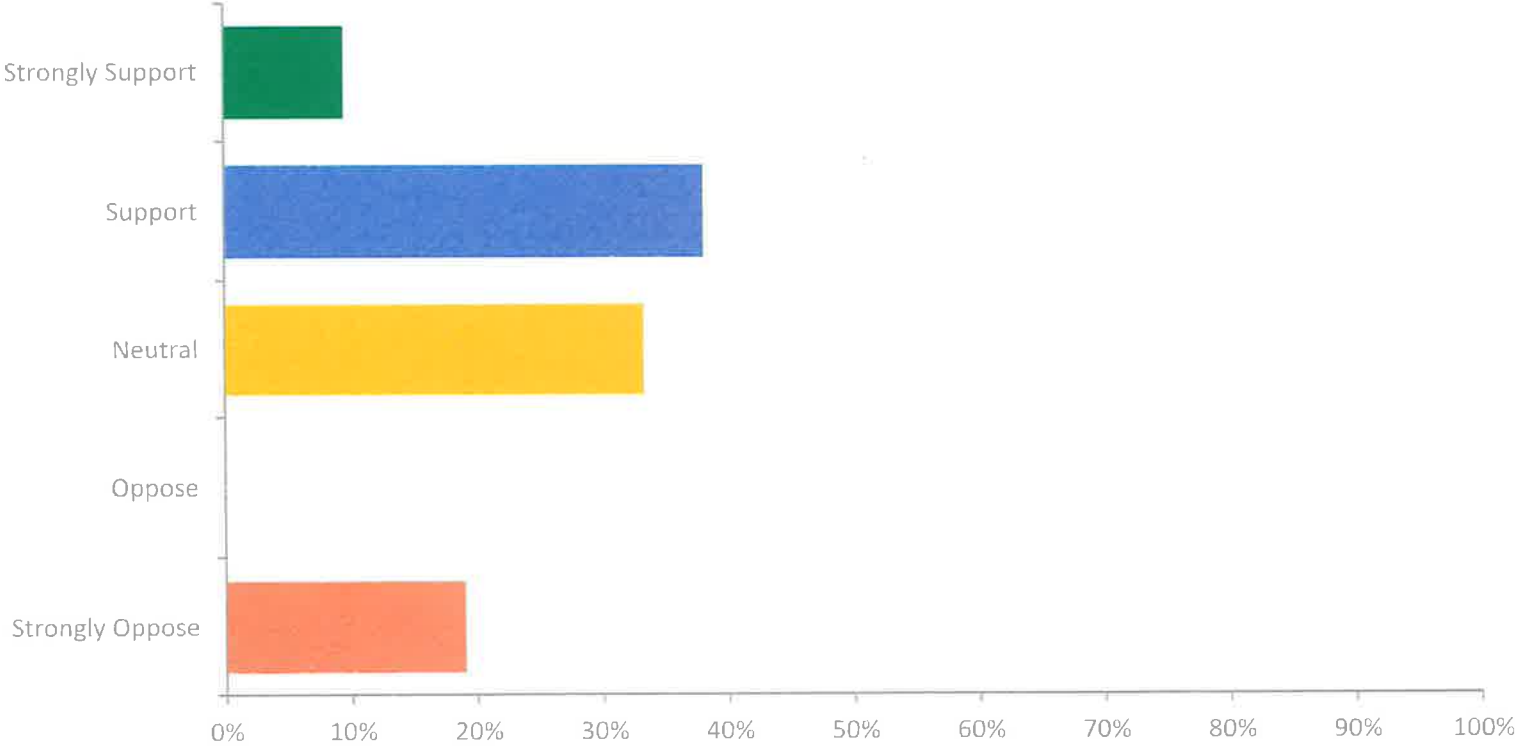
**Q7: For respondents who answered “disagree” or “strongly disagree,” what specific changes to current regulations would you like to see to allow for more housing development in existing neighborhoods? (open ended responses)**

Answered: 8 Skipped: 13

- I am not familiar with the current regulations.
- Current regulations adequately allow additional housing units in residential zones but not in commercial (highway) zones.
- I'm unfamiliar with current regulations.
- I don't know what the current regulations are. The regulations in question should be mailed or emailed to residents, or a link with an explanation of what might be changed.
- Off Street Parking Only
- N/A
- I don't know what the regulations say.
- More regulations/penalties for long abandoned/vacant properties; more aggressive approach to ongoing negotiations/litigations with LADWP properties/leases; priority for County residents obtaining property instead of out-of-County residents investing in property

**Q8: Do you support allowing more housing units per lot in zone districts that allow housing (e.g., ADUs, duplexes, triplexes, cluster housing, etc.)? (select one)**

Answered: 21 Skipped: 0



**Q8: Do you support allowing more housing units per lot in zone districts that allow housing (e.g., ADUs, duplexes, triplexes, cluster housing, etc.)? (select one)**

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Strongly Support	9.52%	2
Support	38.10%	8
Neutral	33.33%	7
Oppose	0.00%	0
Strongly Oppose	19.05%	4
<b>TOTAL</b>		<b>21</b>

**Q9: For respondents who answered “Support,” “Strongly Support,” or “Neutral,” what types of multi-unit housing do you feel are most appropriate for your community? (open ended responses)**

Answered: 16 Skipped: 5

- All kinds.
- ADU, duplex, cottage
- Any!
- Based on capacity of system to support them
- ADUs or Cottage-style Housing
- Additional housing units should be allowed in commercial zones up to the density allowed in residential zone for the same size parcels.
- ADU's seem like a good option, or several small cottages on a lot.
- No more than 2-3 units per in-town lot. Single story.
- Accessory Dwelling Units. Also, the question should read "Accessory Dwelling Units" instead of ADU. It wasn't explained above that "ADU" is an acronym for "accessory dwelling unit."

**Q9: For respondents who answered “Support,” “Strongly Support,” or “Neutral,” what types of multi-unit housing do you feel are most appropriate for your community? (open ended responses)**

Answered: 16 Skipped: 5

- Single-story attached townhomes
- Duplex/triplex
- Duplex, triplex, or small apartment units
- I feel as if duplexes and triplexes could be beneficial for our small town. Cluster housing would be way to close together.
- ADUs and cluster housing
- Tiny homes
- Condominiums

**Q10: For respondents who answered “Support,” “Strongly Support,” or “Neutral,” what measures would you like to see in place to ensure that any increased density is compatible with the character of existing neighborhoods? (open ended responses)**

Answered: 12 Skipped: 9

- Off street parking issues a must.
- None
- Stringent regulation on AirBnB-type short-term leases. The goal should be to increase density for permanent residents.
- I don't think a multi-story apartment building would go over well here. No monstrosities, please! Several small dwellings would be preferable to one beastly building.
- See above
- There should be some type of community input. Also, the question of Recreational Vehicles (RVs) parked in front of houses should be addressed.

**Q10: For respondents who answered “Support,” “Strongly Support,” or “Neutral,” what measures would you like to see in place to ensure that any increased density is compatible with the character of existing neighborhoods? (open ended responses)**

Answered: 12 Skipped: 9

- Off-street parking
- Aesthetically pleasing, if adding to a lot with existing building it matches architectural style. If they don't share walls allowing space for appealing landscape
- Adequate parking, eye appealing exterior,
- N/A
- Permitting and code enforcement
- Low-income housing correlated with increase in crime

**Q11: For respondents who answered “Oppose” or “Strongly Oppose,” what are your primary concerns about allowing more housing units per lot? (open ended responses)**

Answered: 6 Skipped: 15

- Capacity of existing water/sewer/emergency services
- Parking, Noise
- Overcrowding of cars on residential streets. It doesn't look nice in the community.
- N/A
- overpopulating in a area not designed to support increased population, people from out of the area purchasing property/housing and increasing rent or turning units into Airbnb, not enough law enforcement available.
- As stated above.

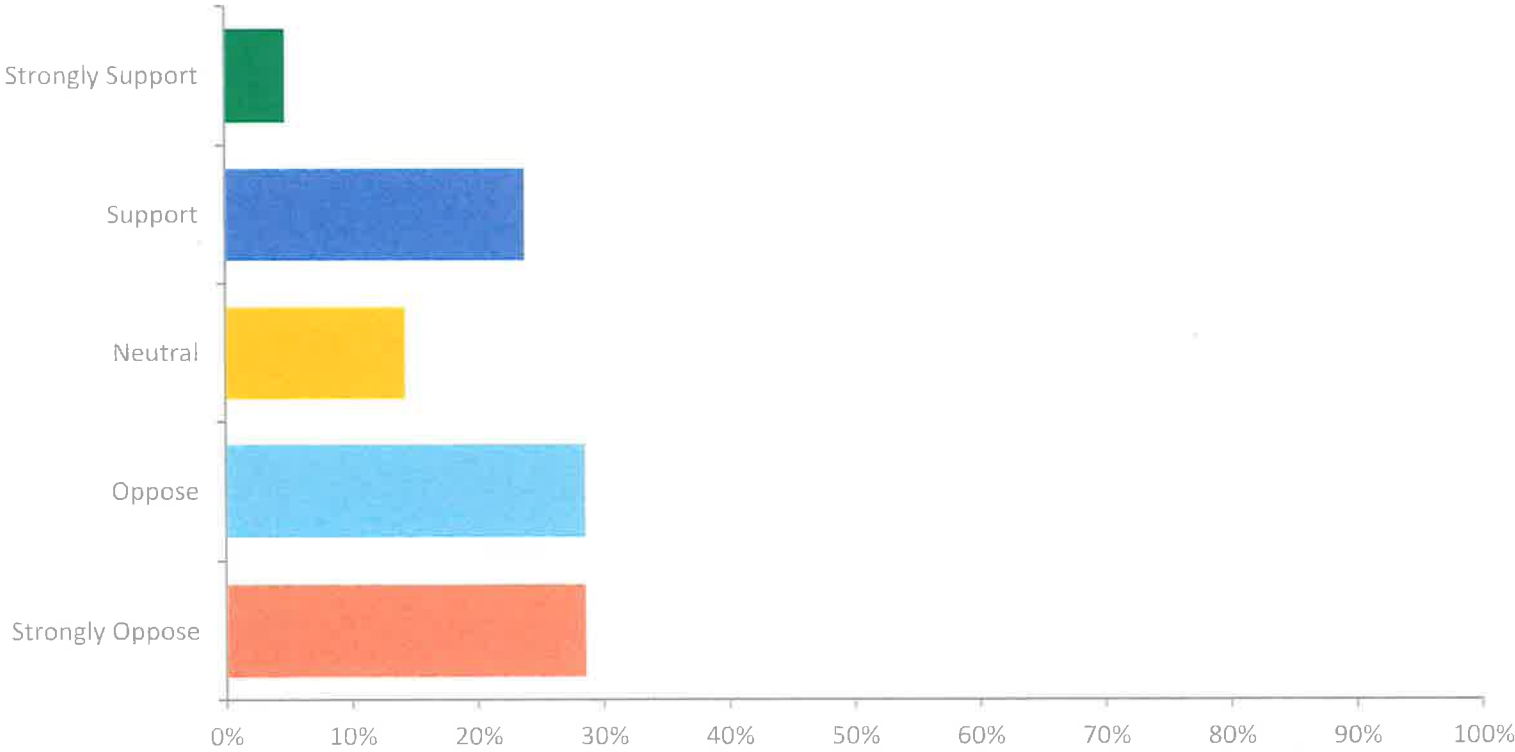
**Q12: For respondents who answered “Oppose” or “Strongly Oppose,” what alternative solutions would you suggest for addressing the community’s housing needs? (open ended responses)**

Answered: 5 Skipped: 16

- Develop the land in Big Pine, South of Jack In The Box First. Finish getting the land in each community that the Long Term Water Agreement required!
- Build more single family homes, remove the numerous amounts of motels that are present or build on unused vacant lots. So many buildings in Big Pine sit empty, renovate them into homes
- N/A
- remove the use of Airbnb's which would free up rental units for those in need,
- There needs to be some land released for small development. The county and DWP talk and talk for decades I have been hearing it. But nothing ever happens. DWP can't keep employees no housing. Set down and work it out. Lots in Independence are the majority 50' by 130' small. Jamming more people into a small space is not the answer. Stop have surveys and meetings and do some real work.

**Q13: Do you support increasing allowable building heights for residential development in certain areas? (select one)**

Answered: 21 Skipped: 0



### Q13: Do you support increasing allowable building heights for residential development in certain areas? (select one)

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Strongly Support	4.76%	1
Support	23.81%	5
Neutral	14.29%	3
Oppose	28.57%	6
Strongly Oppose	28.57%	6
TOTAL		21

**Q14: For respondents who answered “Support,” “Strongly Support,” or “Neutral,” in which areas do you believe increasing building heights would be appropriate and what height limits do you believe would be reasonable for these areas? (open ended responses)**

Answered: 7 Skipped: 14

- Housing/Bim
- At most 1 to 2 additional floors, but only if additional housing is supported by additional utility capacity and assigned/ designated parking.
- Well, now I’m contradicting myself. If the only option to add housing here is by increasing the height of buildings, then I support it. I think these buildings should be on the edge of town, or even potentially re-making currently abandoned buildings (I’m thinking of the juvenile hall) into a multi-unit dwelling.
- Height would need to be fairly consistent with surrounding buildings. For instance the 395 corridor in Bishop one or two blocks away in both sides could support taller structures without visually impacting anything. In particular areas designated at higher density, but not areas where single family units are predominant
- I believe we should not increase this. The set heights seem reasonable for our town.
- 2-story
- 3 stories no more these rural towns are not the appropriate location for anything more.

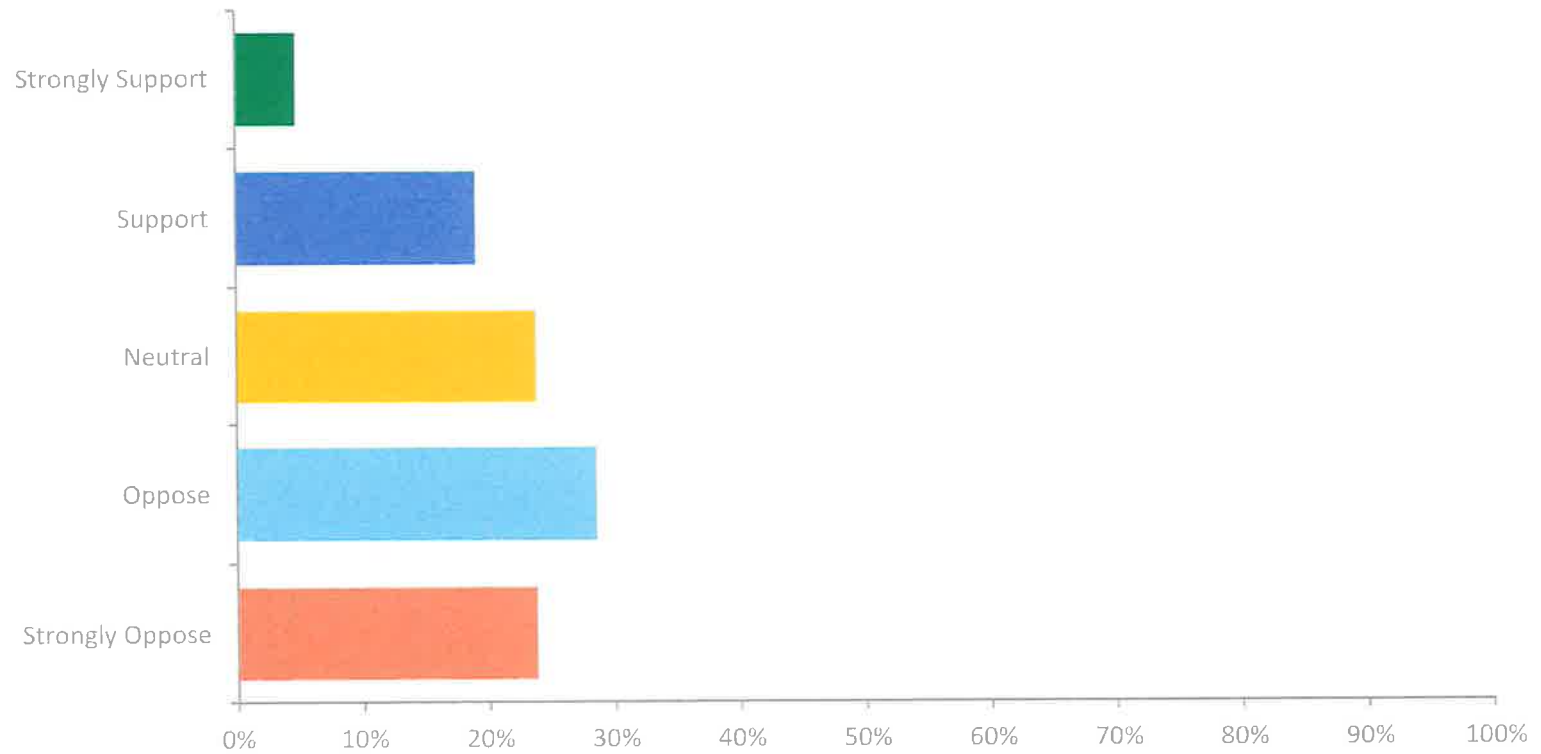
**Q15: For respondents who answered “Oppose” or “Strongly Oppose,” what alternative solutions would you suggest for increasing housing density without increasing building heights? (open ended responses)**

Answered: 9 Skipped: 12

- Additional housing could be provided in Independence by release of vacant land by LADWP which was supposed to be released under the Water Agreement.
- Develop vacant lots; buy-back DWP land
- There isn't any reason to increase housing density in the rural communities of Inyo County. What is the rationale? The rationale hasn't been stated.
- Build on land that the county owns.
- Keep R1 status
- Consider basements
- Ruins our beautiful view of the mountains. No need for buildings to be over 2 stories here.
- N/A
- removal of Airbnb's, I do agree with building out on empty lots but not multi-level buildings.

## Q16: Do you support reducing required setbacks between buildings and property lines? (select one)

Answered: 21 Skipped: 0



**Q16: Do you support reducing required setbacks between buildings and property lines? (select one)**

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Strongly Support	4.76%	1
Support	19.05%	4
Neutral	23.81%	5
Oppose	28.57%	6
Strongly Oppose	23.81%	5
<b>TOTAL</b>		<b>21</b>

**Q17: For respondents who answered “Support,” “Strongly Support,” or “Neutral,” in what types of situations do you believe reducing setbacks would be appropriate? (open ended responses)**

Answered: 8 Skipped: 13

- All
- Allow to Build
- Rear yard setbacks should be reduced to all an ADU if the owner desires.
- I think that the front yard setbacks can be reduced in all circumstances. We are lucky to have plenty of open space here and, in my opinion, that means yards can be smaller.
- When new construction is built in both lots and/or when neighbors agree to reduced setback.
- I think some reductions might make sense, but on a case by case basis. Perhaps allowing the planning committee more flexibility to grant variances where there would be little impact. Also, several of the communities are at their limits for water so smaller yards may be more sustainable. If setbacks are reduced there needs to be input regarding Firewise planning.
- N/A
- The 25 foot front and 20 foot rear does not leave much building space on these small lots.

**Q18: For respondents who answered “Oppose” or “Strongly Oppose,” what alternative solutions would you suggest for increasing housing density while maintaining appropriate setbacks? (open ended responses)**

Answered: 11 Skipped: 10

- Look at recent LA fires
- Limit infill to larger lots with available space
- Build within existing parameters. Houses too close together are an eyesore and privacy is compromised
- I like it the way it is now. If there is no pressing need to increase density, why do it? I didn't know it was a problem in Inyo County. LA Department of Water and Power's ownership of land in Inyo County constrains housing availability.
- Build on county owned land first.
- Setbacks are already small. Increased density and smaller setbacks will have people living elbow to elbow

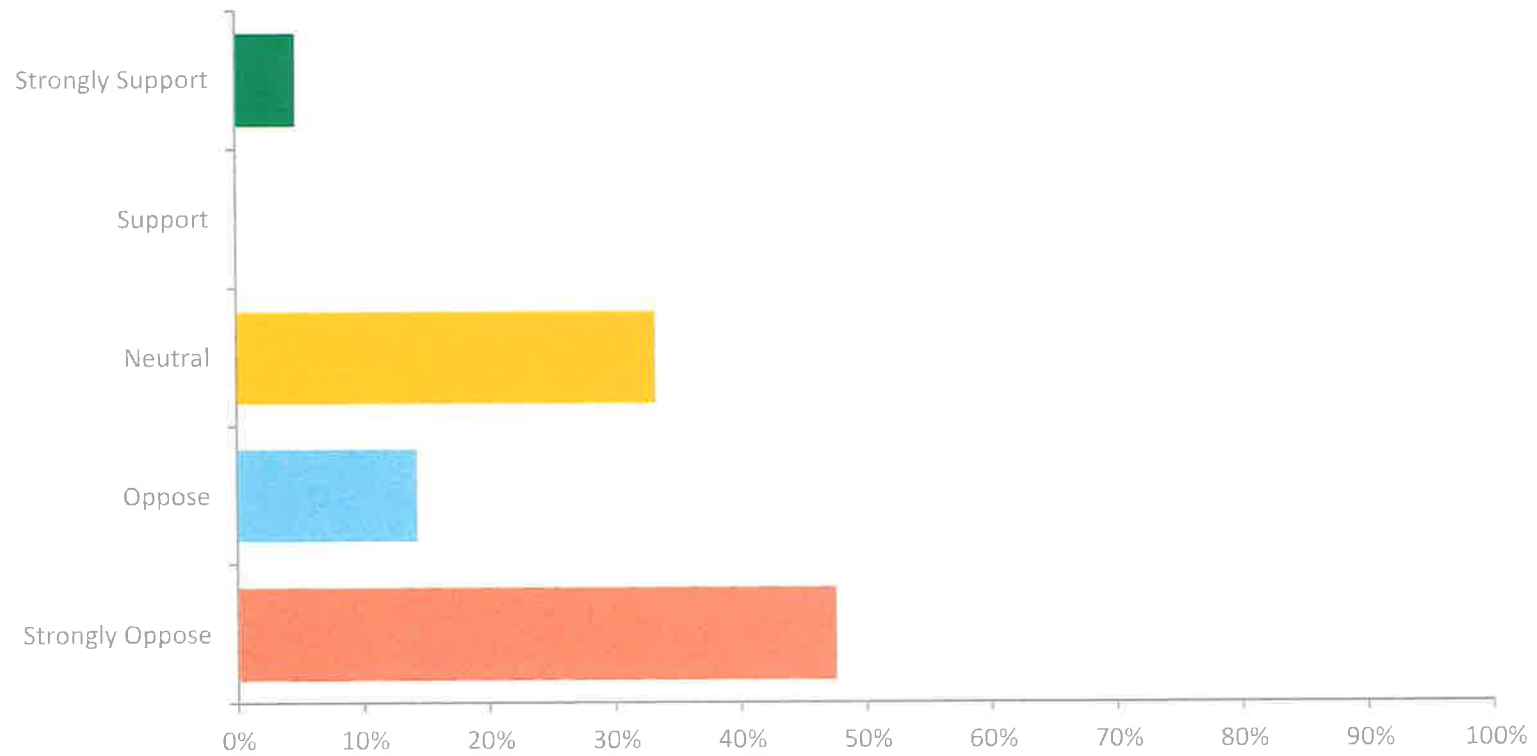
**Q18: For respondents who answered “Oppose” or “Strongly Oppose,” what alternative solutions would you suggest for increasing housing density while maintaining appropriate setbacks? (open ended responses)**

Answered: 11 Skipped: 10

- Don't build or build somewhere else
- The homes that already have larger yards should be grandfathered in, but the new properties should have smaller yards to expand more.
- I do not feel building closer together will address the issues, we are already a fire prone area with volunteer fire departments why would it be remotely wise to "stack" people on top of each other.
- I would not support changes to the front yard. No concerns about side or back yard changes.
- Go to a different location and don't barge into private owned properties that are occupied.

## Q19: Do you support reducing required parking for new housing developments? (select one)

Answered: 21 Skipped: 0



**Q19: Do you support reducing required parking for new housing developments?  
(select one)**

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Strongly Support	4.76%	1
Support	0.00%	0
Neutral	33.33%	7
Oppose	14.29%	3
Strongly Oppose	47.62%	10
<b>TOTAL</b>		<b>21</b>

**Q20: For respondents who answered “Support,” “Strongly Support,” or “Neutral,” in what types of locations do you believe reduced parking requirements would be appropriate? (open ended responses)**

Answered: 4 Skipped: 17

- Parking requirements for R-2 and R-3 zoning could be reduced since many of the occupants of those properties are single and only have 1 vehicle.
- I think that the current amount of spaces per unit is appropriate and should not be reduced.
- Townhomes can have a 1-car garage.
- N/A

**Q21: For respondents who answered “Support,” “Strongly Support,” or “Neutral,” what alternative options should be encouraged to compensate for reduced parking? (open ended responses)**

Answered: 1 Skipped: 20

- Our town is already so small for the amount of vehicles each family has. Families should not be limited to vehicles. The county could implement a "no parking" policy on residential streets or only limit the number of vehicles parked for certain periods of time in residential.

**Q22: For respondents who answered “Oppose” or “Strongly Oppose,” what are your primary concerns about reducing parking requirements? (open ended responses)**

Answered: 12 Skipped: 9

- There already isn't enough on street parking. Commercial traffic already impacts residential street parking now. The county needs to enforce parking regulations more.
- State has over ruled
- Don't need streets looking like parking lots
- While not currently an issue for most property owners, parking can quickly escalate— already many properties utilize most if not all of the adjacent street parking.
- Eyesore curb congestion
- Available street parking needs to be taken into consideration based on housing units per block
- Parking congestion in front of houses. People from other houses parking in front of your house. I have no problem with the existing ordinance.

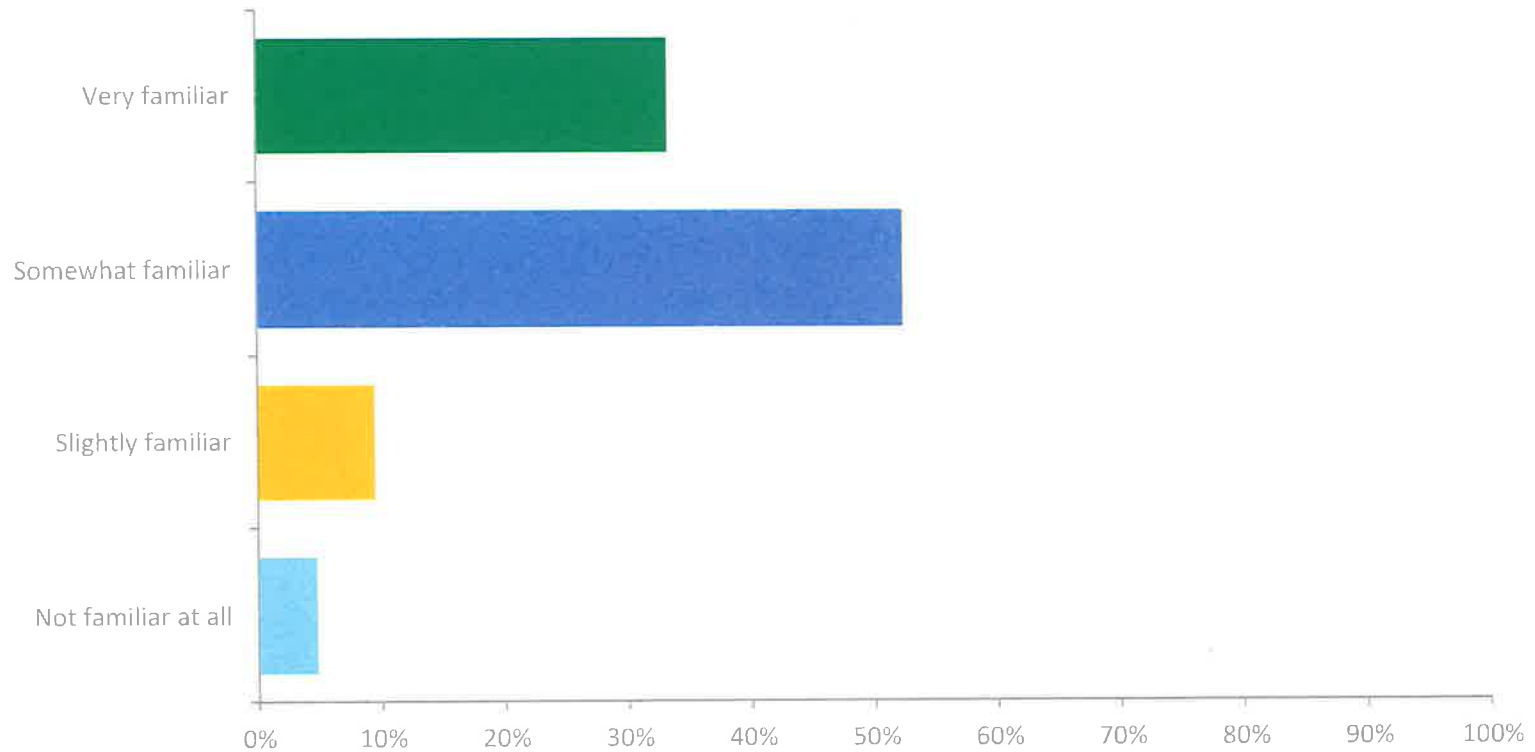
**Q22: For respondents who answered “Oppose” or “Strongly Oppose,” what are your primary concerns about reducing parking requirements? (open ended responses)**

Answered: 12 Skipped: 9

- If less parking on the property more parking on the streets which create poor visuals for tragic and pedestrian sight lines
- There are too many excess vehicles parked on the streets already. Reducing requirements wouldn't change that. There needs to be ample parking to get the cars off the street.
- If you build apartments they will part their cars on city streets, as many people have more than 2 cars, the cars will end up in the street and we don't have space for that
- My primary concern is where will I store my vehicles when they are not in use? I do not have a garage or enough yard space. This will hinder my transportation.
- Congestion this is a rural area and needs to stay that way. Take a drive there independence and look at the mess on many of the streets old cars, etc currently blocking the streets. The Country does nothing now.

**Q23: How familiar are you with Accessory Dwelling Units (ADUs), sometimes referred to as in-law units, second units, granny flats, casitas, etc.? (select one)**

Answered: 21 Skipped: 0



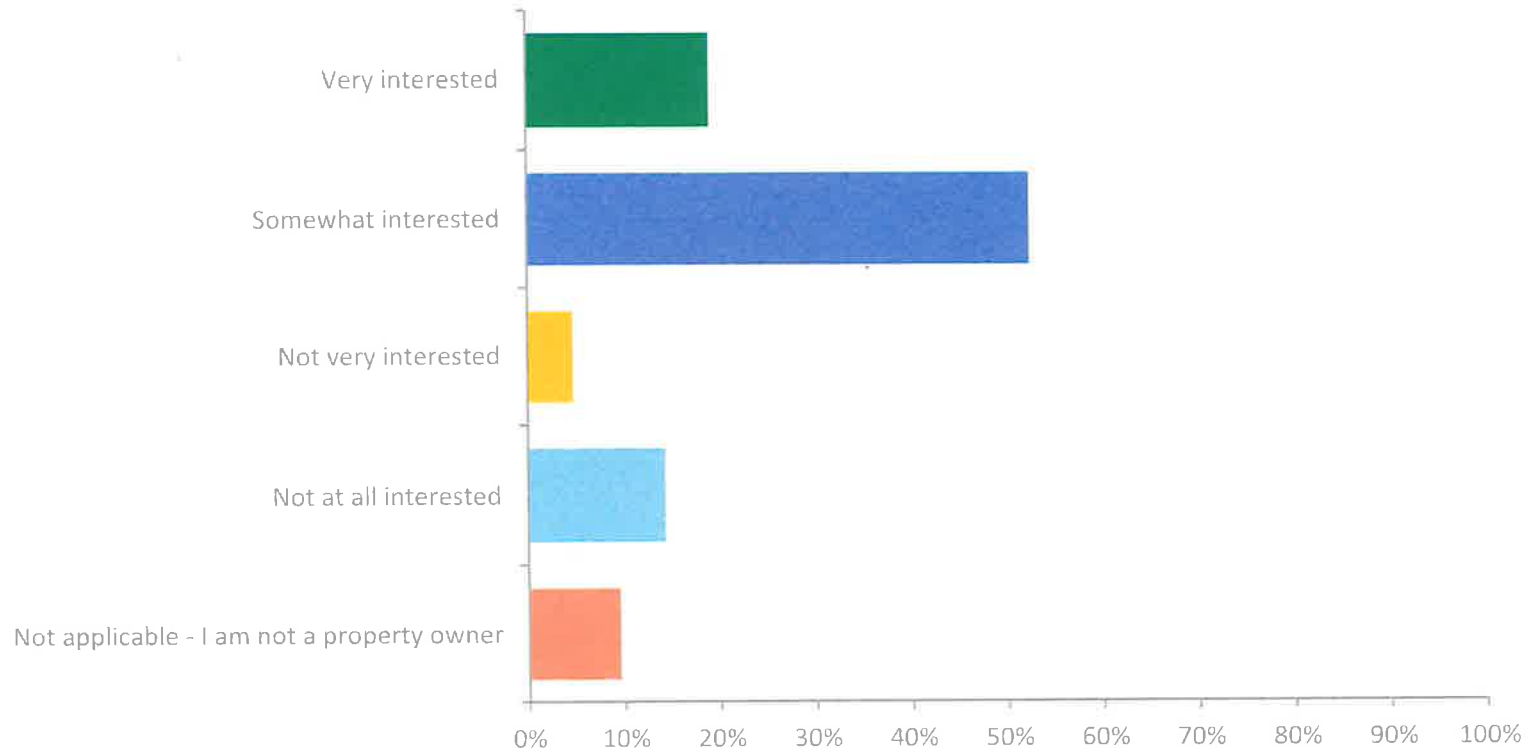
**Q23: How familiar are you with Accessory Dwelling Units (ADUs), sometimes referred to as in-law units, second units, granny flats, casitas, etc.? (select one)**

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Very familiar	33.33%	7
Somewhat familiar	52.38%	11
Slightly familiar	9.52%	2
Not familiar at all	4.76%	1
<b>TOTAL</b>		<b>21</b>

**Q24: If you were considering adding a dwelling unit to your property, how interested would you be in exploring the possibility of building an ADU? (select one)**

Answered: 21 Skipped: 0



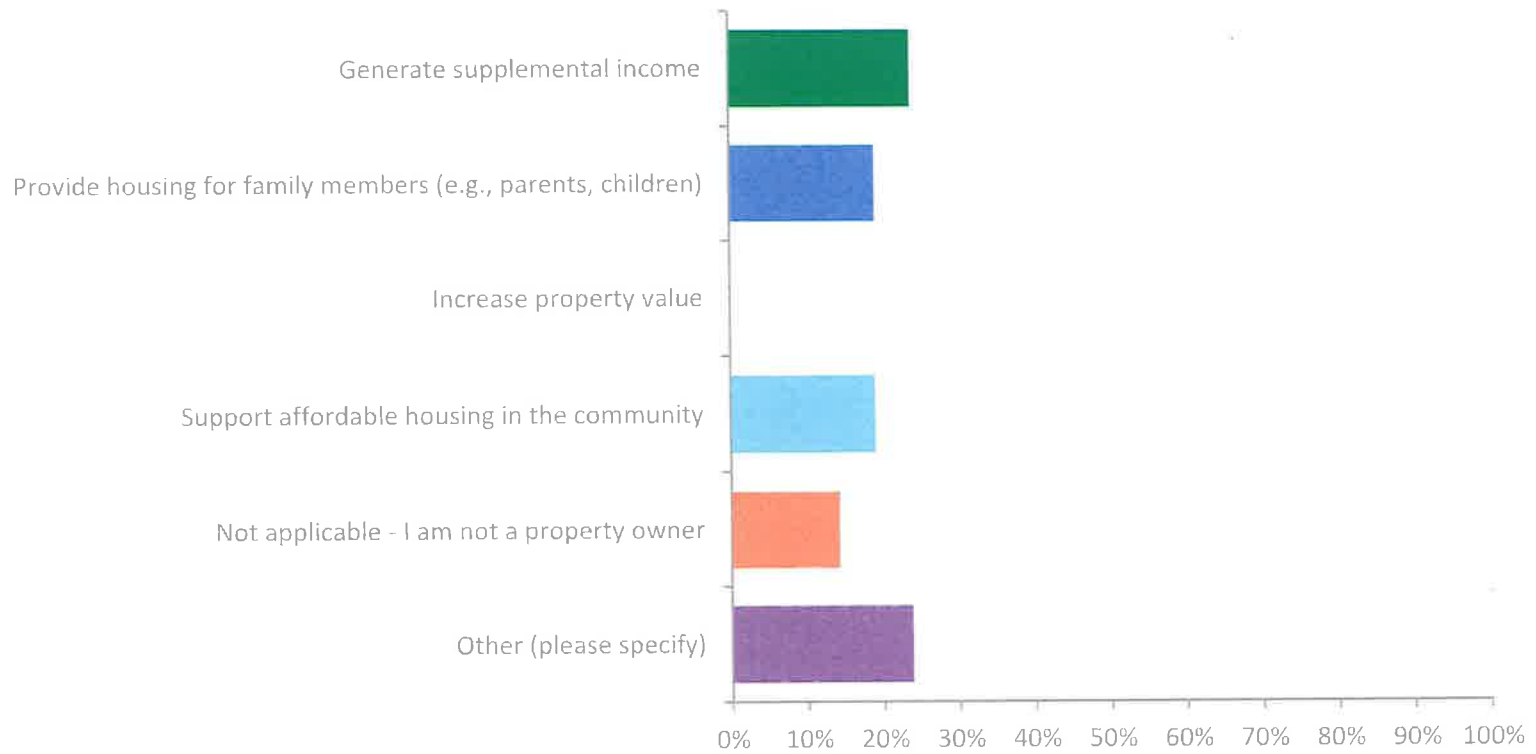
**Q24: If you were considering adding a dwelling unit to your property, how interested would you be in exploring the possibility of building an ADU? (select one)**

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Very interested	19.05%	4
Somewhat interested	52.38%	11
Not very interested	4.76%	1
Not at all interested	14.29%	3
Not applicable - I am not a property owner	9.52%	2
<b>TOTAL</b>		<b>21</b>

## Q25: What would be the primary motivation for you to consider building an ADU on your property? (select one)

Answered: 21 Skipped: 0



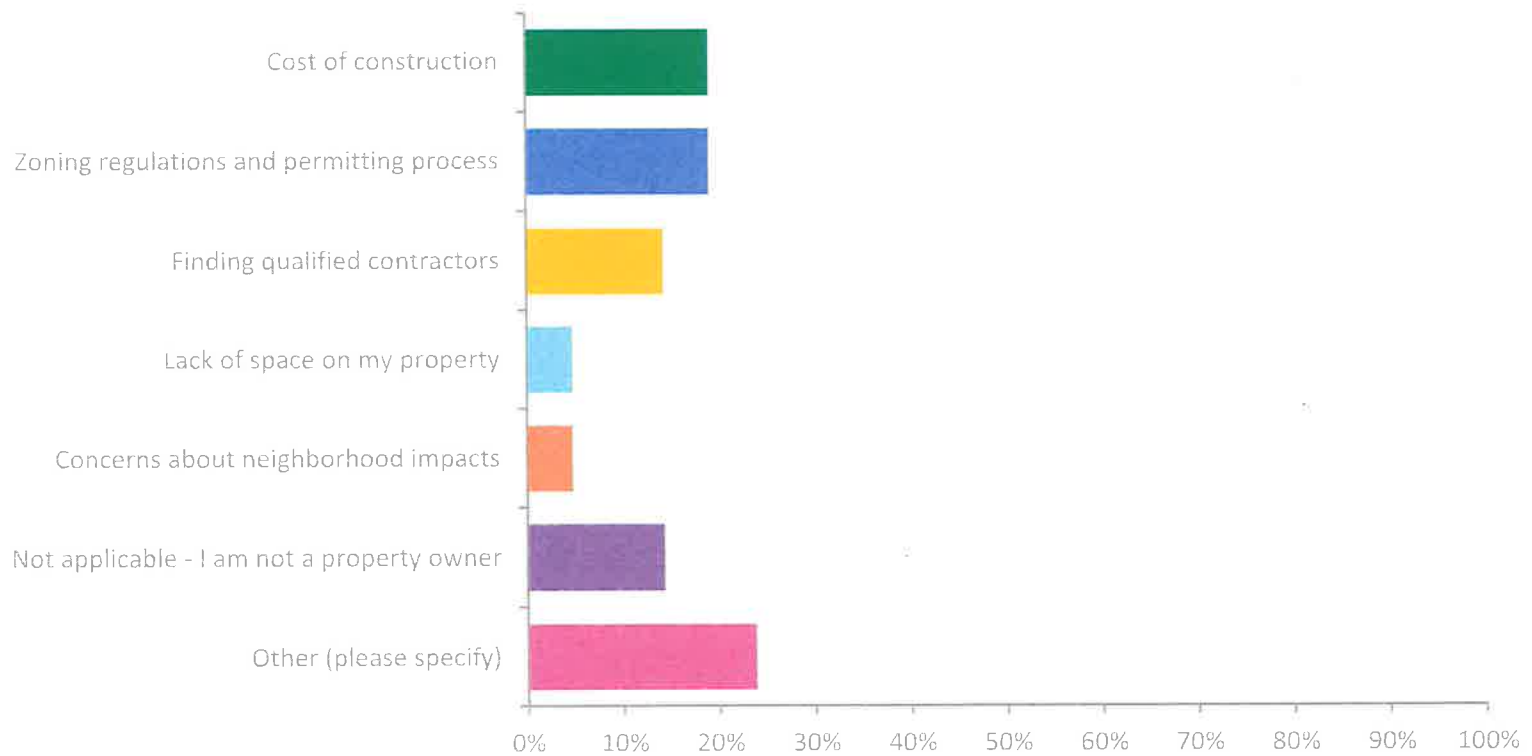
## Q25: What would be the primary motivation for you to consider building an ADU on your property? (select one)

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Generate supplemental income	23.81%	5
Provide housing for family members (e.g., parents, children)	19.05%	4
Increase property value	0.00%	0
Support affordable housing in the community	19.05%	4
Not applicable - I am not a property owner	14.29%	3
Other (please specify)	23.81%	5
<b>TOTAL</b>		<b>21</b>

## Q26: What do you perceive as the biggest obstacle to building an ADU on your property? (select one)

Answered: 21 Skipped: 0



## Q26: What do you perceive as the biggest obstacle to building an ADU on your property? (select one)

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Cost of construction	19.05%	4
Zoning regulations and permitting process	19.05%	4
Finding qualified contractors	14.29%	3
Lack of space on my property	4.76%	1
Concerns about neighborhood impacts	4.76%	1
Not applicable - I am not a property owner	14.29%	3
Other (please specify)	23.81%	5
<b>TOTAL</b>		<b>21</b>

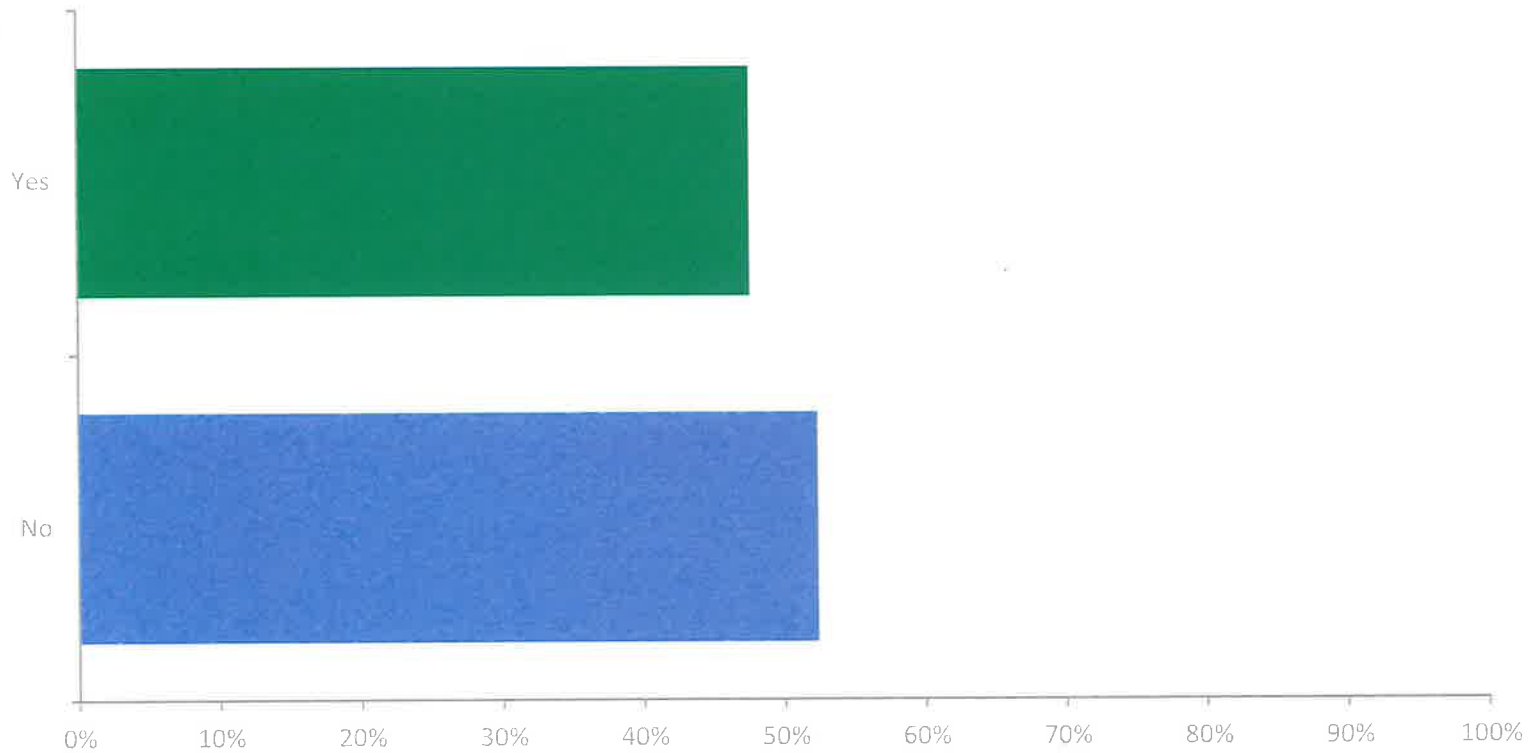
## **Q27: What specific actions or policies do you believe would encourage the development of ADUs within your community? (open ended responses)**

Answered: 11 Skipped: 10

- Reduce Requirements
- Streamlining the permitting system and removing some of the onerous requirements that are more targeted to urban areas (electric car charging capability)
- I don't think it's possible for the county to create any action or policy around this, but having contractors who are willing to make the trek to the southern part of the valley would be helpful.
- Partnership with companies offering prefab units with incentivized pricing and timelines
- I don't know enough about the current policies.
- We don't have enough contractors, construction noise
- Zoning and permitting
- By relaxing the short term rental regulations which would be an overall negative
- N/A
- grants or financial assistance to build with the requirement to use the structure as a rental for a period of time,
- Lower the cost

**Q28: Did you know that Inyo County offers pre-approved ADU plan sets that can help streamline the permitting process? (select one)**

Answered: 21 Skipped: 0



**Q28: Did you know that Inyo County offers pre-approved ADU plan sets that can help streamline the permitting process? (select one)**

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Yes	47.62%	10
No	52.38%	11
TOTAL		21

**Q29: Is there anything else you'd like to share with the County regarding infill residential development or ADUs? Are there any other change to zoning regulations you believe would make it easier to build more housing in existing neighborhoods? (open ended responses)**

Answered: 13 Skipped: 9

- "The following is a list of additional properties that should be looked at to be designated as possibly underutilized or vacant: 210 Tim Holt Rd. 425 S Main St. 200 S Lone Pine Ave. 210 E Whitney Portal Rd. 125 N Lake View St. 406 E Locust St. 151 N Hay St. 160 N Lone Pine Ave. 125 N Lone Pine Ave (3 lots). 221 W Willow St. 132 E Locust St."
- Lot splits rezoning
- No
- Push LADWP to release the land that was mandated in the LTWA prior to changing the landscape of our small towns
- DWP needs to sell back land to the community (or better yet return it for free)

**Q29: Is there anything else you'd like to share with the County regarding infill residential development or ADUs? Are there any other change to zoning regulations you believe would make it easier to build more housing in existing neighborhoods? (open ended responses)**

Answered: 13 Skipped: 9

- There should be enforceable nuisance, noise, and stray dog ordinances. Increased density can add more urban problems. If someone in a new ADU has a barking dog, runs a generator for electricity, and blasts music in the night, this behavior shouldn't be allowed.
- I believe that the land available to develop in the communities should be built on first before increasing density in existing neighborhoods.
- People are circumventing the rules for short term rentals. The county needs to make that short term rentals are paying the commercial rate for CSD fees and all assessments levied on properties. Also there should be an additional fee imposed in excess of the bed tax as a neighborhood impact fee of an additional 3%.
- I support building on unused lots. But I more strongly believe we should use the abandoned structures that already exist in Big Pine, refurbish and use them or knock them down and rebuild

**Q29: Is there anything else you'd like to share with the County regarding infill residential development or ADUs? Are there any other change to zoning regulations you believe would make it easier to build more housing in existing neighborhoods? (open ended responses)**

Answered: 13 Skipped: 9

- N/A
- I do feel that there needs to be more looking into what already exists versus building more. I see multiple properties that have been sitting empty and run down that should be explored first.
- Please consider Olancha/Cartago in your plans. There's property owners that are very interested in adding dwellings for housing locals that need a place to live. Or simply our kids grow up and they need their own home. If we have the land, what's the problem?? We want and need more housing??
- Not a fan of density in population. Get serious about freeing up some land for development. There have been opportunities right here in Independence that were missed.

**Inyo County  
Residential Infill Project  
Community Workshop and Survey #2  
Feedback Summary  
June 16, 2025**

**Introduction**

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This document summarizes the feedback received from the community workshop #2 and community survey #2. Feedback will be considered and incorporated into the Inyo County Residential Infill Project.

**Community Workshop #2**

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Community Workshop #2 was held in Big Pine (5/20/25), Independence (5/21/25), and Lone Pine (5/22/25). Approximately 12 residents attended. Key themes are summarized below.

- **Lack of services:** There's a need for more accessible services within the community.
- **Limited housing options:** The availability of diverse housing is an issue.
- **Short-term rental restrictions impact on property value:** There's a concern that STR restrictions within the County's pre-approved ADU program are negatively affecting property values. Specifically, there are concerns about the requirement that ADUs built under the County's program must be rented for terms longer than 30 days.
- **Prevalence of existing short-term rentals:** The community notes that a number of short-term rentals are already established.
- **Fire safety concerns:** Questions were raised regarding whether fire standards and overall fire safety would be thoroughly examined, especially in relation to development.
- **Water access for parcels:** There's a clarification question about infill parcels having access to water.
- **"Zero lot lines" considerations:** Questions were asked about whether "zero lot lines" would be required, and safety concerns raised about zero lot lines for properties along Main Street.
- **Consistency in setback changes:** Questions were asked about whether changes to setbacks will be applied uniformly across the board or on a case-by-case basis.
- **Cash incentives for development:** There's an interest in cash incentives for development, specifically to help offset any potential loss in property value due to new regulations or market changes.

## Community Survey #2

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Community Survey #2 was open from May 1, 2025, to June 6, 2025. Key themes are summarized below. A summary of responses is attached.

### 1. Factors for Allowing More ADUs

- **Privacy and Neighbors:** Significant concern exists about maintaining privacy for both ADU occupants and existing neighbors. This includes worries about noise, proximity, shared spaces, and the potential for discomfort if a neighbor is also a landlord.
- **Design and Setbacks:** Some believe the County should assist with acceptable design and that setbacks should generally be maintained.
- **Infrastructure Impact:** Concerns were raised about increased population leading to strain on parking, medical services (already deemed insufficient in Inyo County), volunteer fire departments, and EMS services.
- **Local Housing vs. Short-Term Rentals:** A strong desire was expressed for regulations to ensure ADUs are used for local housing, not primarily for AirBnBs.
- **Overcrowding:** Fear of turning single-family dwellings into apartment-like environments with too many people and pets on one parcel, leading to noise pollution and loss of privacy.
- **Specific Community Objections:** A very strong, repeated sentiment from one resident in Independence is against any population increase or new housing types like ADUs, apartments, or condominiums in Independence.

### 2. Factors for Reducing Front and Rear Yard Setbacks

- **Maintain Existing Setbacks:** A prevalent opinion is that setbacks should remain as they are, citing issues like fire safety (distance for embers, firefighter access) and existing encroachment problems in Big Pine.
- **Property Owner Choice:** Some believe property owners should retain the option to have larger setbacks if desired, especially to distance homes from noisy or dangerous streets.
- **Environmental Factors:** Consideration for water features (ponds, streams) and unstable ground to prevent flooding.
- **Quality of Life:** Concerns about overcrowding and reduced quality of life for residents with more units on a lot.
- **Aesthetics and Emergency Access:** Factors like visual clearances, fencing heights, paint colors, and emergency access to buildings are important.
- **Affordable Housing Needs:** Conversely, one comment highlights the dire need for affordable housing and suggests that reducing setbacks might be necessary to support project development.

- **Opposition to Density:** Strong opposition from Independence against any changes that would lead to increased population density or alter the small-town character.
- **Property Value Impact:** Concern that reducing setbacks could retroactively change the nature of lots and reduce adjacent property values due to increased density.

### 3. Potential Challenges with More Low-Density Multi-Unit Housing

- **Location of Infill Parcels:** A desire to know the specific location and ownership (private, DWP, County) of "infill parcels" to assess appropriateness. Opposition to development on large open land parcels.
- **Overcrowding and Resources:** Concerns about overpopulation in areas lacking resources like grocery stores, emergency services, and transportation.
- **Noise and Traffic:** Expected increases in noise and traffic.
- **Safety and Social Impact:** Worries about potential increases in violence and a greater need for police.
- **Construction Quality and Affordability:** Hope that new units will have good insulation for privacy and be affordable for local renters.
- **Community Character:** Strong opposition from Independence to any development that would turn it into a "mini LA" or introduce apartments/condominiums.

### 4. Initial Thoughts on Reusing Underutilized Buildings for Housing

- **General Support for Reuse:** Many respondents generally support the idea of utilizing existing vacant buildings to address housing shortages, recognizing that "it's already here, use it."
- **Feasibility Concerns:**
  - **Cost:** Significant concern about the prohibitive expense of renovating very old storefronts to habitable conditions.
  - **Commercial Space Loss:** One concern about losing commercial space if storefronts are converted.
  - **Aesthetics and Comfort:** Concerns about making converted spaces feel "homey" and not like a "gymnasium or post office," suggesting attention to interior design.
- **Safety:** Worries about buildings on busy roads (like Highway 395) due to noise and potential vehicle accidents.
- **Definition of "Underutilized":** A key question was raised about how "underutilized" would be defined and if property owners or the county would make this determination.
- **Incentives for Reuse:** Inquiry into whether the county would use "sticks or carrots" (fines, eminent domain vs. grants, tax breaks) to encourage reuse.

- **Opposition from Independence:** Continued strong opposition from Independence to any form of population increase or new housing types.

#### 5. **Specific Examples of Underutilized Buildings**

- Most respondents did not provide specific examples, other than general mentions of "empty store-fronts on Main St." and "vacant business buildings on main streets," especially those with potential for upper-floor conversions. Chris Holt's work was cited as a positive example.

#### 6. **Challenges with Converting Specific Buildings**

- **Cost:** The primary challenge identified is the potentially prohibitive cost of renovating old structures to meet habitable standards.
- **Aesthetics/Incomplete Work:** Concern about developers/owners not completing work, leading to more "ugly buildings."
- **Affordability:** Worry that even if converted, the housing might not be affordable.
- **Overcrowding:** A general concern about increased density.
- **Maintaining Small-Town Character:** A strong, emotional objection from Independence about bringing in "riffraff" and changing the small-town feel.

#### 7. **Ideas to Encourage Infill Housing**

- **Support for Property Owners:** Assist property owners currently trying to build by removing "roadblocks" regarding temporary housing on their own property during construction.
- **Affordability Focus:** Emphasize understanding local income levels and current expenses (like groceries) to ensure new housing is truly affordable for service industry workers and local renters. A strong plea for secure, stable, peaceful, safe, and private homes.
- **Tiny Home Communities:** Suggestion to create tiny home communities on one-acre parcels in the Owens Valley as a solution for many residents.
- **Address Houselessness:** Recognition that new housing is desperately needed to combat shocking and distressing houselessness numbers.
- **No Development in Independence:** Continued strong opposition to any new condos or apartments in Independence.

**Community Survey #2:  
Residential Infill Opportunities in Big Pine,  
Independence, and Lone Pine**

Monday, June 16, 2025

**9**

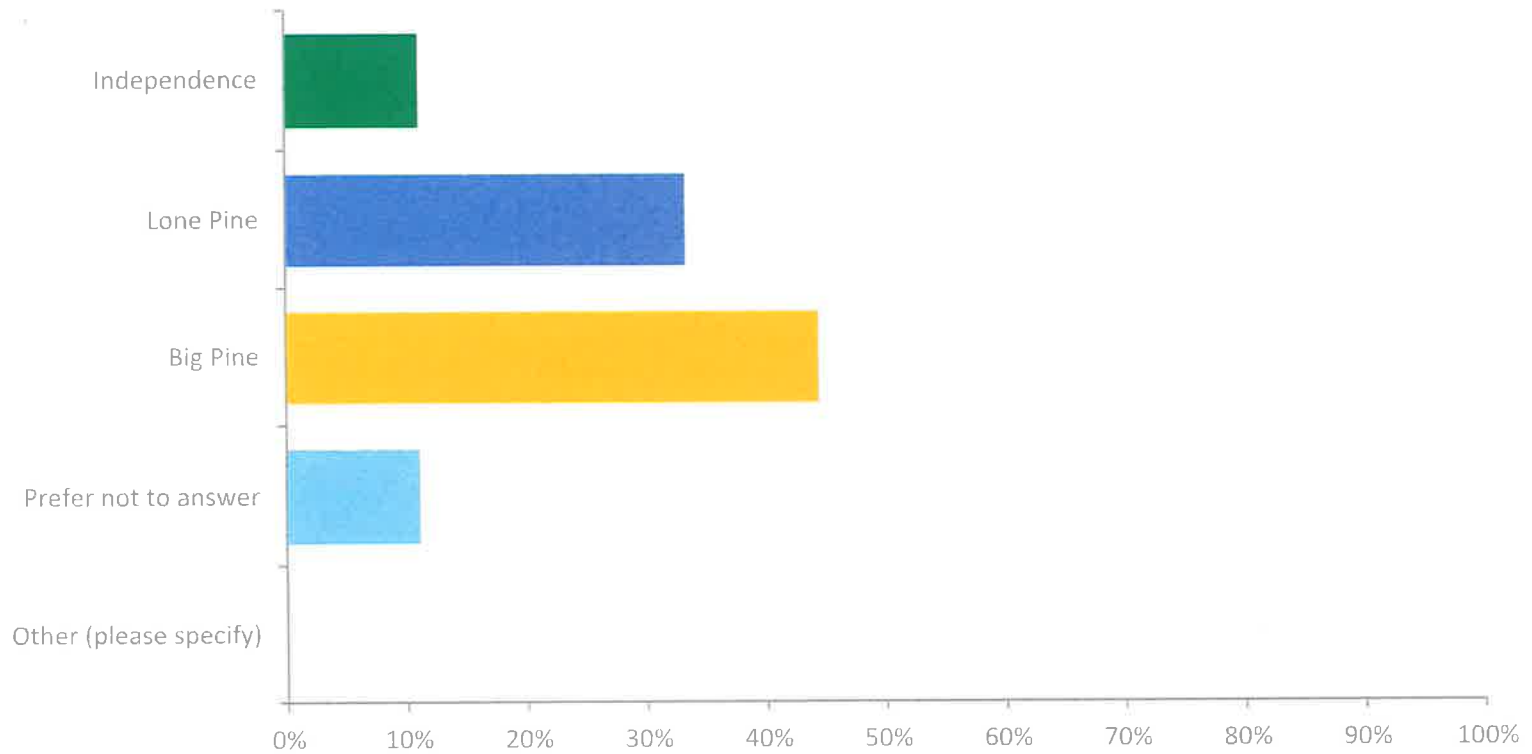
Total Responses

Date Open: 5/1/25 – 6/6/25

Complete Responses: 9

# Q1: Where do you currently reside? (select one)

Answered: 9 Skipped: 0



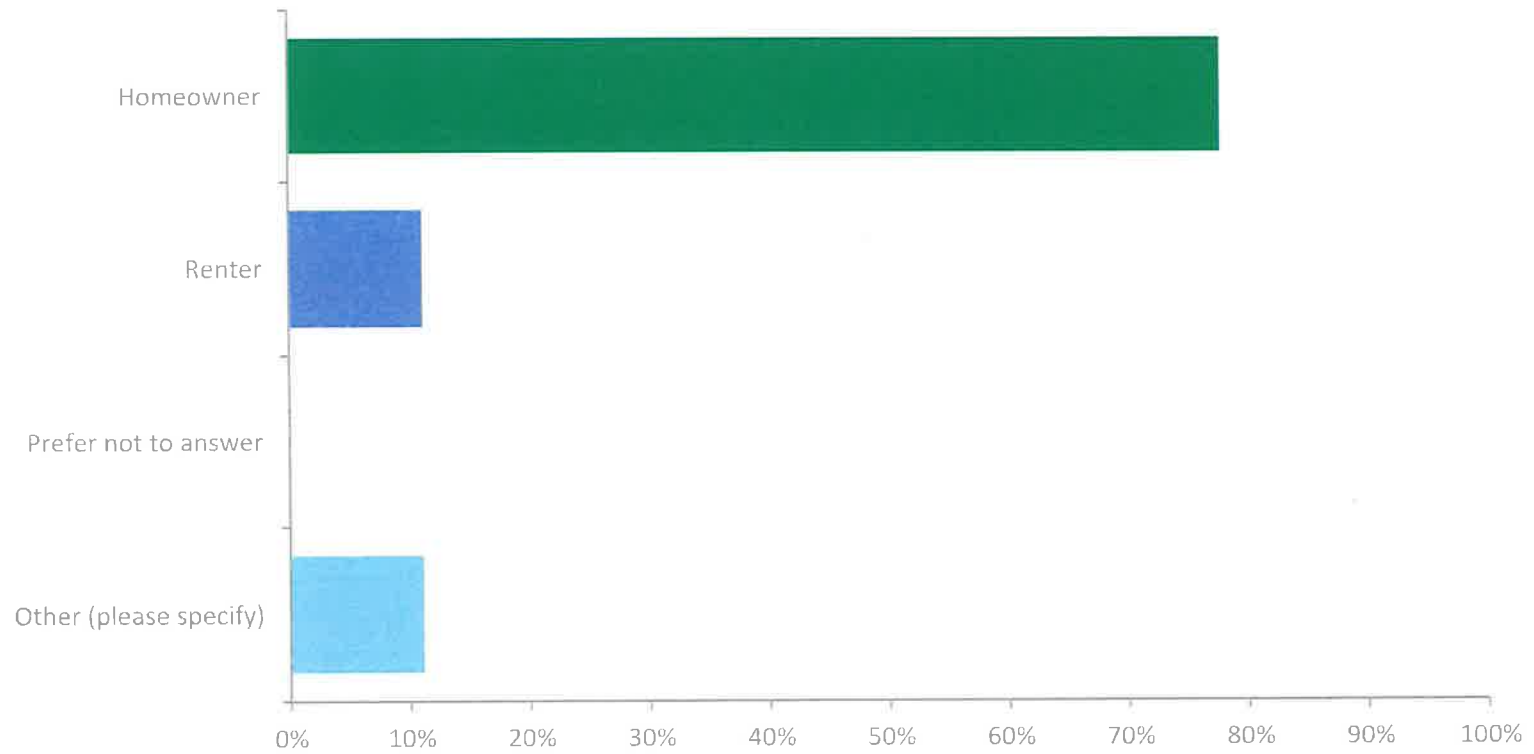
## Q1: Where do you currently reside? (select one)

Answered: 9 Skipped: 0

ANSWER CHOICES	RESPONSES	
Independence	11.11%	1
Lone Pine	33.33%	3
Big Pine	44.44%	4
Prefer not to answer	11.11%	1
Other (please specify)	0.00%	0
TOTAL		9

## Q2: What is your current housing status? (select one)

Answered: 9 Skipped: 0



## Q2: What is your current housing status? (select one)

Answered: 9 Skipped: 0

ANSWER CHOICES	RESPONSES	
Homeowner	77.78%	7
Renter	11.11%	1
Prefer not to answer	0.00%	0
Other (please specify)	11.11%	1
TOTAL		9

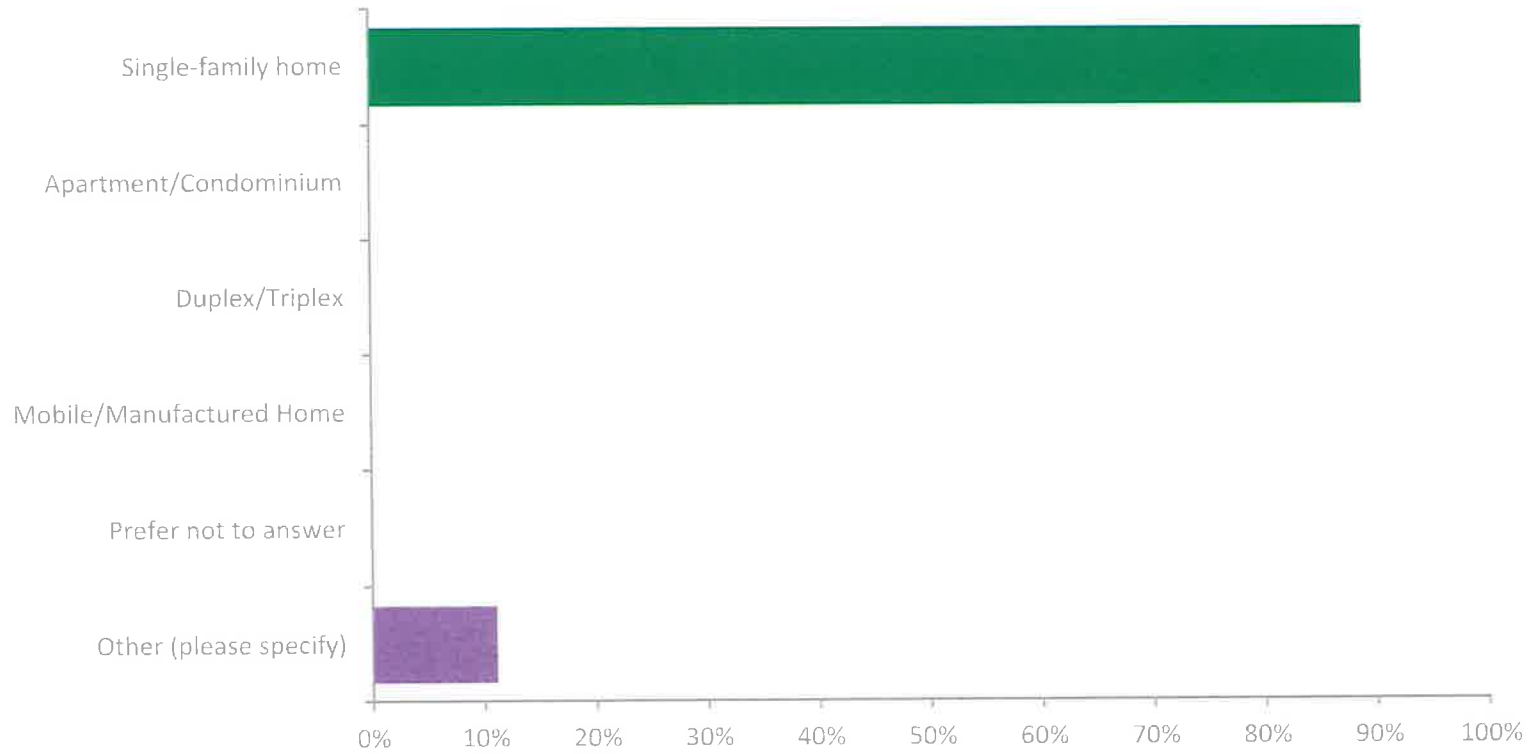
## **Q2: What is your current housing status? (open ended responses)**

Answered: 9 Skipped: 0

- **Houseless**

### Q3: What type of dwelling do you currently reside in? (select one)

Answered: 9 Skipped: 0



### Q3: What type of dwelling do you currently reside in? (select one)

Answered: 9 Skipped: 0

ANSWER CHOICES	RESPONSES	
Single-family home	88.89%	8
Apartment/Condominium	0.00%	0
Duplex/Triplex	0.00%	0
Mobile/Manufactured Home	0.00%	0
Prefer not to answer	0.00%	0
Other (please specify)	11.11%	1
TOTAL		9

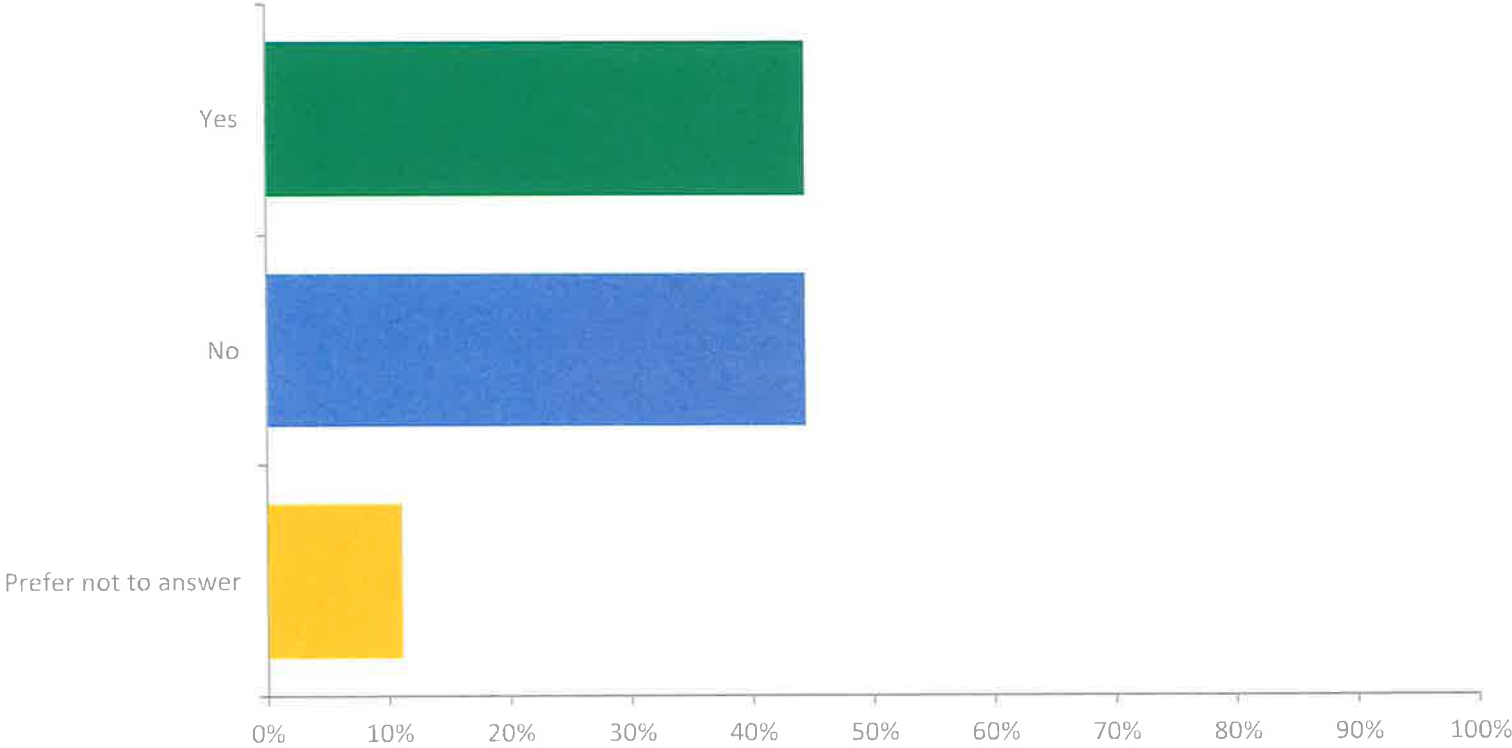
### **Q3: What type of dwelling do you currently reside in? (open ended responses)**

Answered: 9 Skipped: 0

- Car

# Q4: Did you attend the community workshop held in February?

Answered: 9 Skipped: 0



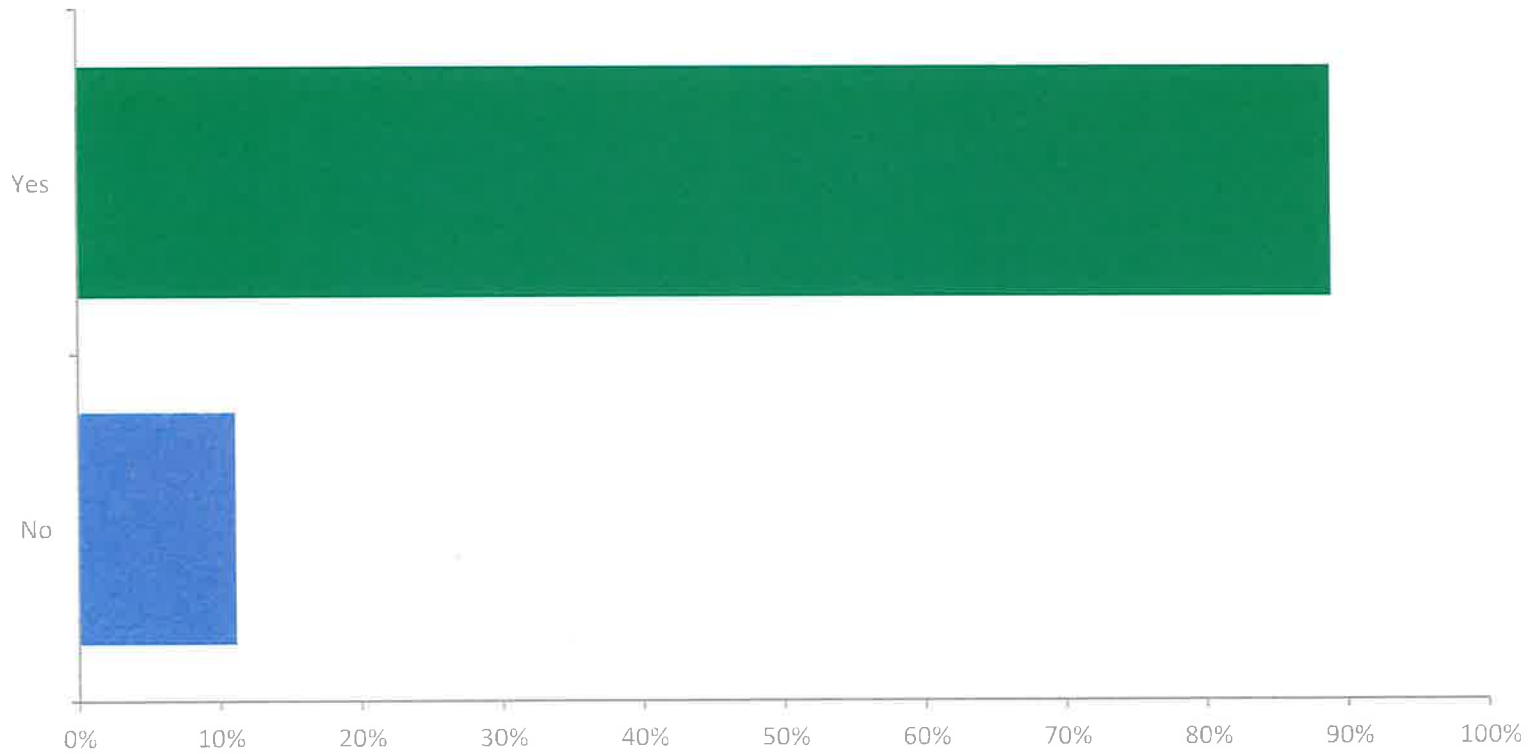
## Q4: Did you attend the community workshop held in February?

Answered: 9 Skipped: 0

ANSWER CHOICES	RESPONSES	
Yes	44.44%	4
No	44.44%	4
Prefer not to answer	11.11%	1
TOTAL		9

## Q5: Are you familiar with ADUs?

Answered: 9 Skipped: 0



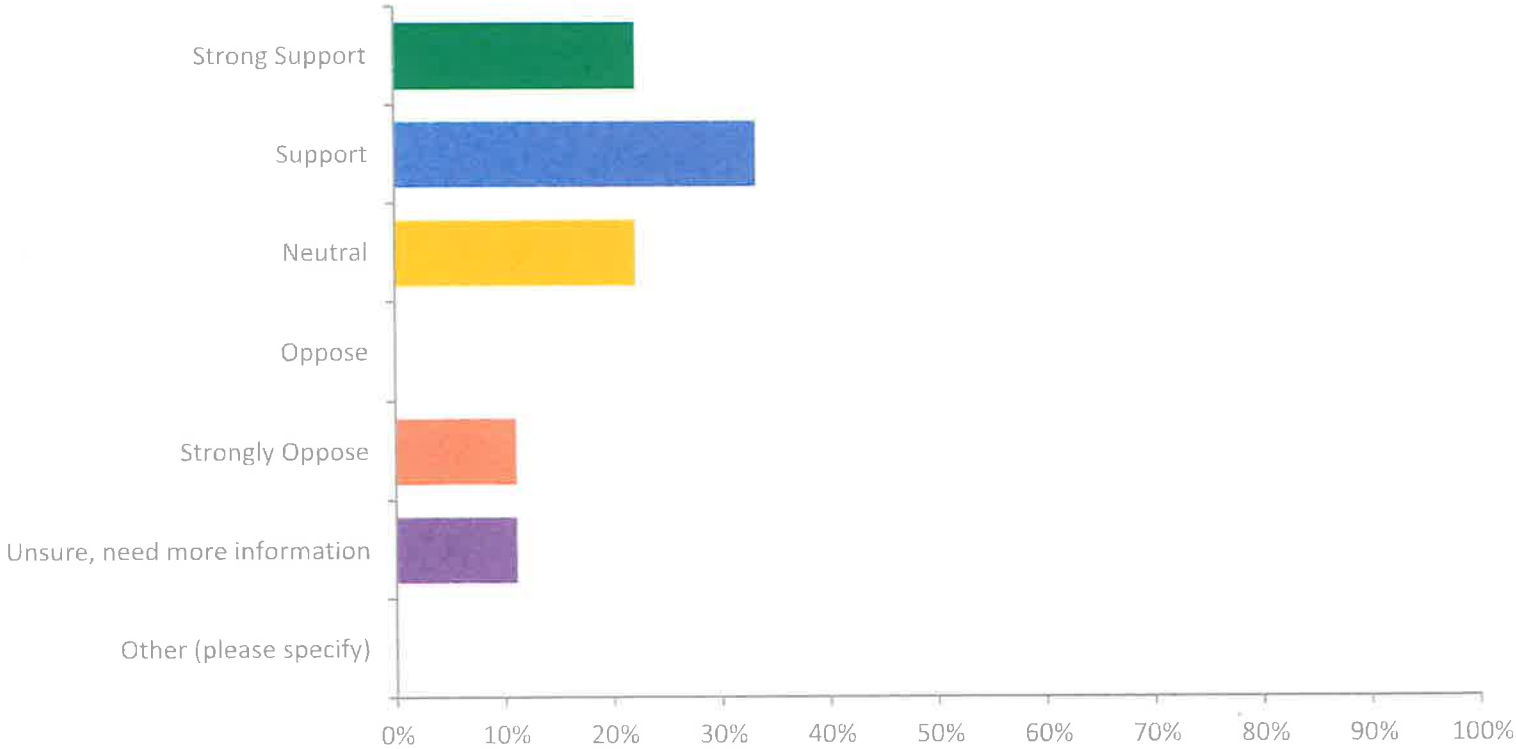
## Q5: Are you familiar with ADUs?

Answered: 9 Skipped: 0

ANSWER CHOICES	RESPONSES	
Yes	88.89%	8
No	11.11%	1
TOTAL		9

# Q6: How supportive are you of ADUs in general?

Answered: 9 Skipped: 0



# Q6: How supportive are you of ADUs in general?

Answered: 9 Skipped: 0

ANSWER CHOICES	RESPONSES	
Strong Support	22.22%	2
Support	33.33%	3
Neutral	22.22%	2
Oppose	0.00%	0
Strongly Oppose	11.11%	1
Unsure, need more information	11.11%	1
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>9</b>

## **Q7: What factors do you think should be considered if the county were to allow more ADUs on eligible infill parcels?**

Answered: 9 Skipped: 0

- The county should assist property owners with acceptable design and set-backs should remain when possible.
- neighbors
- I think there should be regulations to make sure most of them are used as housing for locals, not for AirBnBs. It would be ideal if they could be a good distance away from the main house, so each set of occupants can have privacy. It is very unpleasant to be able to hear your neighbors and not be able to have a private conversation in your own home or yard, let alone have your neighbor be your landlord.
- Is parking available for all units? How close to neighbors dwellings? Will it block a neighbor's access or view. Noise restrictions should be considered.
- Parking, location, population increase to specific area, impacts to volunteer fire departments and EMS services
- Currently there is only 50% or less medical services that are needed in Inyo. More people need more medical services.
- The importance of creating affordable housing for local residents who live and work in Lone Pine.
- No, just know not an independence. Build Bishop all you want to blow. Pine is already a mess. You're not gonna do that to independence.!!
- Too many people living in too small an area- noise pollution, too many pets, parking issues, loss of neighbor's privacy. You could conceivably have 12-15 people living on one residential parcel - that is deeply concerning. It in effect it's turning a single family dwelling into an apartment building. Current ADU allowance is fine, more than one is rather concerning.

## Q8: What factors do you think should be considered if the County were to reduce front yard setbacks?

Answered: 9 Skipped: 0

- Setbacks should remain as is if at all possible.
- fear of fire. the closer, more danger of embers. Fire fighters need space
- If I am understanding this correctly, the property owner is allowed to have a larger setback if they wish. If this is true, I think this change would be ok. The property owner should be able to have their home further from a noisy/dangerous street (or whatever is at the property line) if they wish. I think water features also need to be taken into account. Buildings shouldn't be allowed to be built too close to ponds, streams, on unstable ground, etc. My neighbor had their house flood when their pond froze and overfilled one year, and it was devastating.
- Similar factors as I stated in Question #7. Have to take into consideration the quality of life each resident will experience with more units on a lot.
- visual clearances, fencing heights, specific color of paint used for buildings, access to building in case of an emergency,
- Overcrowded environment.
- There's a dire need for affordable housing for our local workforce. Do what's needed to support moving projects forward to include reducing setbacks.
- Leave independence alone. We don't want your population explosion you people want. We don't want to hear leave independence alone.!!
- Again you are retroactively changing the nature of the lot from single family dwellings into high density. I would not choose to live near high density dwellings - it most likely will reduce adjacent properties.

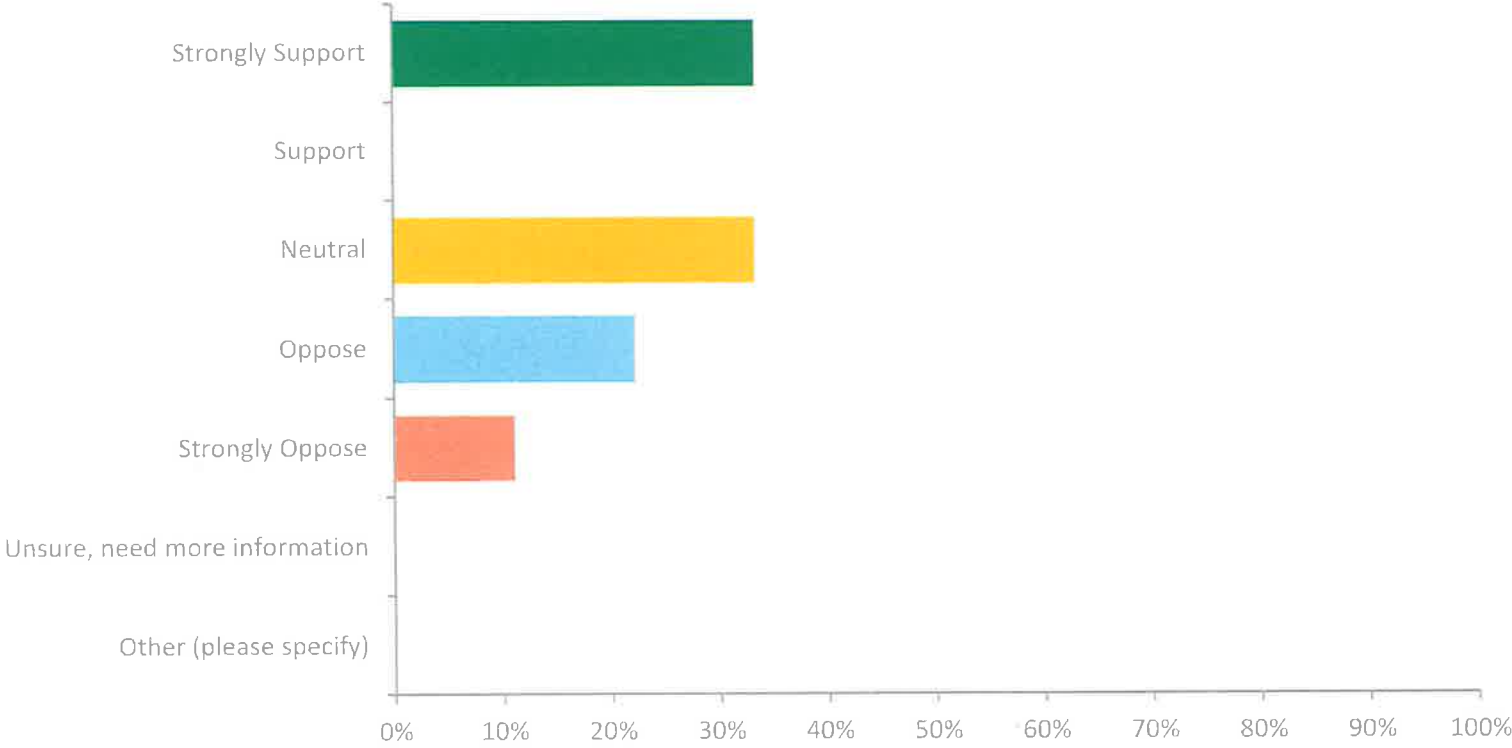
## Q9: What factors do you think should be considered if the County were to reduce rear yard setbacks?

Answered: 9 Skipped: 0

- Setbacks should remain if at all possible. In Big Pine, encroachment on existing lots is a big problem.
- see #8
- If I am understanding this correctly, the property owner is allowed to have a larger setback if they wish. If this is true, I think this change would be ok. The property owner should be able to have their home further from the property line if they wish. I think water features also need to be taken into account. Buildings shouldn't be allowed to be built too close to ponds, streams, on unstable ground, etc. My neighbor had their house flood when their pond froze and overflowed one year, and it was devastating.
- Same as I stated in Questions # 7 & #8
- visual clearances, fencing heights, specific color of paint used for buildings, access to building in case of an emergency,
- Overcrowded environment.
- See above comment.
- Leave independence alone we don't want your population explosion here. We didn't move here for you to turn this into mini LA. We don't want it. Keep your apartment condominiums out of independence. You're not welcome here.
- See above

**Q10: How supportive are you allowing more types of low-density multi-unit housing on residentially zoned, infill parcels in Big Pine, Independence, and Lone Pine?**

Answered: 9 Skipped: 0



**Q10: How supportive are you allowing more types of low-density multi-unit housing on residentially zoned, infill parcels in Big Pine, Independence, and Lone Pine?**

Answered: 9 Skipped: 0

ANSWER CHOICES	RESPONSES	
Strongly Support	33.33%	3
Support	0.00%	0
Neutral	33.33%	3
Oppose	22.22%	2
Strongly Oppose	11.11%	1
Unsure, need more information	0.00%	0
Other (please specify)	0.00%	0
TOTAL		9

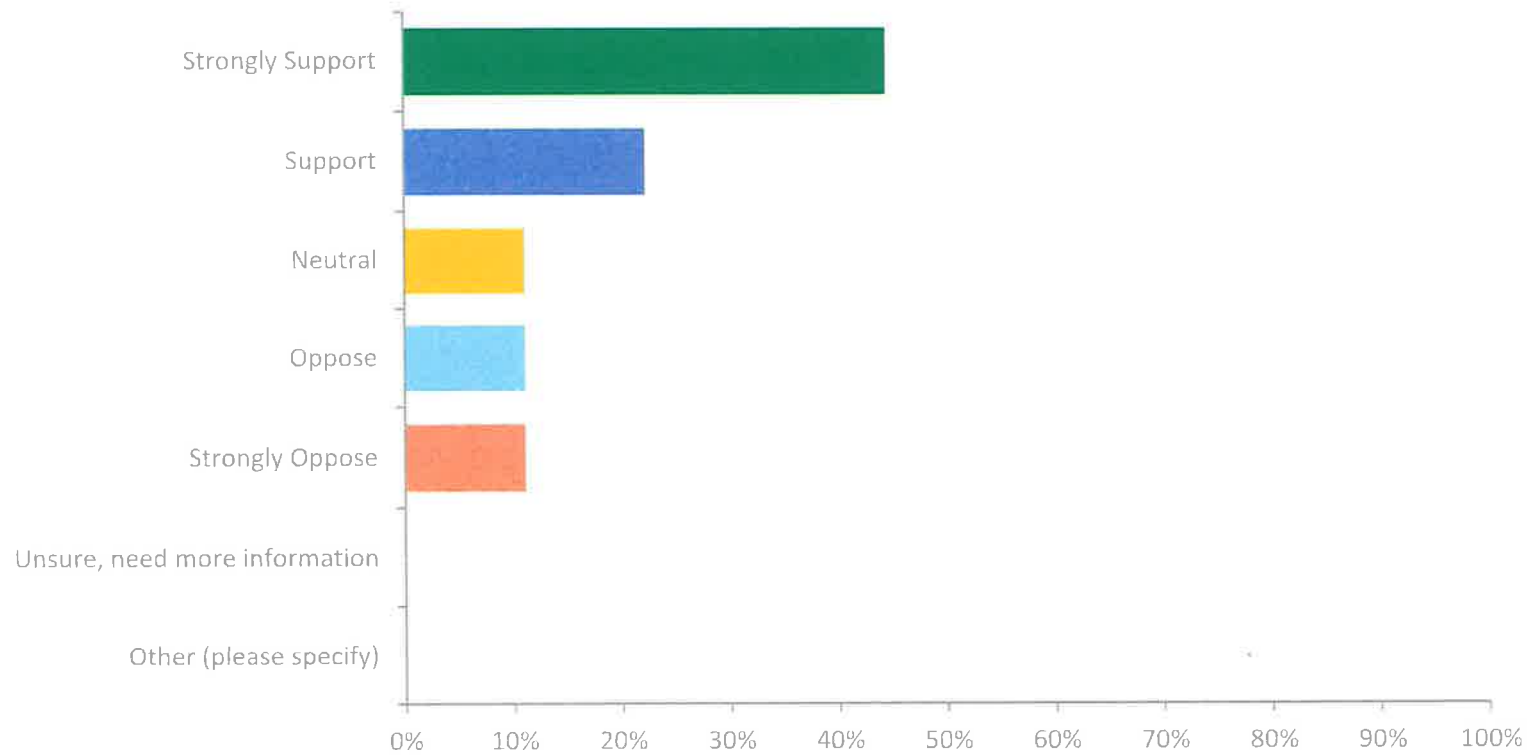
## Q11: What potential challenges or concerns do you foresee with allowing more low-density multi-unit housing on these infill parcels?

Answered: 9 Skipped: 0

- It would be nice to know where "these infill parcels" are located. Are they privately owned? DWP owned? County owned? I don't want to see Big Pine become nothing but a bedroom community for Bishop. Absolutely no interest in seeing development on any large parcels (greater than 1 acre) of open land.
- crowded
- There could be more noise for the existing neighbors, but we desperately need more housing, so I think the benefits outweigh the costs. I hope the walls can be thick enough to provide good insulation and privacy so people don't have to feel like they are living with another family! I hope also that they can be affordable for the renters' income in these areas.
- Increased noise and traffic.
- over population in areas that do not have the resources to support it. ie grocery stores, emergency services, transportation
- Violence, insanity, need for more police. Open land all around us.
- None
- No apartment no condos no nothing you keep independence. A small town. That's why I moved here. You will not populate us.!!!
- If I am reading the mapping correctly in the planning document the Big Pine Parcel on 395 used as an example may be appropriate as multi unit housing.

## Q12: How supportive are you of a program to encourage the reuse of existing underutilized buildings for housing?

Answered: 9 Skipped: 0



## Q12: How supportive are you of a program to encourage the reuse of existing underutilized buildings for housing?

Answered: 9 Skipped: 0

ANSWER CHOICES	RESPONSES	
Strongly Support	44.44%	4
Support	22.22%	2
Neutral	11.11%	1
Oppose	11.11%	1
Strongly Oppose	11.11%	1
Unsure, need more information	0.00%	0
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>9</b>

## Q13: What are your initial thoughts on the idea of reusing underutilized buildings in Big Pine, Independence, or Lone Pine for housing?

Answered: 9 Skipped: 0

- It would be great if small businesses could occupy empty store fronts in Big Pine. I don't know what all the issues are, but imagine that expense of buying or renting an existing building is prohibitive.
- it's already here, use it
- I am concerned about them being on 395, as it is loud and can be dangerous. A driver drove into my work building. That is very scary, for the building itself, the home, occupants, possessions, and anyone playing or spending time outside in front of it. However, I think it would be best to have these available as housing, and people can choose to live there or not. Right now, there is not enough housing at all, let alone housing that we can afford.
- Vacant buildings are unnecessary when housing is so difficult to find here. Why not utilize existing building structures?
- safety, visual aesthetics, accessibility, loss of businesses
- None.
- Do it. It's a great idea.
- NO!
- Reusing under utilized building is too vague. I would want to know how you are defining the term under utilized. Does the building owner decide their property is under utilized or does the county? And how is the county going to encourage reuse? A stick or a carrot? Fines, penalties, eminent domain? Or Grants, tax breaks?

**Q14: Do you have specific examples of underutilized buildings in Big Pine, Independence, or Lone Pine that you think would be good candidates for housing conversion?**

Answered: 9 Skipped: 0

- Maybe some existing empty store-fronts on Main St. What Chris Holt is doing is fantastic.
- no
- No.
- There seems to be many vacant business buildings on main streets that could have at least the upper floors converted for housing.
- no
- None.
- No.
- No!
- No

## **Q15: What potential challenges or concerns do you foresee with converting this specific building (or buildings) into housing?**

Answered: 9 Skipped: 0

- The empty store-fronts on Main St are very old, and the expense to bring them to habitable condition would probably be prohibitive.
- we need commercial space
- Making them feel comfortable and homey. I see a place for rent in Bishop that was converted and I would feel like I'm living in a gymnasium or the post office. The floors don't seem to be updated, etc.
- Costs could be prohibitively expensive due to the age of the structures.
- cost, investor/owner not completing the work and we have another ugly building to look at, lack of affordability,
- Overcrowding.
- None.
- I didn't wait 40 years to move to independence so you could populate it with riffraff. I moved here for a small town. This place does not need to be populated or filled with apartments and condominiums and crap. Keep that out of independence.!
- N/a

## **Q16: Share your ideas to encourage infill housing in Big Pine, Independence, and Lone Pine.**

Answered: 6 Skipped: 3

- I'm sad that current Big Pine residents in the process of building a home are being thrown road blocks in the way of restrictions as to temporary housing ON THEIR property. How on earth is anyone to be able to build ADU's unless they have a place to stay?
- I encourage you to look at your expenses, and the mode income of renters in these areas, to determine what a reasonable rent amount would be. Groceries are expensive in this area. Wages of renters, I would venture to say, are low (we who work in the service industry for these tourist towns do not get paid high wages.) People who own their homes probably bought them in the '90s, when they were more affordable, or have a very different income than people who rent. I encourage this new housing, as we desperately need it. The houselessness numbers in this valley are shocking and distressing. We don't deserve to live out of our cars. We contribute to the economic success and overall wellbeing of these beautiful places. Some are kids!! Everyone deserves a roof over their head, protection from the extreme heat and cold, and a place to call a secure, stable, peaceful, safe, and private home (and yard, honestly). Thank you for encouraging new housing opportunities. I hope they can be affordable to us, and meet our needs.
- This might not be in your purview but why not create a number of tiny home communities in the Owens Valley? On one acre of land, a beautiful community could be created that would house many residents.
- None.
- N/A
- No, just know! No condos no apartments no, nothing in independence nothing!!

**Date:** November 12, 2025

**To:** Inyo County Planning Department

**From:** Precision Civil Engineering, Inc.

**Subject:** Evaluation of Residential Parking Regulations and Flexibility Options to Support Infill Housing

## 1. Introduction

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The purpose of this memorandum is to review Inyo County's current residential parking regulations to determine whether existing standards may inhibit infill housing opportunities. The analysis also examines how other rural jurisdictions, specifically Mariposa County, Alpine County, Town of Mammoth Lakes, and Modoc County could address parking flexibility for single-family and multi-family development. Recommendations and ideas for Inyo County are provided based on this comparison analysis.

## 2. Existing Parking Regulations

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The Inyo County Zoning Code establishes uniform off-street parking requirements for all residential zoning districts. Current standards require two off-street parking spaces per dwelling unit in the single-family zone districts (R-1 and R-2). In the R-2 zone district, required parking spaces must be provided on a parking lot or within a garage or carport. In the multi-family residential zone district (R-3), the standard requires two parking spaces plus one guest space for every four units.

Zone	Requirement
R-1	2 off-street spaces per unit
R-2	2 off-street spaces per unit
R-3	2 off-street spaces per unit + 1 guest space per 4 units

The County's parking regulations are uniform, providing little flexibility to accommodate infill or small-scale residential projects. Key findings include:

- **Uniform Standards:** The two-space minimum applies equally to all zones, offering no differentiation based on site context or housing type.
- **Guest Parking Burden:** The additional guest parking requirement for R-3 developments reduces buildable area and may make smaller multi-family infill projects financially infeasible.

- **Lack of Administrative Flexibility:** There are no provisions for tandem, shared, or compact parking; there are also no options for minor modifications or relaxed regulations.
- **No Adjustment for Unit Size or Affordability:** Smaller or specific unit types (e.g., affordable, workforce or senior housing), which often generate lower parking demand, are held to the same standards as units with more bedrooms.

Collectively, these factors could potentially inhibit infill housing development by increasing land and construction costs, reducing feasible densities, and limiting design flexibility on smaller parcels.

### 3. Comparative Analysis

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A review of other jurisdictions with rural geographic conditions shows that several jurisdictions have adopted context-based, flexible parking regulations that balance parking supply with local housing goals. These approaches retain baseline standards while introducing administrative discretion or context-specific adjustments to support housing feasibility.

#### [Mariposa County](#)

In Mariposa County, parking requirements vary by unit type: studio or one-bedroom residential units require 1.5 parking spaces per unit, while two-bedroom or larger apartments and single-family homes require 2 spaces per unit.

[Section 17.336.030\(B\)](#) of the Mariposa County Municipal Code allows reductions or modifications to these parking standards when considered through the variance process or in conjunction with a use permit or other discretionary application. This approach maintains the County's overall parking ratios but introduces administrative flexibility, allowing the Planning Commission to tailor requirements to the specific project type, location, or surrounding conditions.

Additional provisions within the Code provide targeted flexibility for specific residential contexts:

- Senior housing developments may receive up to a 25% reduction in required parking if located within 500 feet of a shopping center or transportation system.
- Tandem parking is permitted when more than one parking space is provided per residential unit, as long as at least one space per dwelling unit is individually accessible.

These measures allow Mariposa County staff and decision makers to evaluate parking requirements case-by-case, providing flexibility for projects that serve lower-mobility populations or located in areas with access to services and transit

#### [Alpine County](#)

Alpine County's parking requirements for residential uses are generally comparable to Inyo County's baseline standards but include additional provisions for secondary and shared housing types that introduce a degree of flexibility.

For most residential dwellings, including single-family, duplex, and multi-family units, two off-street parking spaces per dwelling unit are required. Second-family dwelling must provide one off-street

parking space year-round, while rooming houses, boardinghouses, and group dwellings require one space per two occupants.

Alpine County's ordinance also provides limited flexibility for unique site conditions and accessory units:

- When no parking is available on the building site, off-street parking may be provided on an adjacent or noncontiguous parcel, subject to approval of a use permit.
- For secondary dwelling units, parking may be provided in tandem (though not shared with the primary unit).
- Efficiency or one-bedroom secondary units require one additional parking space, while two or more-bedroom secondary units require two additional spaces.

While Alpine County's base parking ratios remain similar to Inyo County, it allows for off-site parking and tandem allowance for secondary dwelling units, adapting to the housing types. These provisions could serve as potential models for Inyo County to allow greater site flexibility and encourage infill housing on constrained lots without eliminating essential parking supply.

#### [Town of Mammoth Lakes](#)

The Town of Mammoth Lakes applies more context-based parking framework that provides flexibility to accommodate a range of housing types and site conditions while maintaining adequate parking supply for residents and visitors.

Under [Municipal Code Chapter 17.44 \(Parking and Loading Standards\)](#), parking requirements for residential uses are established based on unit type and location rather than a single fixed standard. In general, two spaces per dwelling unit are required for detached single-family residences, while multi-family are assigned parking ratios that vary by bedroom count and project context.

Mammoth Lakes incorporates several flexibility provisions that support infill development:

- Tandem and uncovered parking are permitted for certain residential development, allowing more efficient use of limited lot areas.
- Parking districts and in-lieu fee program established and approved by the council, the review authority can reduce or eliminate the minimum number of required on-site parking spaces for projects.
- Reductions in required parking may be approved for project located near public transit, within mixed-use zones, or those providing affordable or workforce housing.

These provisions demonstrate Mammoth Lake's balanced approach to parking management, ensuring sufficient capacity for a car-dependent mountain community while introducing flexibility mechanisms that make infill and compact residential development more feasible.

#### [Modoc County](#)

Modoc County applies a more flexible and context-sensitive approach to parking standards compared to Inyo County, allowing the requirements to vary based on unit type, household characteristics, and affordability level. Under [Section 18.110.040](#), parking requirements are scaled

to reflect the size and type of dwelling rather than a single fixed standard. In general, one-bedroom units and second-dwelling units require one space per unit, while units with two or more bedrooms must provide two spaces per unit.

Modoc County incorporates several flexibility provisions that encourage a range of residential types:

- Accessory and junior accessory dwelling units (ADUs and JADUs) are subject to specific standards that can further reduce or waive parking requirements under certain conditions.
- Senior housing developments occupied exclusively by persons aged 62 or older may provide one-half space per unit or one space per four occupants in group quarters.
- Very low- and low-income housing projects may qualify for reduced parking requirements of one car and one bicycle space per dwelling unit.

These provisions demonstrate Modoc County's adaptable approach to parking management, balancing the need for adequate parking supply with the goal of supporting affordable and age-restricted housing through reduced parking requirements.

## 4. Recommendations

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A review of Inyo County's parking regulations indicates that current standards, requiring two off-street parking spaces per dwelling unit across all residential zones are uniform but not context sensitive. While appropriate for areas with limited transit, this approach may inhibit infill housing opportunities, particularly on smaller or irregular shaped lots.

To support housing production while maintaining adequate parking supply, Inyo County may consider the following flexibility strategies adapted from peer jurisdictions.

### 1. Introduce Context-Based Standards

Adopt parking ratios that reflect differences in housing type, size, and possibly location.

- Smaller units (e.g., studios or one-bedrooms) could require 1.0–1.5 spaces per unit rather than two, with larger units (e.g., two or more bedrooms) could maintain current standards.
- Single-family dwellings on large rural lots may continue to require two spaces, while multi-family or mixed-use developments in compact areas, like Big Pine, Independence or Lone Pine, could qualify for reduced ratios.

This approach aligns with Mariposa County and Mammoth Lakes, which differentiate requirements based on unit size and setting.

### 2. Allow Administrative Reductions

Provide the Planning Director authority to approve minor parking reductions (up to 25%) when supported by findings such as:

- The site is within walking distance of community services or transit accessible areas.
- Adequate on-street or shared parking exists nearby.

- The project serves senior, low-income, or workforce households with lower vehicle ownership rates.

This mirrors Mariposa County’s discretionary reduction process and Mammoth Lakes’ location-based flexibility.

### 3. Permit Tandem and Shared Parking

Allow tandem parking (two cars, one behind the other) for single-family, duplex, or multi-family projects, provided at least one space per unit remains independently accessible. Encourage shared parking arrangements between adjacent properties or complementary uses through recorded agreements—similar to provisions in Alpine County and Mammoth Lakes. These measures can make small infill sites more viable without reducing overall parking supply.

### 4. Support Secondary Units and Compact Infill

Establish a distinct standard for Accessory Dwelling Units (ADUs) and secondary dwellings, such as:

- One space per ADU (consistent with state law), but offer reductions or waivers if located near services or along transit accessible areas.
- Allowing tandem or uncovered spaces for ADUs to maximize lot efficiency. This aligns with both state law and Alpine County’s flexible secondary-unit standards.

### 5. Enable Case-by-Case Modifications

Codify minor modifications that allows alternative parking solutions on constrained infill parcels—such as off-site or noncontiguous parking—consistent with Alpine County’s approach. This could also include flexible parking layouts.

### 6. Codify Parking Standards

Create a new section under 18.78. General Regulations that codifies parking standards, including design for residential projects.

## **5. Conclusion**

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Inyo County’s existing residential parking standards are consistent with jurisdictions of similar geographic conditions but lack the flexibility to support infill and small-scale housing development. A uniform “two spaces per dwelling unit” standard does not account for variations in lot size, housing type, or proximity to community services.

The comparable jurisdictions suggest that context-sensitive parking regulations can maintain adequate parking supply while improving housing feasibility. Introducing tiered requirements, discretionary reductions, and shared or tandem parking allowances would allow Inyo County to better respond to local housing needs without significantly impacting neighborhood function or vehicle access.

By incorporating these flexibility tools, the County can encourage infill development, diversify housing options, and support more efficient use of land within established communities, while still recognizing the region's reliance on personal vehicle travel.

**Date:** November 12, 2025

**To:** Inyo County Planning Department

**From:** Precision Civil Engineering, Inc.

**Subject:** Program Options for Addressing Abandoned Buildings and Encouraging Adaptive Reuse for Infill Housing

## Introduction

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This memo summarizes the initial research findings and outlines potential program options to support Inyo County's goal of encouraging the reuse of underutilized or abandoned buildings for infill housing, while discouraging prolonged vacancy. These recommendations build upon successful approaches implemented by other agencies. This memo is organized into two sections as follows:

- **Program Options** – Summarizes potential strategies the County could consider.
  - *Vacant Building Inventory*
  - *Adaptive Reuse Incentive Program*
  - *Abandon Building Registration and Maintenance Ordinance*
  - *Vacancy Tax or Fee Program*
- **Preliminary Recommendations** – Actionable recommendations the County could take to implement.
  - *Vacant Building Inventory*
  - *Adaptive Resue Incentives*
  - *Other Options*

## Program Options

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### 1. Vacant Building Inventory

A Vacant Building Inventory is a tool created specifically for the purpose of facilitating reuse and revitalization, rather than just punitive measures. The inventory helps identify underutilized or abandoned properties and can be used to inform potential investors, developers, non-profits, and community groups about opportunities for redevelopment.

#### **City of Baltimore, MD – “Vacants to Value” Program**

The City of Baltimore launched the Vacants to Value (V2V) program to address the issues of vacant properties in Baltimore. The initiative focuses on revitalizing neighborhoods through homeownership and property rehabilitation. The program utilizes a GIS-based property inventory and interactive map to identify clusters of vacant properties, helping the City target reinvestment efforts and connect potential homebuyers with available homes. By combining data-driven tracking with financial incentives, the V2V program has helped Baltimore promote reuse and stabilize communities affected by long-term vacancy.

### ***City of Detroit, MI – Motor City Match Program***

The City of Detroit's Motor City Match program was created to revitalize businesses in the commercial corridors by connecting entrepreneurs with vacant or underutilized properties and providing funding for building rehabilitation and business development. Following a block-by-block survey to assess the scope of vacancy, the City developed an extensive property inventory that identifies available buildings for reuse. The program offers grants, loans, and technical assistance to both property owners and business tenants, facilitating the adaptive reuse of vacant storefronts. The program serves as a model of how data-driven inventories and targeted incentives can work together to restore economic vitality in areas facing high vacancy rates.

### **2. Adaptive Reuse Ordinance**

An Adaptive Reuse Ordinance (ARO) is legislative tool designed to simplify the approval process for developers seeking to convert older buildings into new housing without undergoing a lengthy entitlement process. The ordinance can establish flexible development standards, such as the removal of minimum unit size requirements, parking mandates, and other barriers that often discourage development. By streamlining approvals and reducing regulatory constraints, an ARO can incentivize redevelopment, preserve historic structures, and promote infill housing opportunities in underutilized commercial or industrial areas.

### ***City of Los Angeles, CA – Adaptive Reuse Ordinance***

The City of Los Angeles's Adaptive Reuse Ordinance (ARO) adopted in 1999 has been successful in facilitating the reuse of existing building in the Downtown Los Angeles area. The ARO promotes conversion of vacant or underutilized buildings into housing. The City is now expanding the ARO to address vacant retail and office spaces that are vacant or partially occupied, recognizing the need for more flexible reuse in response to changing market conditions.

The updated ordinance applies to buildings that are at least between 5 to 15 years old are eligible for a faster, by-right approval process. The expanded ARO also supports historic preservation, as buildings identified as Eligible Historic Resources to use the California Historic Building Code, providing additional flexibility in the conversion of buildings that are included within the City's inventory of historic resources.

By simplifying code requirements and removing unnecessary barriers, Los Angeles's ARO demonstrates how regulatory flexibility can revitalize vacant structures, and align adaptive reuse projects with broader General Plan goals.

### ***National Trust for Historic Preservation Model Adaptive Reuse Ordinance***

The National Trust for Historic Preservation's (NTHP) Preservation Green Lab conducted a case study and provided strategies for revitalization and reuse. Those strategies range from zoning and parking leniency, financing strategies, and updating zoning ordinances for a clearer understanding of approval processes.

The NTHP provides a model Adaptive Reuse Ordinance (ARO) that cities and counties can amend to meet their standards. The model ARO utilizes a zoning overlay because it is the easiest to integrate into an existing zoning ordinance and does not require text amendments to an entire code. The overlay would be placed in areas or corridors that the County and/or residents would like to see revitalized. The ordinance provides eligibility requirements, incentives, alternative building and fire code regulations, and alternative public works standards for eligible projects. Development standards are left open to allow County-specific standards to be incorporated.

This model ordinance provides a clear, streamlined process for adaptive reuse projects while supporting historic preservation and economic development. The model ordinance is a standalone chapter that can be adopted into an existing code but should be considered in tandem with zoning map amendments to add the “Adaptive Reuse Overlay Zone” as an overlay on properties with existing structures.

### 3. Abandoned Building Registration and Maintenance Ordinance

An Abandoned Building Registration and Maintenance Ordinance is a tool that requires property owners to register vacant or abandoned buildings with the City or County, typically within 30 days of the building becoming vacant. This ordinance helps to track and manage vacant properties, ensuring they are maintained to minimum health and safety standards and do not contribute to neighborhood decline. Registration programs often include annual renewal requirements, inspection provisions, and fee structures. This approach allows local governments to better identify problem properties, support enforcement efforts, and promote long-term community reinvestment.

#### ***City of Taft, CA - Public Nuisances; Vacant Dwellings or Buildings***

- Requires property owners to register with the City an abandoned or vacant building within 30 days of the building becoming vacant.
- Allows lawful inspection and entry to enforce code.
- Vacant and abandoned buildings are classified as unoccupied, unsafe, boarded, or has been unoccupied/without a business license for 30 days. Exemptions to this are properties that are under active construction or those listed for sale/rent and code compliant.
- Property owners must:
  - Register the property within 30 days and pay a registration fee (renewed annually)
  - Post a visible sign with owner/lender contact info
  - Maintain exterior and interior to prevent blight, vandalism, fire, or pests
  - Maintain minimum fire and liability insurance
- Violations to this ordinance are a “public nuisance” and subject to additional enforcement and fees.
- If a property does not register, the Building Official or Code Enforcement issues a Notice of Violation (NOV).
- City can fine the owner if the NOV is not corrected

### **City of Dunsmuir, CA – Abandoned and Distressed Real Property Ordinance**

- Requires property owners to register with the City an abandoned or vacant building within 30 days of the building becoming vacant.
- After registering property, owner or authorized agent must provide City access to conduct an exterior and interior inspection to determine compliance with code
- Property owners must:
  - Secure building or structure against unauthorized access
  - Keep property free of blight (weeds, dry brush, dead vegetation, etc.)
  - Maintain yards to the “neighborhood standard” and defines the “neighborhood standard”
  - Cover windows with plain paper or display artwork, merchandise offered for sale by another business within the community, or materials provided by a Dunsmuir community non-profit organization
  - Remove signage for any previous tenant
  - Repair or rehabilitate property to meet all applicable codes adopted by the City for occupancy
- Initial registration fee is \$500 but can be reduced to \$100 if City Clerk receives evidence the property has been listed for sale or rent at a reasonable price with licensed real estate agent.
  - Clerk can waive the fee entirely if:
    - The property is utilized for a community benefit
    - A building permit has been issued for improvements/repairs that exceed 50% of property value and said improvements are actively being pursued
- Properties not in compliance with the ordinance are subject to penalties and fees

#### **4. Vacancy Tax or Fee Program**

A Vacancy Tax or Fee Program is a regulatory and financial tool designed to discourage prolonged vacancy and encourage the productive use of property. This program establishes an annual tax or fee on properties that remain vacant beyond a defined period, with rates scaled by property type. Property owners are notified of the vacancy determination and given the opportunity to appeal before the tax is imposed. By creating a direct financial incentive to occupy, lease, or sell unused buildings, vacancy taxes can help reduce blight, promote reinvestment, and support community revitalization efforts.

### **City of Oakland, CA – Vacant Property Tax**

The City of Oakland approved a Vacant Property Tax (VPT) Act which establishes an annual tax of \$3,000 to \$6,000 on vacant property, depending on the type of property (e.g. residential, condominium, duplex, townhome, or non-residential, etc.).<sup>1</sup> A property is considered “vacant” if it is

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<sup>1</sup> City of Oakland. Vacant Property Tax (VPT). Accessed October 28, 2025.  
<https://www.oaklandca.gov/Business/For-Landlords/Vacant-Property-Tax-VPT>

“in use less than 50 days in a calendar year”. There are several exemptions to this Act including the following:

- Very low income
- Financial hardship
- Demonstrable hardship unrelated to personal finances
- Exceptional specific circumstances
- Active construction
- Building permit application
- Low income senior
- Disabled owner
- Non-profit organization
- Substantially complete application for Planning

Property owners who believe they qualify for an exemption or that their property was not vacant may file a petition within 20 days of receiving the initial determination, accompanied by documentation supporting their claim. The program provides a structured process for review and discourages vacant buildings.

## **Preliminary Recommendations**

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### 1. Vacant Building Inventory

To help identify the number and location of vacant buildings in Inyo County, the County can develop a Vacant Building Inventory to better inform potential investors, developers, nonprofits, and community groups about redevelopment opportunities for infill housing projects. Following the approaches used in Baltimore and Detroit, inventories can be developed through block-by-block windshield surveys, property owner outreach (mailers or direct contact), or a combination of both methods. Direct engagement with property owners can help identify barriers to reuse and track occupancy levels to assess where intervention is needed. Data collected through these efforts can be organized in spreadsheets and later transferred to GIS to enable spatial analysis and interactive mapping. Establishing this inventory provides a baseline understanding of vacant properties across the County, allowing staff to develop tailored strategies and target investment areas.

### 2. Adaptive Reuse Incentive Program

An Adaptive Reuse Incentive Program can encourage the transformation of underutilized or vacant buildings into housing through a combination of financial assistance, regulatory flexibility, and targeted zoning tools. Financial incentives may include grants, subsidies, or direct assistance from government entities to offset project costs such as environmental remediation, structural improvements, or energy-efficient upgrades. Additional support could be provided through low-interest loans or loan guarantees to help finance adaptive reuse projects.

Regulatory incentives can streamline approvals by allowing by-right conversions that meet a specific criteria, such as compliance with health and safety codes and consistency with the General Plan,

without triggering CEQA or discretionary review. Projects may not need to follow certain parking requirements and are permitted to include one-story additions, or benefit from modified building code provisions specific to adaptive reuse.

To further facilitate reuse, Inyo County can establish an Adaptive Reuse Overlay Zone in key areas. Properties within this zone would be eligible for added incentives, such as increased density allowances, height exceptions, waived loading zone requirements, and no new parking mandates unless additional floor area is created. This overlay would apply to buildings undergoing a change of use (e.g., commercial to residential) and would allow Inyo County to take a targeted, place-based approach to promoting reuse in priority areas.

### 3. Other Options

Alternative options to facilitate reuse and discourage abandoned buildings include establishing an Abandoned Building Registration Program or a Vacancy Tax/Fee Program. Following the approaches implemented in the cities of Taft, Dunsmuir, and Oakley, these programs require property owners to register vacant or abandoned buildings, creating a clear record of such properties within the City. A Vacancy Tax or Fee Program can further incentivize property owners to keep their buildings occupied or actively maintained, as prolonged vacancy would result in financial penalties.

These tools are more regulatory in nature, leveraging the County's authority to reduce the number of abandoned structures while ensuring that registered properties are maintained to minimum health, safety, and aesthetic standards. This helps prevent deterioration, maintain neighborhood character, and avoid negative impacts on nearby property values. Additionally, revenues generated through registration fees or vacancy taxes can be reinvested into community improvement projects, such as new parks, sidewalk enhancements, or neighborhood beautification efforts, helping to strengthen overall community vitality while addressing vacancy issues.

# TYPICAL LAYOUT: FRONT YARD SETBACK

NORTH

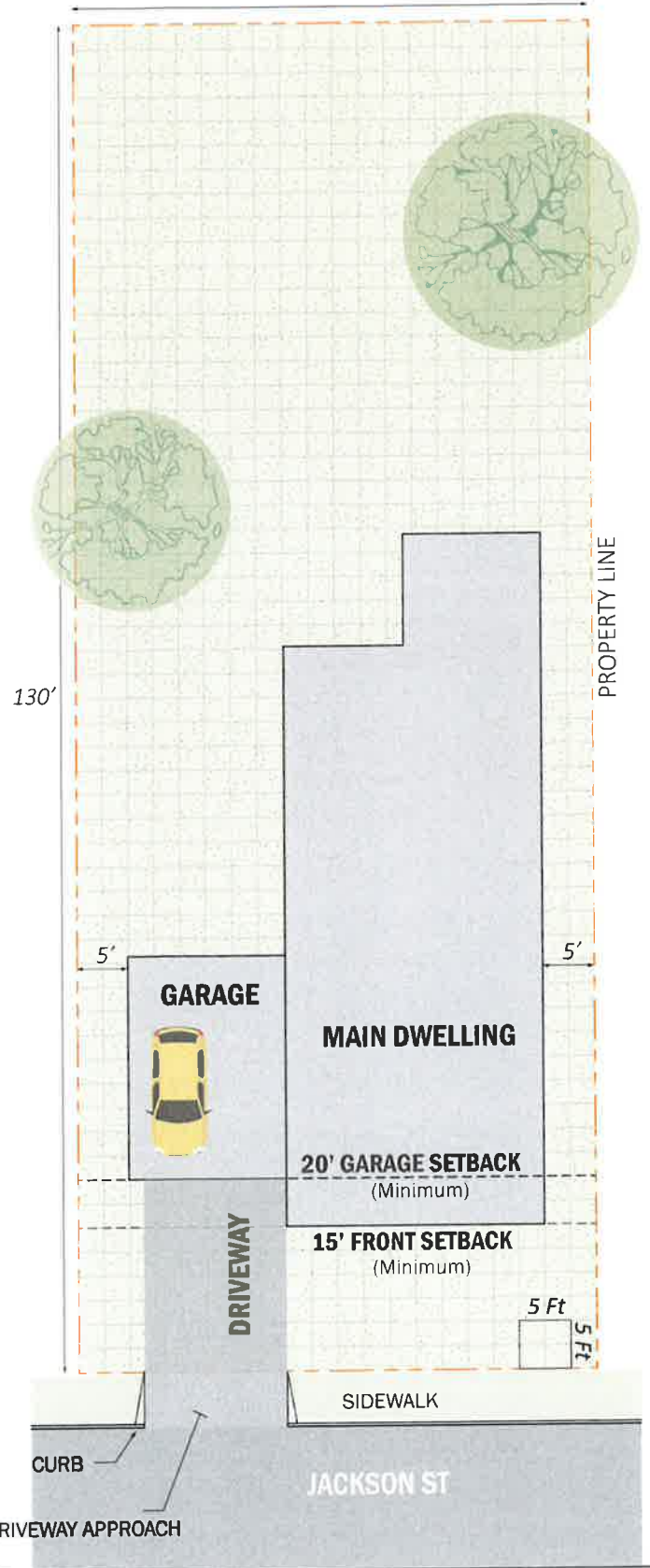
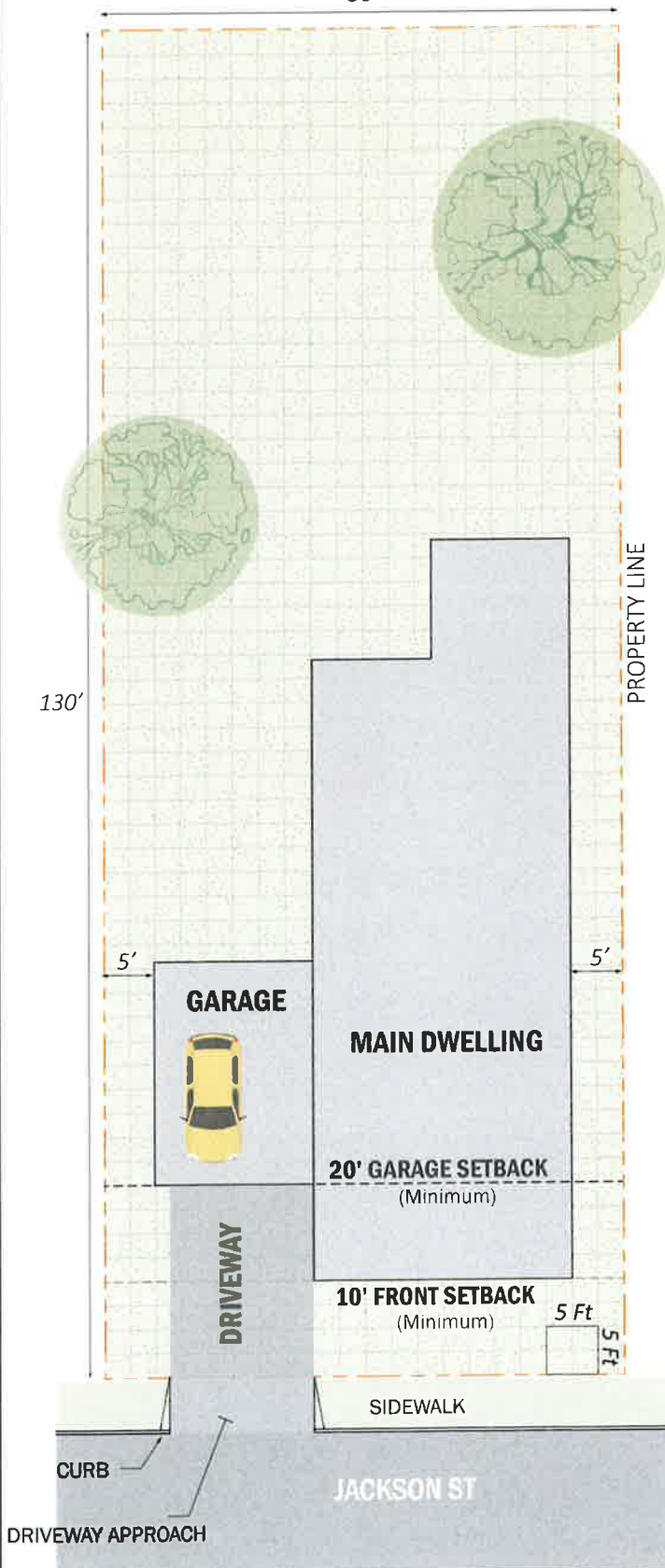


## 10 FT FRONT SETBACK

50'

## 15 FT FRONT SETBACK

50'



# TYPICAL LAYOUT: FRONT YARD SETBACK

NORTH

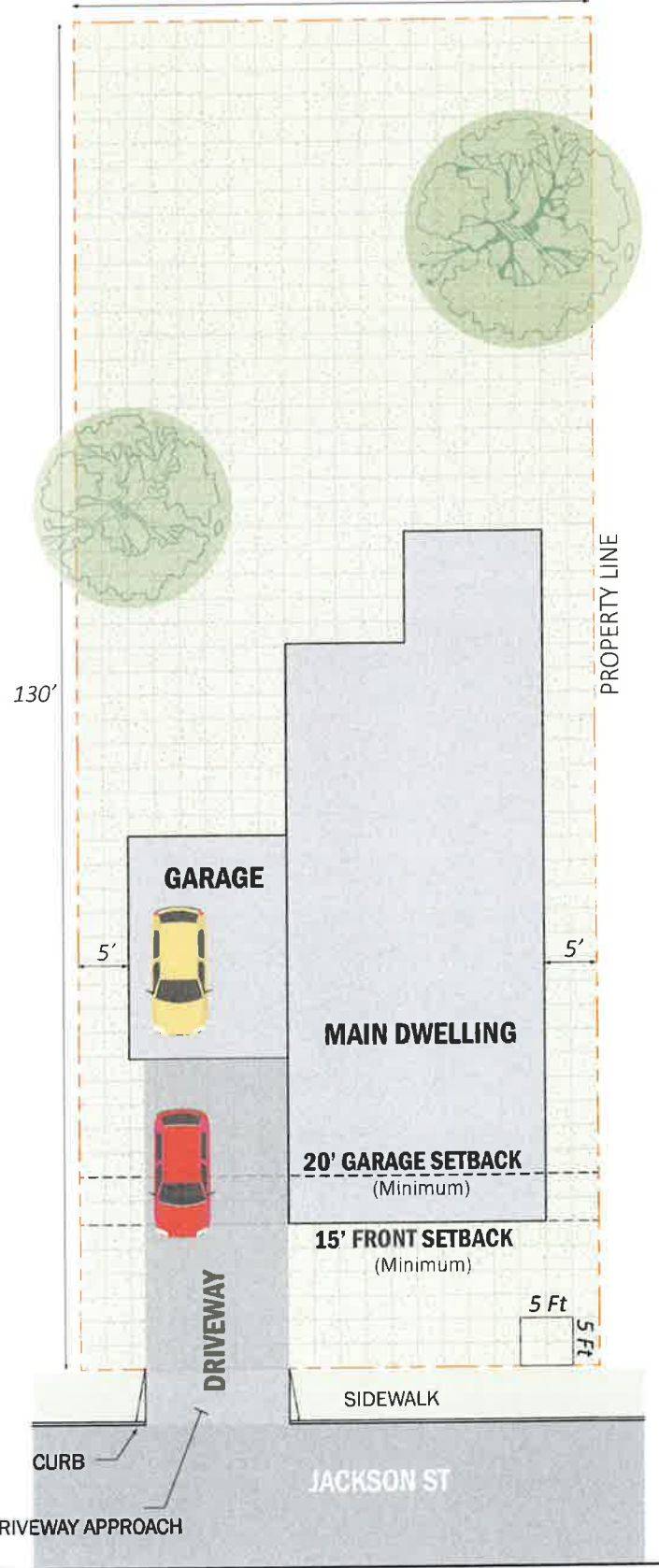
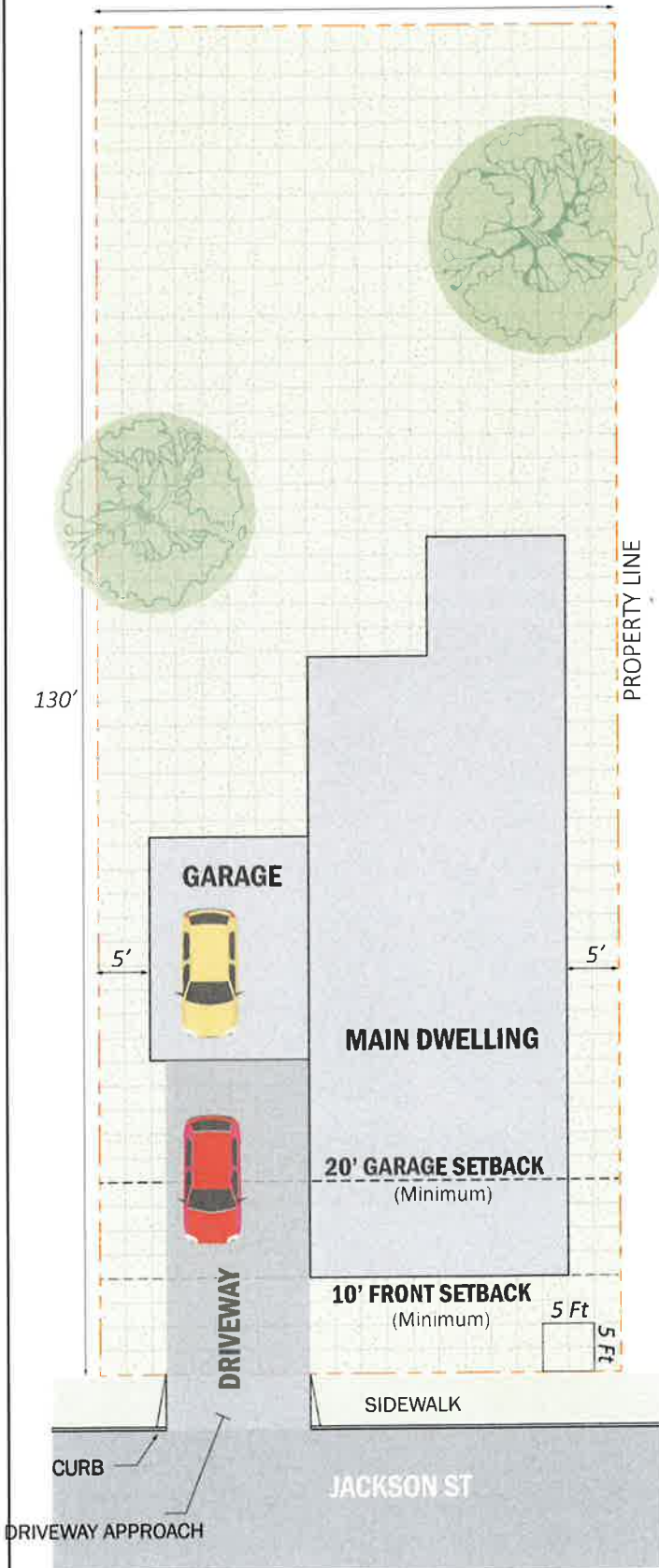


## 10 FT FRONT SETBACK

50'

## 15 FT FRONT SETBACK

50'



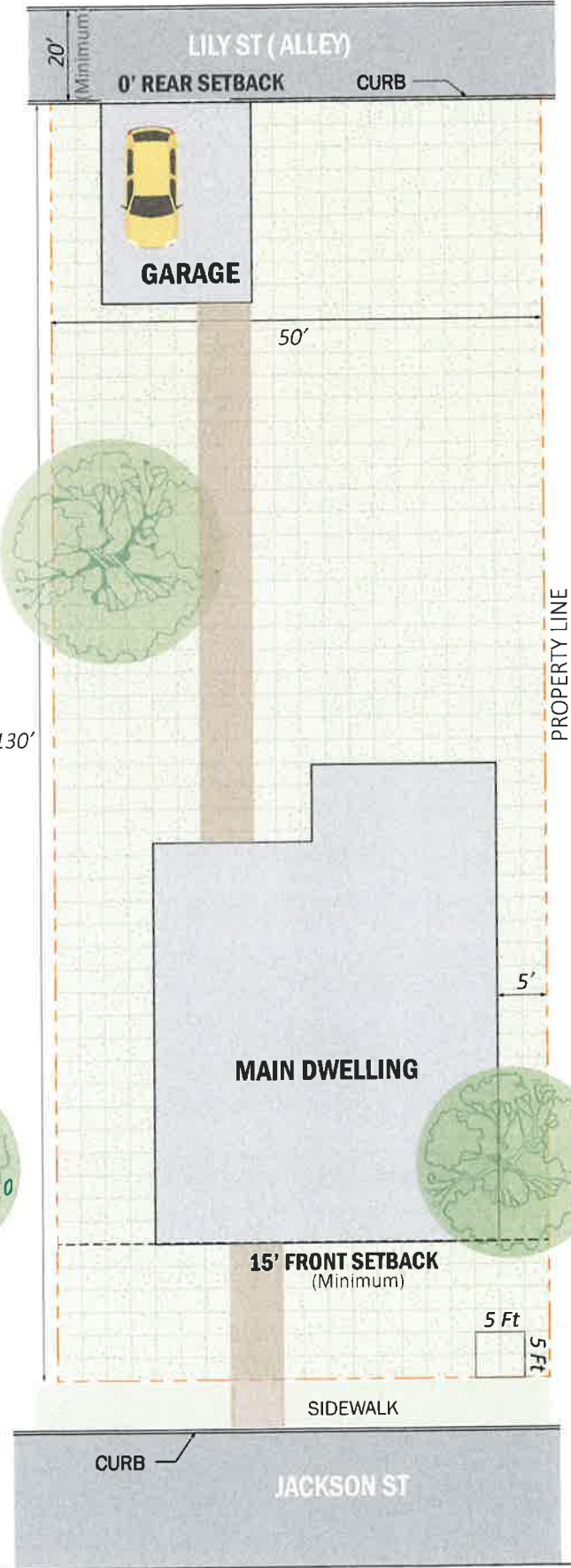
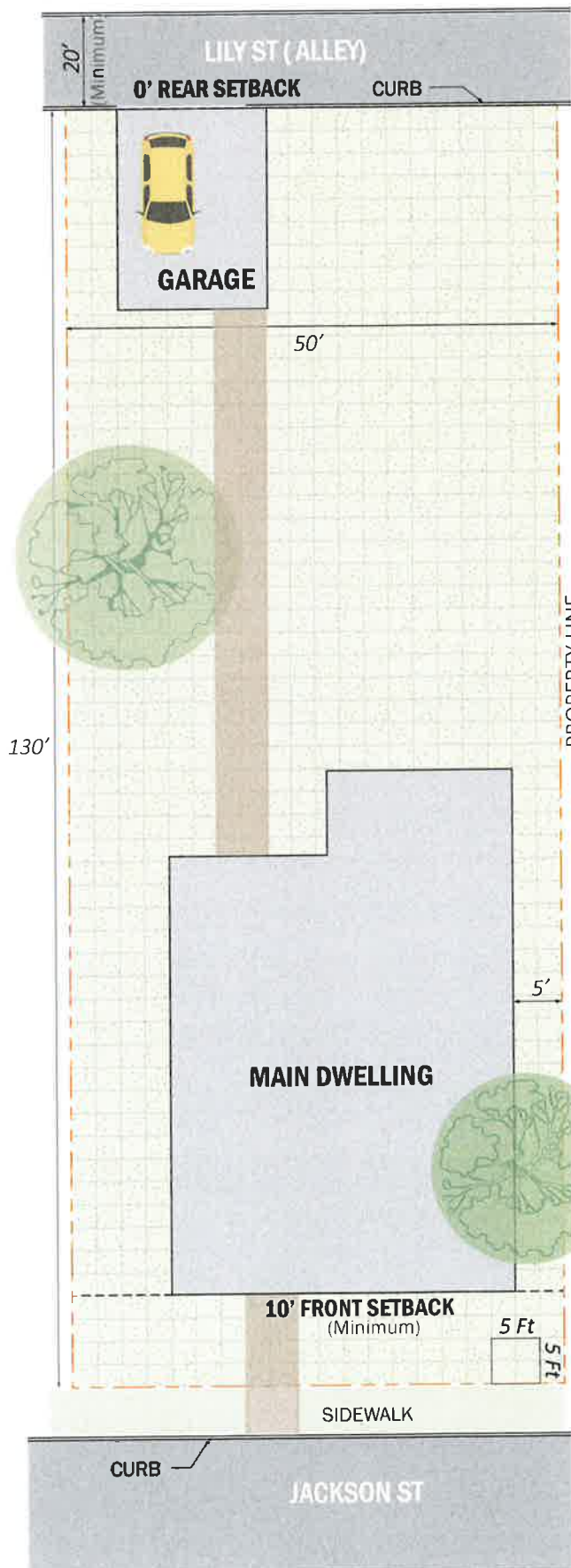
# TYPICAL LAYOUT: REAR YARD SETBACK (WITH ALLEY)

NORTH



## 10 FT FRONT SETBACK

## 15 FT FRONT SETBACK



# TYPICAL LAYOUT: REAR YARD SETBACK (WITH DRIVEWAY)

NORTH

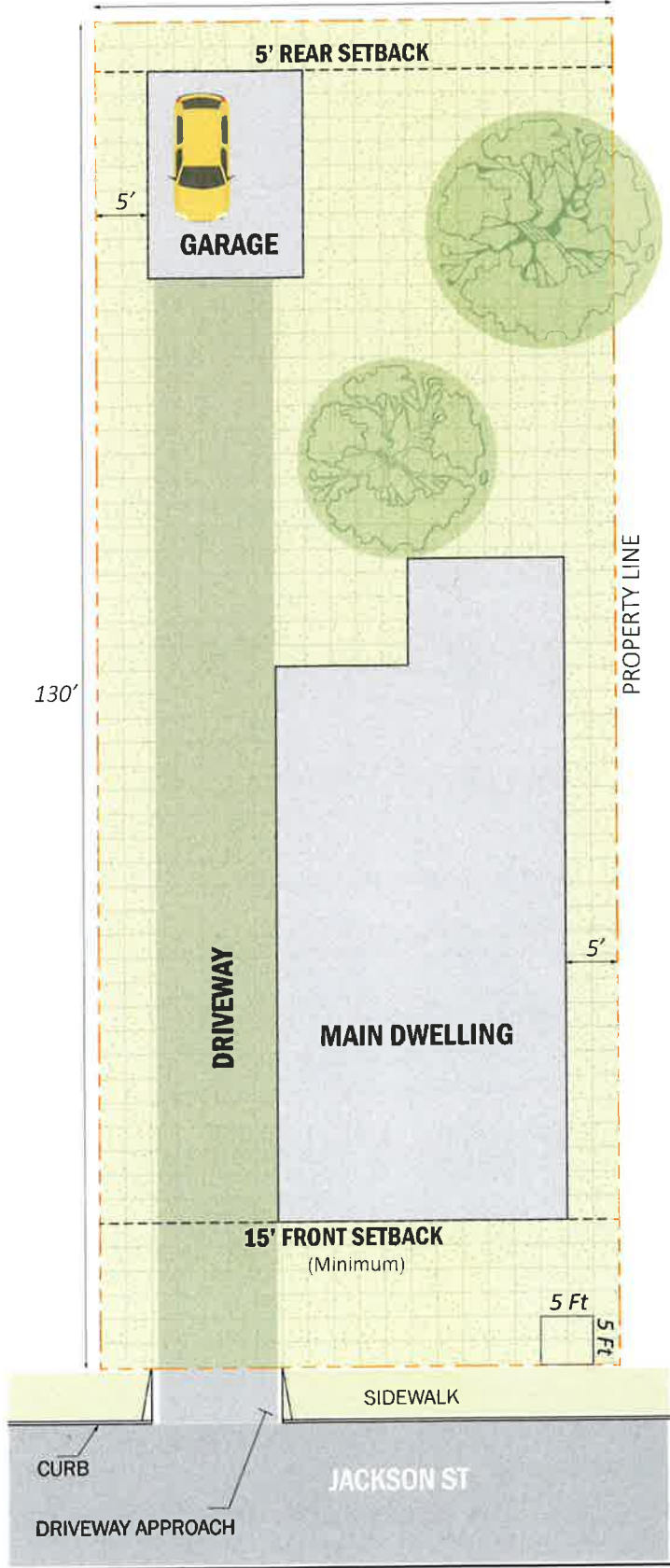
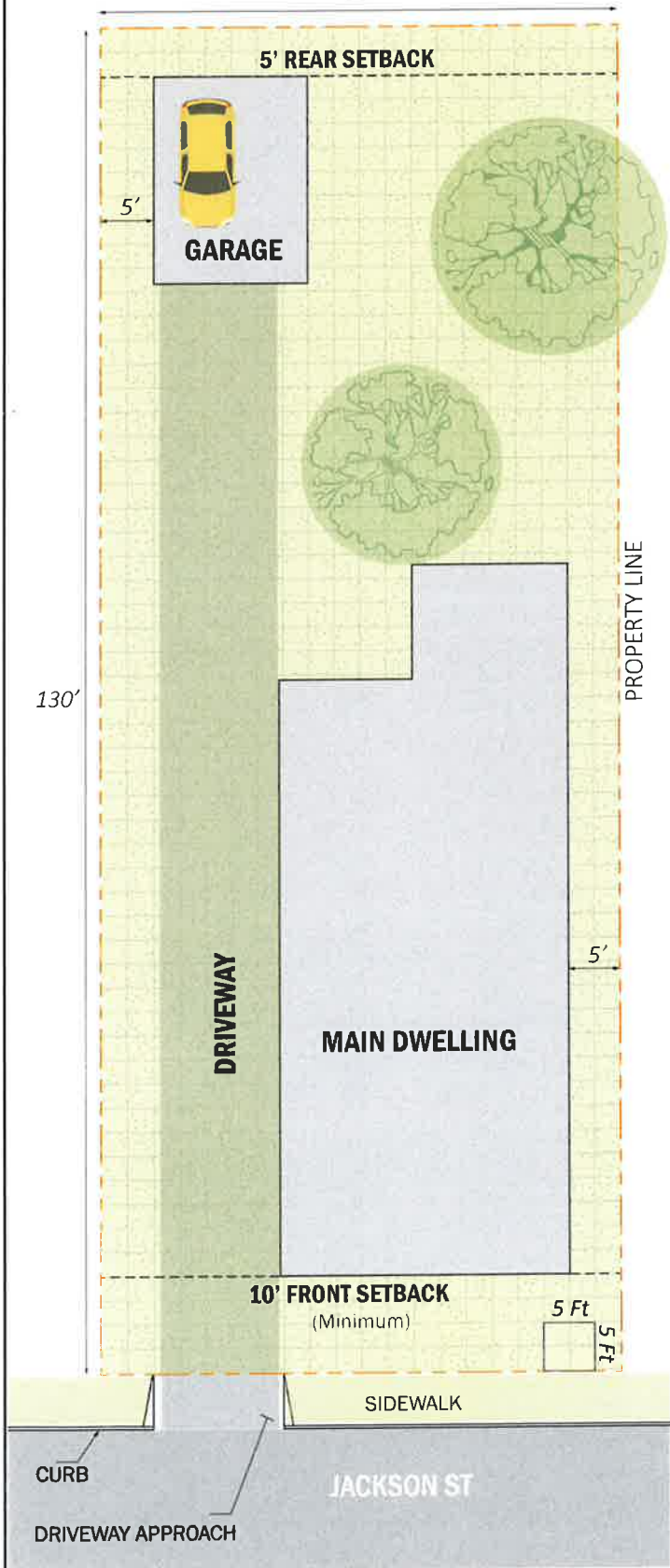


10 FT FRONT SETBACK

50'

15 FT FRONT SETBACK

50'






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# HOW-TO GUIDE: ACCESSORY DWELLING UNITS

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Inyo County  
168 N. Edwards St.  
Independence,  
CA 93526



HOW-TO GUIDE:  
ACCESSIBLE DWELLING UNITS

## **Disclaimer**

The information provided in this how-to guide is offered solely as a convenience for members of the public and for general informational purposes only. It is not intended to, and does not, replace or supersede any approvals, permits, reviews, or determinations required by the County Building Department, County Planning Department, or any other applicable regulatory authority. Users of this guide should not rely on the information contained herein as a substitute for compliance with all applicable laws, codes, regulations, and official County processes. Please contact the appropriate County departments to confirm current requirements and to obtain all necessary approvals prior to commencing any work.



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# 1. INTRODUCTION

**Recent changes to State Law** have made it easier to construct Accessory Dwelling Units (“ADUs”) throughout the state. In response to these changes, Inyo County updated its ADU Ordinance in 2021, to accurately reflect State ADU regulations, by incorporating State regulations by reference. To streamline the production of ADUs, the County has established the Inyo County Permit-ready ADU Program, offering “permit-ready”, “off the shelf” ADU plan sets so that anyone can choose a plan set, pay their permits, and build, ultimately reducing the cost and timeframe for the ADU design and permitting process. The County has created this ADU Guidebook to further assist homeowners in the county of Inyo through the process to build and ADU.

## How to Use the Guide

This how-to guide (“Guide”) was created as a resource for homeowners in Inyo County to utilize as they navigate the process to build an ADU. This Guide provides a step-by-step approach for homeowners to follow, offering information and guidance on ADU basics, regulations, design, and permitting.



**How-to Guide Outline**  
This Guide is broken down into **SIX** parts:

**1**

**Introduction**

Introduction  
How to Use the Guide



**2**

**ADU Basics**

Types of ADUs  
ADU Regulations  
Frequently Asked Questions  
ADU Requirements Checklist  
Other Requirements



**3**

**How to Build an ADU in Inyo County**

Step 1. Determine Your Property's Eligibility for Building an ADU  
Step 2. Meet the Minimum ADU Requirements  
Step 3. Design Your ADU  
Step 4. Prepare and Submit Your ADU Permit Application



**4**

**Inyo County ADU Review and Approval Process**

Application Process  
"Before You Apply"  
Application Submittal



**5**

**Permit-Ready ADU Program**

Plan Overview  
How it Works



**6**

**Funding and Resources**

Funding Opportunities  
Local Resources  
Further Reading



# 2. ADU BASICS



## Types of ADUs

ADUs are also known as second units, guest cottages, in-law suites, and casitas, among other terms and can be in the following forms:

- **Attached ADU:** Shares at least one wall with the primary home
- **Detached ADU:** Free-standing, separated structure
- **Conversion:** Existing space converted into an ADU (e.g., garage, basements, spare rooms)
- **Junior ADU:** Contained entirely within the primary home and not more than 500 sq. ft in size



**Attached ADU**



**Detached ADU**



**Conversion**



**Junior ADU**



## Frequently Asked Questions

Where are ADUs allowed? Page 13.

What types of ADUs are allowed? Page 8.

How many ADUs can I build on my property? Page 10

What are the site requirements for my property? Page 10.

What are the size limitations for ADUs? Page 10.

Can I build an ADU if I split my lot into 2 separate lots? Page 11.

## ADU Requirements Checklist

To help guide applicants through the process, the County provides a **Minimum ADU Requirements Checklist** on page 13, which outlines key requirements and development standards to ensure compliance with state and local regulations.

The Checklist is not intended to substitute the ADU Ordinance; please refer to the [ADU Ordinance](#) as hyperlinked for more information or contact the Inyo County Planning Department at (760) 878-0263 or [inyoplanning@inyocounty.us](mailto:inyoplanning@inyocounty.us) for assistance and official determination.



## Minimum ADU Requirements

Development Standard	Minimum Requirements Per State ADU Law		
	New Construction	Converted Structure	Converted Space w/in Dwelling
<b>Number (Max.)</b>	<p><b>Single-Family Lots:</b> 1 Detached ADU or 1 Attached ADU</p> <p><b>Multi-Family Lots:</b> Up to 2 Detached ADUs</p>	<p><b>Single-Family Lots:</b> 1 ADU or 1 interior ADU</p> <p><b>Multi-Family Lots:</b> Up to 25% of the total number of units on lots with existing multi-family dwellings</p>	<p><b>Single-Family Lots:</b> 1 interior JADU</p> <p><b>Multi-Family Lots:</b> At least 1 interior ADU conversion and up to 25% of the total number of units on lots with existing multi-family dwellings</p>
<b>Size (Minimum)</b>	150 square feet including kitchen and at least ¾ bathroom		
<b>Size (Max.)</b>	<p><b>Detached or Attached:</b></p> <p><b>1 Bedroom:</b> Up to 800 sq. ft.</p> <p><b>2+ Bedrooms:</b> Up to 1,200 sq. ft.</p>	ADU shall maintain the same square footage as existing structure	<p>50% of the floor area of the primary residence</p> <p><b>Junior ADUs:</b> Up to 500 sq. ft.</p>
<b>Setbacks (Min.)</b>	<p><b>Front Yard:</b> As established in the zone district</p> <p><b>Side/Rear Yard:</b> Minimum of 4 feet</p> <p>Minimum of 10 feet between detached structures</p>	ADU shall maintain the same setbacks as the existing structure	n/a
<b>Height (Max.)</b>	<p><b>Detached:</b> As established in the zone district</p> <p><b>Attached:</b> As established in the zone district</p>	Same height as the space being converted	
<b>Parking (Min.)</b>	<p>1 parking space required unless the unit is:</p> <ul style="list-style-type: none"> <li>• Within ½ mile of public transit</li> <li>• Created within the area of an existing building</li> <li>• In a historic district</li> <li>• Located within one block of a car share vehicle option</li> </ul>	None required	

## Other Requirements

### i. Owner Occupancy, Rental, and Conveyance

Aside from the minimum ADU requirements, the County's Building an ADU program prescribes specific requirements for the occupancy, sale, and rental of ADUs and JADUs summarized below.

#### A. Owner Occupancy

ADU Type	Effective Date	Owner Occupancy Requirement
ADU ( <i>Detached, Attached, Conversion</i> )	Current	No owner occupancy requirements for accessory dwelling units.
JADU	Current	<p>If the JADU has shared sanitation facilities with the existing structure, owner-occupancy in the single-family residence is required. The owner may reside in either the remaining portion of the structure or the newly created JADU. Owner-occupancy is not required if the JADU has separate sanitation facilities, or if the owner is another governmental agency, land trust, or housing organization.</p> <p>For JADUs, a covenant, which shall run with the land, is required prior to the issuance of a Certificate of Occupancy. The covenant shall include: 1) a prohibition on the sale of the JADU separate from the sale of the single-family residence, including a statement that the deed restriction may be enforced against future purchasers; and 2) a restriction to the size and attributes of the JADU.</p>

#### B. Rental Terms

The rental term of the ADU or JADU must be at least 30 continuous days or more. Short-term rentals require a permit from the Planning Department. However, ADUs built using the County's permit-ready plans are not eligible for short-term rental permits. In these cases, the Planning Department will require a recorded deed restriction specifying that the unit cannot be used as a short-term rental.

#### C. Separate Conveyance

An ADU or JADU cannot be sold or conveyed separately from the primary residence, except when sold by a qualified nonprofit corporation to a qualified buyer in accordance with [Government Code Section 65852.26](#). Note: A deed restriction is required for JADUs prior to issuance of a building permit to indicate that the JADU cannot be sold or conveyed separately from the primary residence.

## ii. Connection or Capacity Charges

Inyo County may allow ADUs or JADUs in areas where septic and well can be provided. Depending on the type of ADU proposed, new or separate utility connections may be required including water, sewer, gas, and electricity, which can add connection fees or capacity charges.

- For ADUs or JADUs contained within an existing, developed single-family residence or accessory structure (e.g., garage or shed), the ADU or JADU is not required to install new or separate water and sewer connections and cannot be charged for a related connection fee or capacity charge.
- For ADUs and JADUs constructed at the same time as a new single-family dwelling, new or separate water and sewer connections may be required, and connection or capacity charges can be charged but must not exceed a “reasonable cost” for providing the service.

Contact the Inyo County Planning Department at (760) 878-0263 or [inyoplanning@inyocounty.us](mailto:inyoplanning@inyocounty.us).

## iii. Impact Fees and School District Fees

Impact fees and school district fees are typically required for new development to mitigate the impacts caused by the development. Depending on the size of the ADU proposed, impact fees and school district fees may be waived. Any impact fees or school district fees required are to be proportionate in relation to the square footage of the single-family dwelling. Note: impact fees are due prior to issuance of building permits.

Size of ADU	Impact Fee Requirements
ADU or JADU less than 500 square feet	No County impact fees; no school district fees
ADU less than 750 square feet	No County impact fees; school district fees are required and are to be charged proportionately in relation to the square footage of the single-family dwelling
ADU more than 750 square feet	County impact fees and school district are required and are to be charged proportionately in relation to the square footage of the single-family dwelling



# 3. HOW TO BUILD AN ADU IN INYO COUNTY

## 1. Determine Your Property's Eligibility for Building an ADU

ADUs are permitted on parcels in the County that meet the following three requirements:

- ✓ Zoned residential or mixed use or allow residential uses including single-family and multi-family, and
- ✓ Contain either an existing or proposed single-family residence or multi-family residential development (think: duplex, triplex, or apartment), and
- ✓ Inyo County may allow ADUs or JADUs in areas where septic and well can be provided.

To check the **Zoning** of your property, use the Inyo County Zoning Map ([Interactive Mapping Application](#)) to locate your property and determine your property's zoning designation. Next search the Inyo County Zoning Ordinance or [Interactive Municipal Code](#) to determine where your property's zoning designation allows residential uses.

If your property is zoned residential or mixed use or allows residential uses and contains an existing or proposed single-family residence or multi-family residential development, then your property may be eligible for an ADU– continue to **Step 2** to learn about the minimum ADU requirements as applicable.

For assistance and official determination of whether your property is eligible, contact the Inyo County Planning Department.

## 2. Meet the Minimum ADU Requirements

If your property is eligible for an ADU, any development must meet the minimum **ADU requirements** established by the Inyo County ADU Ordinance, as applicable. The County's ADU Ordinance is codified in Chapter 18.78.340 in the Inyo County Zoning Ordinance or [Interactive Municipal Code](#). Refer to **Part 2-ADU Basics for the ADU Minimum Requirements** Checklist on page 8 and to review the additional requirements.

### 3. Design Your ADU

#### i. Ways to Design Your ADU

There are at least four ways to design your ADU. Be sure to continue to consult with County Staff to ensure compliance throughout the design process. Contact the Inyo County Planning Department for further assistance.

Ways to Design Your ADU	
Design Option	Description
Participate in the Inyo County "Permit-ready" Program	Select from a set of plans for detached ADU that have been pre-reviewed and approved by the County. Save on design costs. Learn more in <b>Part 5. "Permit-ready" ADU Program</b> on page 20.
Designer, Architect, or Engineer	Hire an experienced designer, architect, or engineer to design your ADU and then a builder/contractor to ultimately construct the unit.
Design/Build Firm	Hire a design/build firm to handle the entire project, from design to construction.
Modular or Prefabricated Home Company	Work with a modular or prefabricated home company. Some companies may handle the entire planning and design process through construction. <b>Note:</b> If using a modular or prefabricated home, make sure to check for compliance with applicable State Law related to manufactured housing.

#### ii. Conceptualize Your ADU

Before proceeding any further, we recommend taking a few minutes to locate and confirm information about your property that will help you refine your ADU concept. Use the [Plot Plan Template](#) [See page 16] to plot your property as it exists today. From here, you can start to identify the size and location of your ADU and check your ADU concept against the ADU Requirements Checklist.

- Determine the dimensions of your property:** Locate your property using the Inyo County Online Assessor's Parcel Map ([Interactive Mapping Application](#)). Find your property on the County Assessor Parcel Map and make note of the dimensions (e.g., 150 feet by 25 feet).
- Measure the dimensions of existing structures on your property:** Identify permanent structures on your property (e.g., primary dwelling unit, detached garage or shed, etc.) and make note of the dimensions including height and distance to property lines and between structures.
- Identify any easements or special requirements:** Review a recent Title Report to identify any easements or special requirements for your property. For example, your property might have a 10-foot public utility easement, or your property might grant access to an adjoining property through an access easement. In general, easements limit the buildable area on your property and their location should be noted as you start to identify the location of your ADU.

- **Consider other property constraints:** Consider other potential property constraints that may require specific regulations and requirements. For example, is your property in a Fire Hazard Severity Zone? Is your project located in an earthquake fault zone? Is your property in a Flood Zone? Is your property within a snow avalanche prone area? If you've identified other constraints, we recommend discussing your project and property with County staff to avoid any surprises that may impact your ADU concept.

**Helpful Resources:**

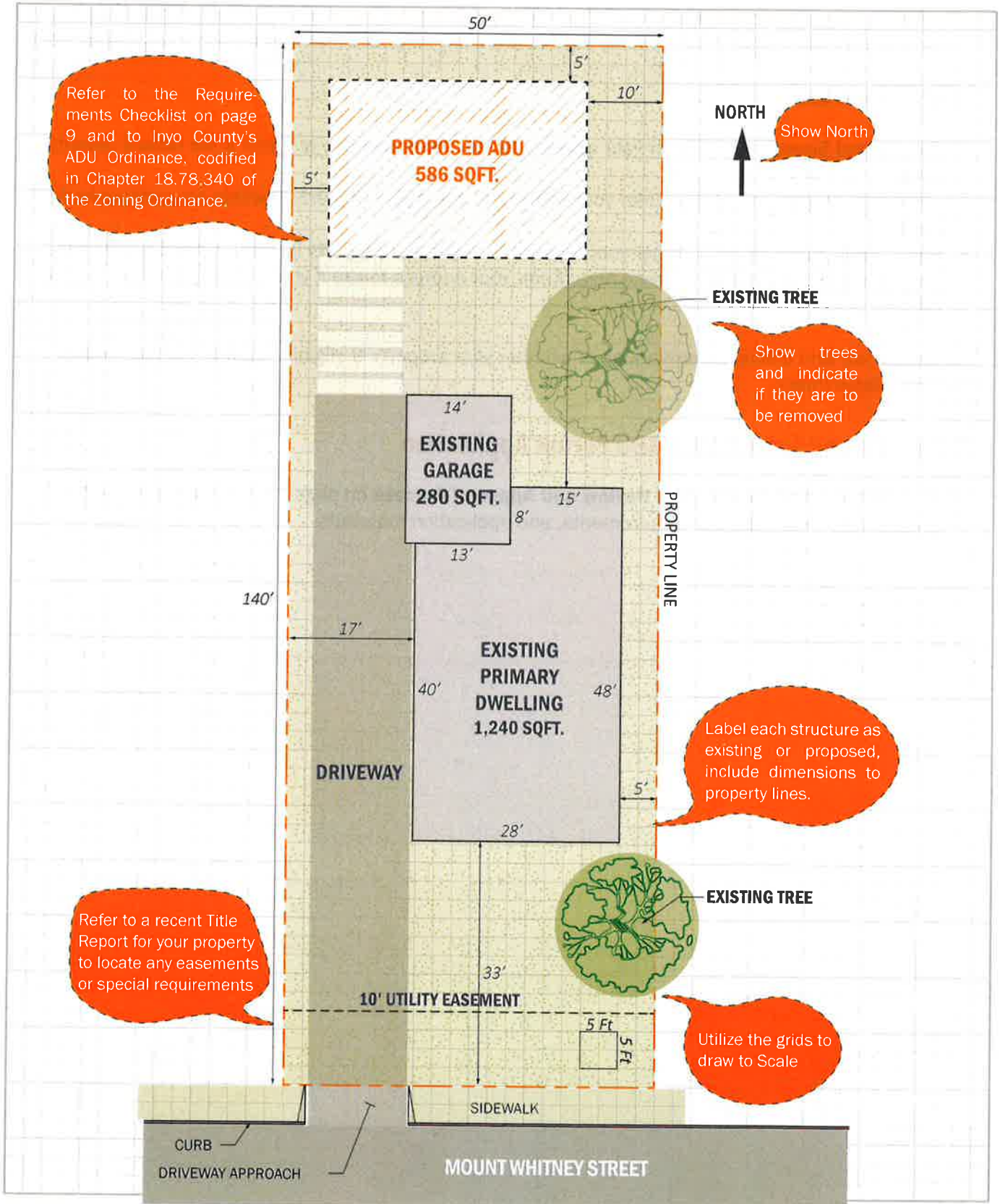
- [Fire Hazard Severity Zone:](#) Enter your address to see if your property is within a fire hazard severity zone.
- [USGS U.S. Quaternary Faults:](#) Enter your address to see if your property is within an earthquake fault zone.
- [Inyo County Flood Hazards:](#) Enter your address to see if your property is within a flood hazard zone.
- [Inyo County Snow Avalanche Prone Area:](#) Enter your address to see if your property is within a snow avalanche hazard zone.

For assistance and official determination of whether your property is eligible, contact the Inyo County Planning Department.

## 4. Prepare and Submit Your ADU Permit Application

Refer to **Part 4 – Inyo County ADU Review and Approval Process** on page 18 for information on the review process, fees, submittal requirements, and application materials.

# Plot Plan Template



Like what you see?

Read more about  
Permit-Ready ADU  
Plans on Page 20





# 4. ADU REVIEW AND APPROVAL PROCESS

## Application Process

STEP 1



Determine your Property's Eligibility for Building an ADU.

STEP 2



Meet the Minimum ADU Requirements.

STEP 3



Check the Other Requirements

STEP 6



Review Period (Planning Department and Building Department).

STEP 5



Prepare and Submit your ADU Building Permit Application.

STEP 4



Check the ADU Site Design.



STEP 7  
Issuance of Building Permit,  
Construction and Inspection

## BEFORE YOU APPLY



Before preparing and submitting your ADU building permit application, it's important to research your property to confirm that building an ADU is feasible. Start by verifying that your property is zoned for residential or mixed-use or contains either an existing or proposed single-family residence or multi-family development. Additionally, review the County's Minimum ADU Requirements to make sure your site complies with all necessary criteria, failure to meet any of these requirements may disqualify the property from building an ADU.

**If you have any questions, contact the Inyo County Planning Department at (760) 878-0263 or [inyoplanning@inyocounty.us](mailto:inyoplanning@inyocounty.us) for assistance and official determination.**

## Application Submittal

### i. Application Process

There are no special planning permits required for ADUs. Simply apply for a building permit with the Department of Building and Safety at 377 W. Line Street, Bishop or online at: [County Building Permit Application](#).

### ii. Fees and Additional Requirements

#### Application and Permit Fees

Refer to the Inyo County Building and Safety Department at 377 W. Line Street, Bishop or (760) 873-7857 for assistance and official determination.

## Plan Check and Review

Once you submit your ADU building permit, the Department of Building and Safety will review your plans to ensure they comply with all applicable development standards and code requirements. During this process, the Building Official may request additional information to complete a thorough and accurate review.

## Permitting and Construction

Before your building permit can be issued, you must complete the following steps:

- ▶ **New Address Verification:** Submit the required application and fee to the Planning Department to establish a separate address for the ADU/ JADU.

## QUESTIONS ?



If you have any questions about the review process, contact **Department of Building and Safety at (760) 873-7857 for assistance and official determination.**



# 5. PERMIT-READY ADU PROGRAM

The Inyo County’s Permit-Ready ADU Program (“Program”) is an optional and voluntary program that provides permit-ready plan sets for detached ADUs at no cost to the participant, helping to reduce the design costs and overall time it takes to receive building permit approval.

## Plan Overview

To help simplify the design and permitting process, Inyo County offers “Permit-Ready” ADU plans available to the public at no cost. The plans include twelve plan sets ranging from a 311 square foot studio to a 1,200 square foot 2-bedroom home. Each layout is offered in three architectural styles: Traditional, Ranch and Spanish. Using a “Permit-Ready” plan can significantly streamline the permitting process while ensuring quality design and construction.

## How it Works



### 1 | CHOOSE YOUR ADU LAYOUT & STYLE

The Program offers free permit-ready plan sets for new construction, detached ADUs in twelve plan sets with a choice between three design styles. The floor plans and elevations are shown in the “[Permit-Ready](#)” ADU and [Single-Family Home Designs](#). Review your options and select a layout and style that fits your property. Pay attention to minimum requirements (page 10) and any property constraints (page 14). Contact the Planning Department at (760) 878-0263 or [inyoplanning@inyocounty.us](mailto:inyoplanning@inyocounty.us) for further assistance.



## 2 | PREPARE YOUR ADU APPLICATION PACKAGE

Refer to the Application Process, Submittal Requirements, and Fees and Additional Requirements outlined on page 16. Program components and the responsibility of the property owner/applicant are summarized as follows. Contact the Inyo County Planning Department at (760) 878-0263 or [inyoplanning@inyocounty.us](mailto:inyoplanning@inyocounty.us) for assistance and official determination.

Plans/Reports Offered	Responsibility of Property Owner/Applicant
<input checked="" type="checkbox"/> Floor/ Roof Plans <input checked="" type="checkbox"/> Elevations <input checked="" type="checkbox"/> Building Sections <input checked="" type="checkbox"/> Wall and Roof Finishes <input checked="" type="checkbox"/> MEP Plans <input checked="" type="checkbox"/> Door and Window Schedules <input checked="" type="checkbox"/> Foundation and Framing Plans <input checked="" type="checkbox"/> Structural Details <input checked="" type="checkbox"/> Energy Calculations ( For Bishop and Death Valley)	<input type="checkbox"/> Building Permit Application <input type="checkbox"/> Site Plan <input type="checkbox"/> Building Permit Fees <input type="checkbox"/> Other Miscellaneous Reports, Documents, and Fees (if required) <input type="checkbox"/> Impact Fees (if required) <input type="checkbox"/> New Address Verification

Note: All floor/roof plans, elevations, building sections, foundation, and framing plans are available in Ranch, Spanish, or Traditional styles.

### BENEFITS OF PARTICIPATING IN THE PROGRAM

- **Skip the design costs** - No need to hire an architect or design professional. Save costs on architectural/ design services, structural engineering services, plan review fees.
- **Enjoy a streamlined permitting process** - Plans are already approved.
- **Don't sweat the details** - Plans already meet the zoning and building code requirements.

### Required Applications/Forms

- Building Permit Application Form
- Site Plan
- Building Permit Fees
- New Address Verification

## Available Plans

### Studio Plan A

1 Bedroom A

2 Bedroom A

Over 1-Car Garage A

Over 2-Car Garage A

### Studio Plan B

1 Bedroom B

2 Bedroom B

Over 1-Car Garage B

Over 2-Car Garage B



**Studio Plan A**  
393 Sq Ft



**Studio Plan B**  
311 Sq Ft



**1 Bedroom A**  
586 Sq Ft



**1 Bedroom B**  
558 Sq Ft





**2 Bedroom A**  
779 Sq Ft



**2 Bedroom B**  
819 Sq Ft



**Over 1-Car  
Garage A**  
519 Sq Ft



**Over 1-Car  
Garage B**  
519 Sq Ft



**Over 2-Car Garage A**  
753 Sq Ft

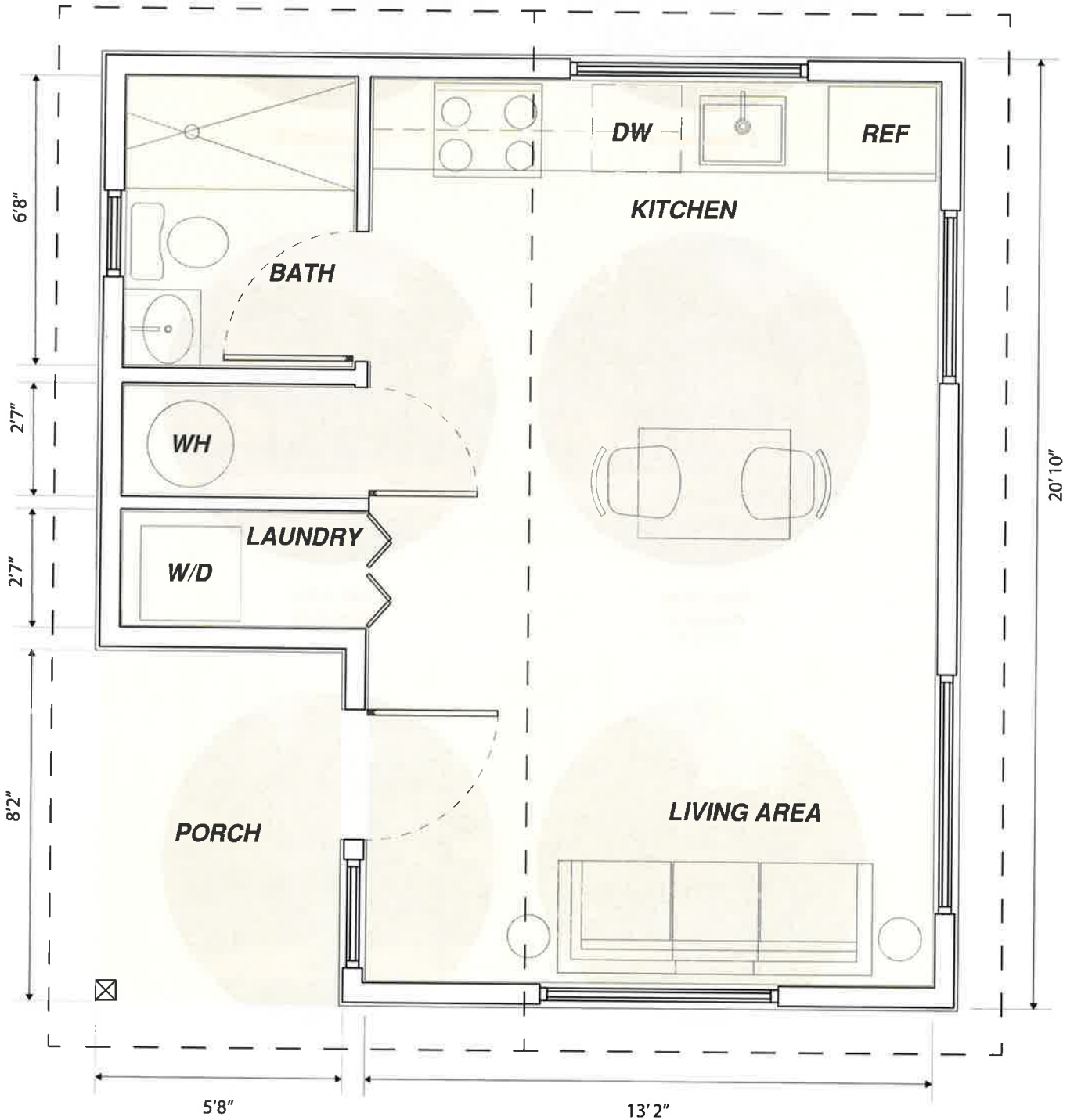


**Over 2-Car Garage B**  
624 Sq Ft



# Studio Plan A

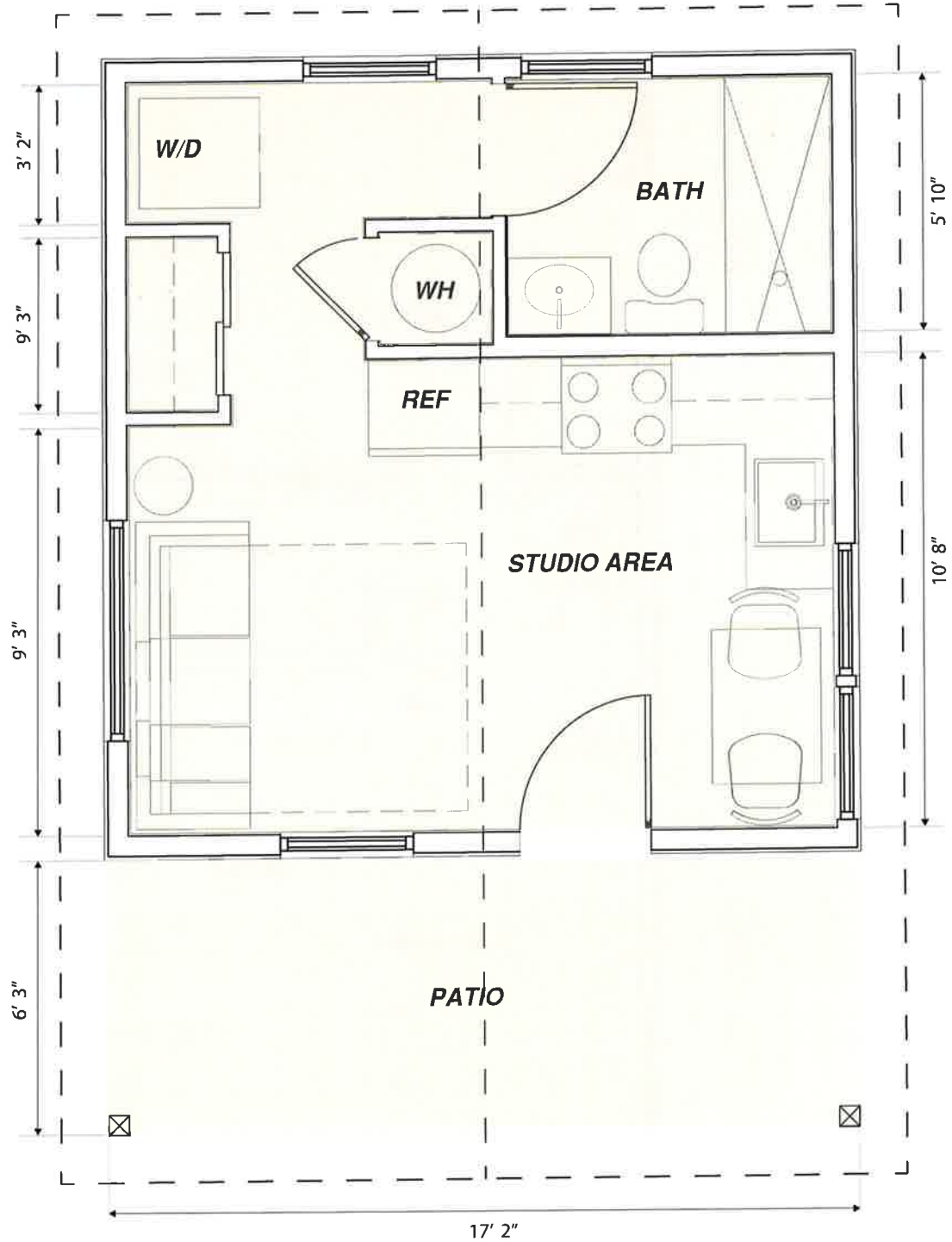
Area: 393 Sq Ft





# Studio Plan B

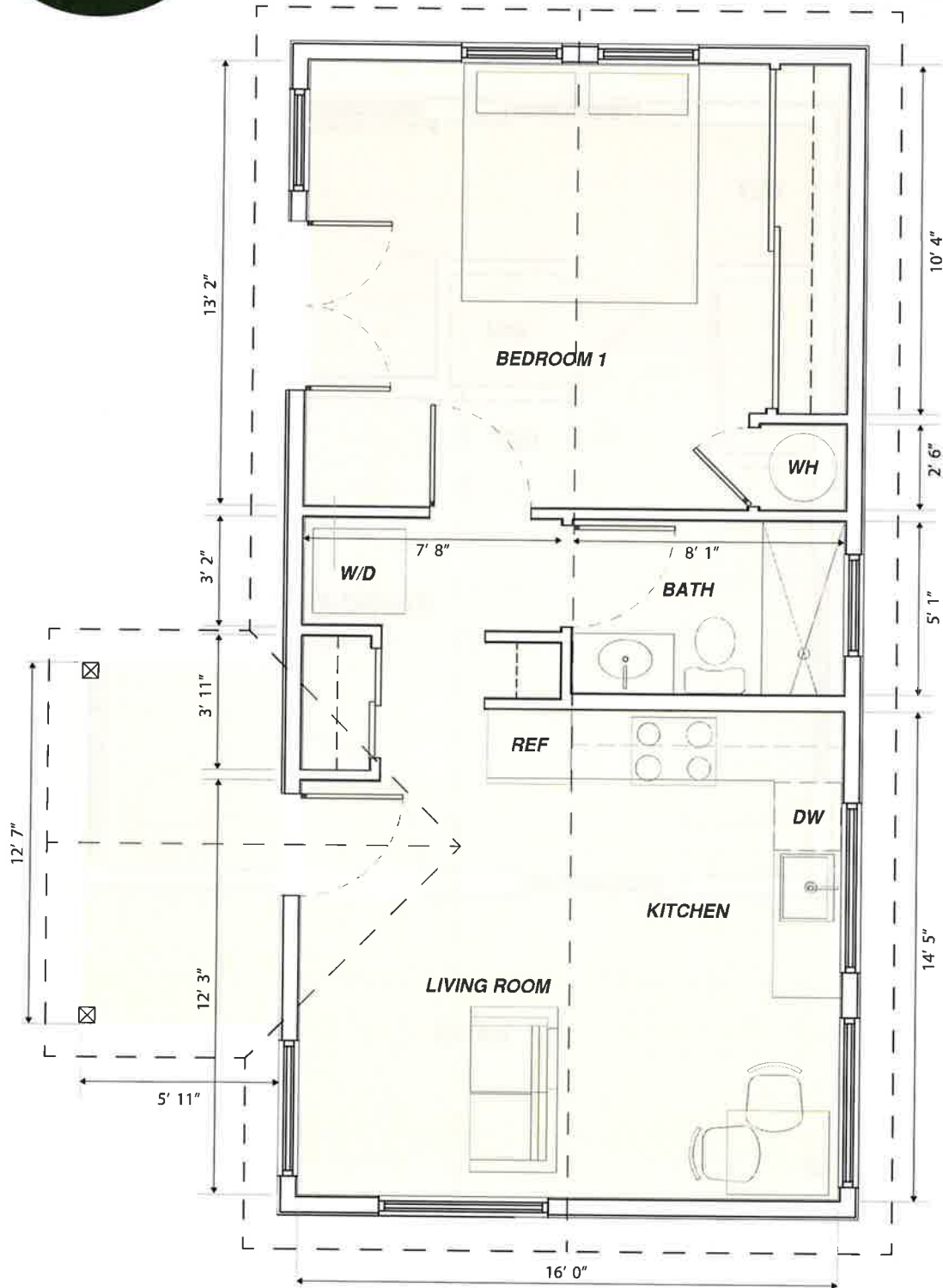
Area: 311 Sq Ft





# 1 Bedroom A

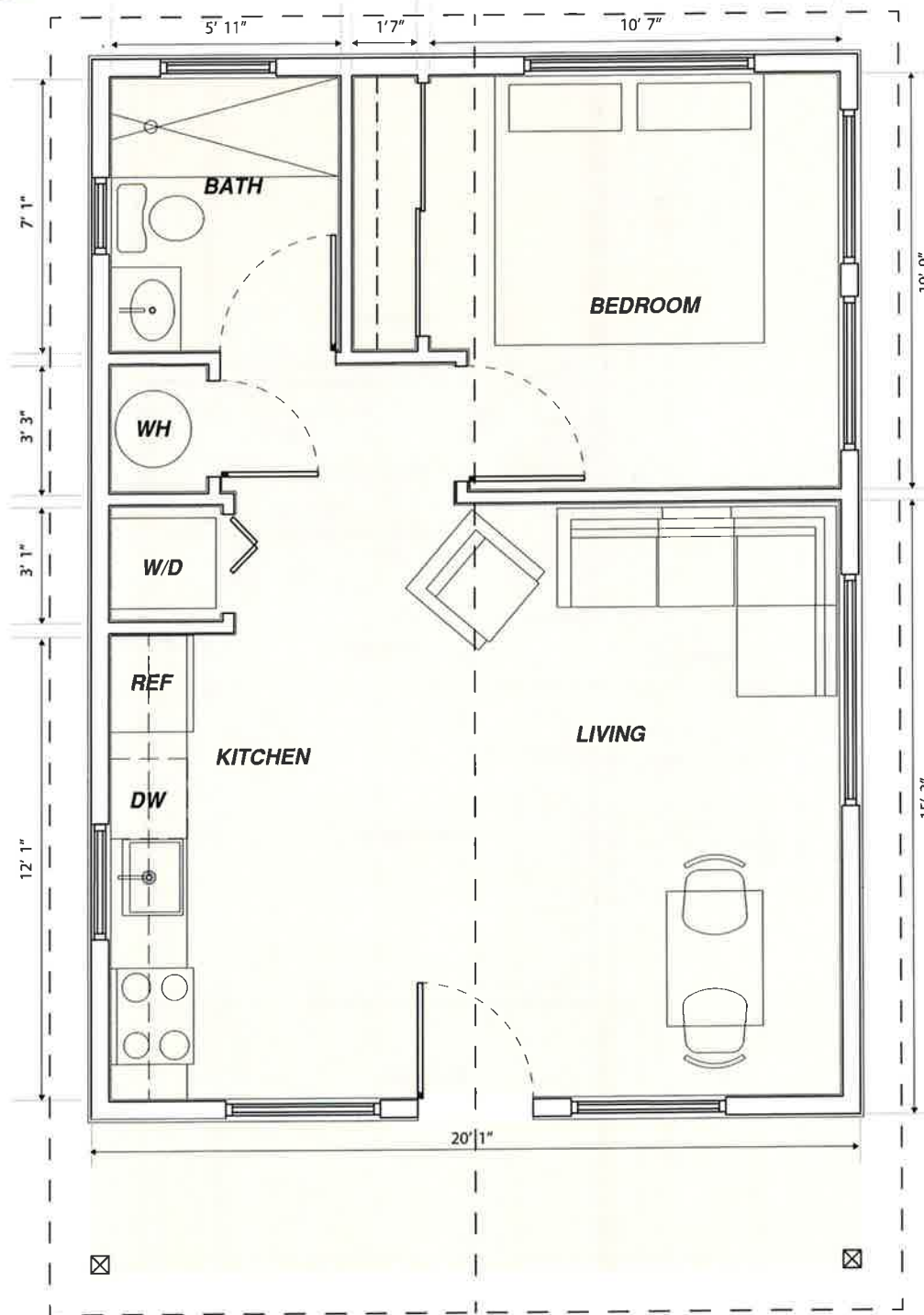
Area: 586 Sq Ft





# 1 Bedroom B

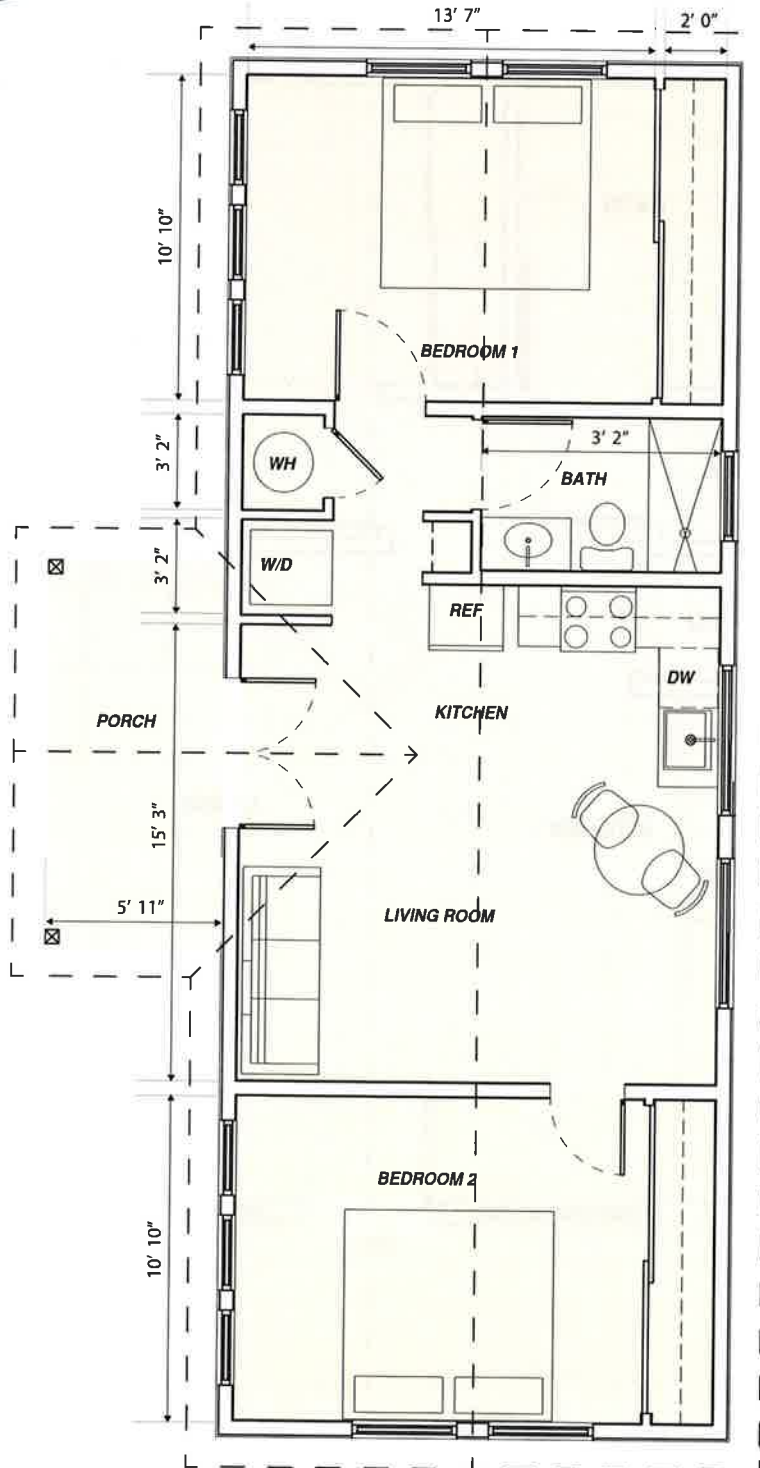
Area: 558 Sq Ft





## 2 Bedroom A

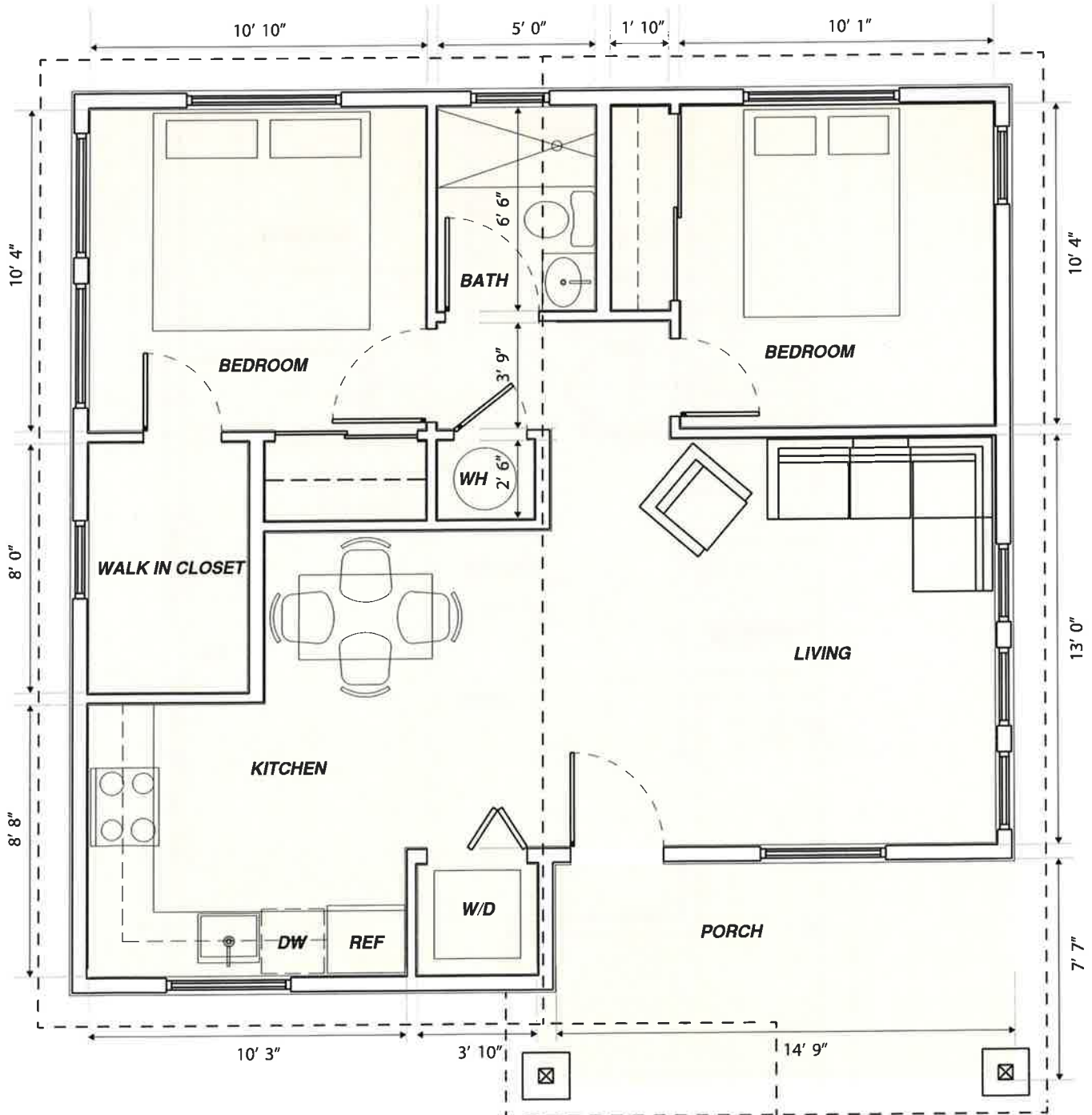
Area: 779 Sq Ft





## 2 Bedroom B

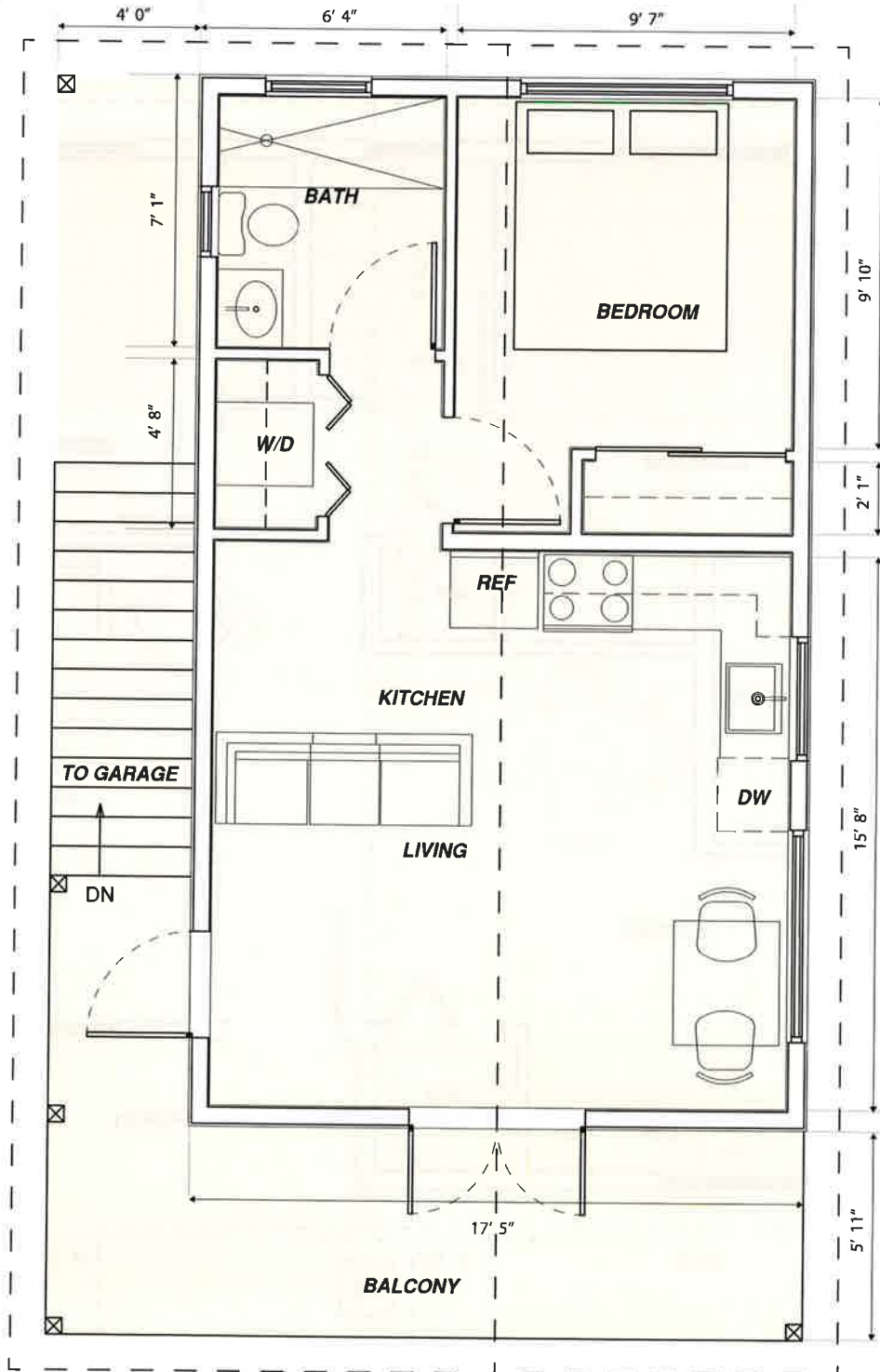
Area: 819 Sq Ft





# Over 1-Car Garage A

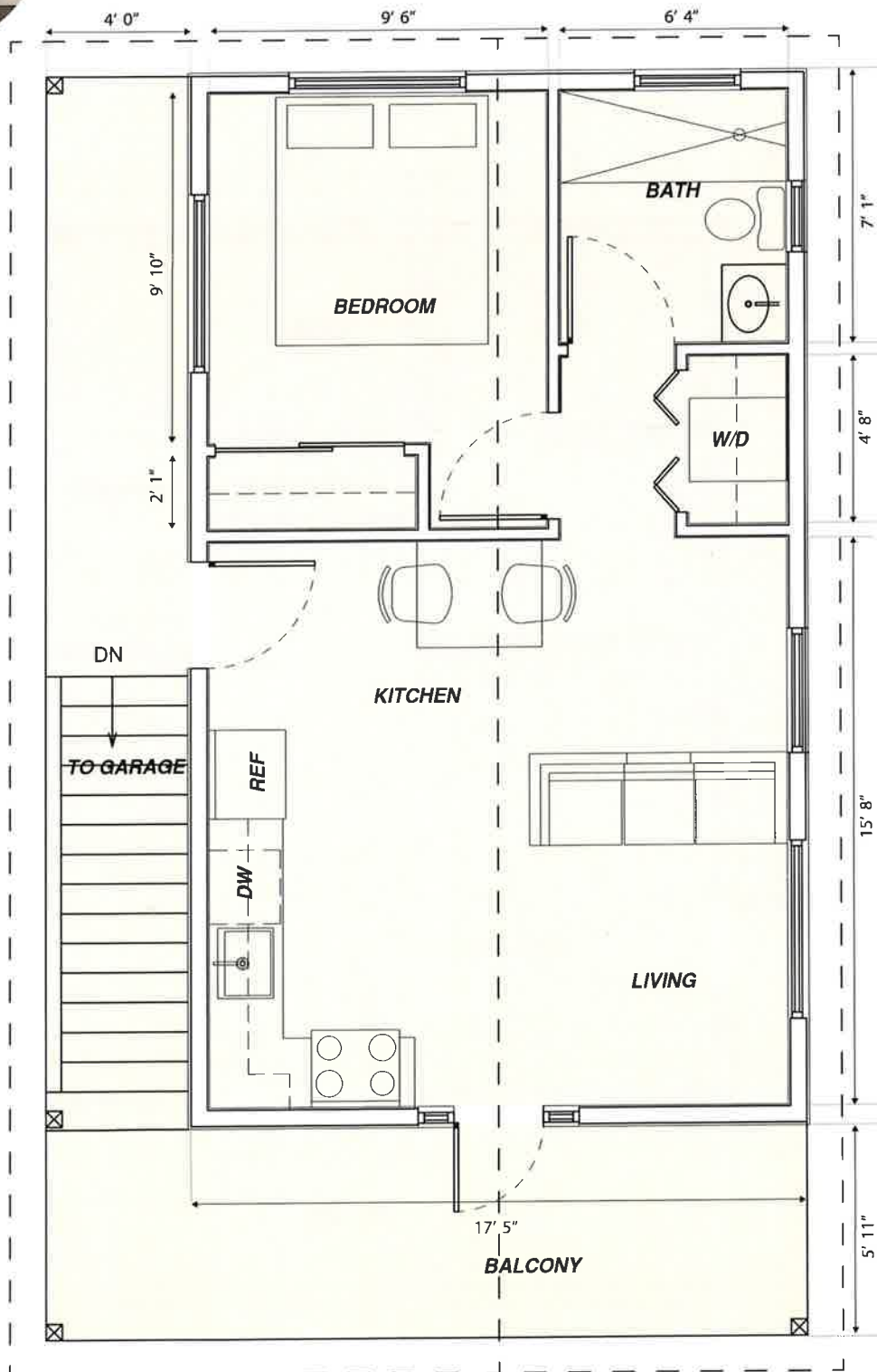
Area: 519 Sq Ft





# Over 1-Car Garage B

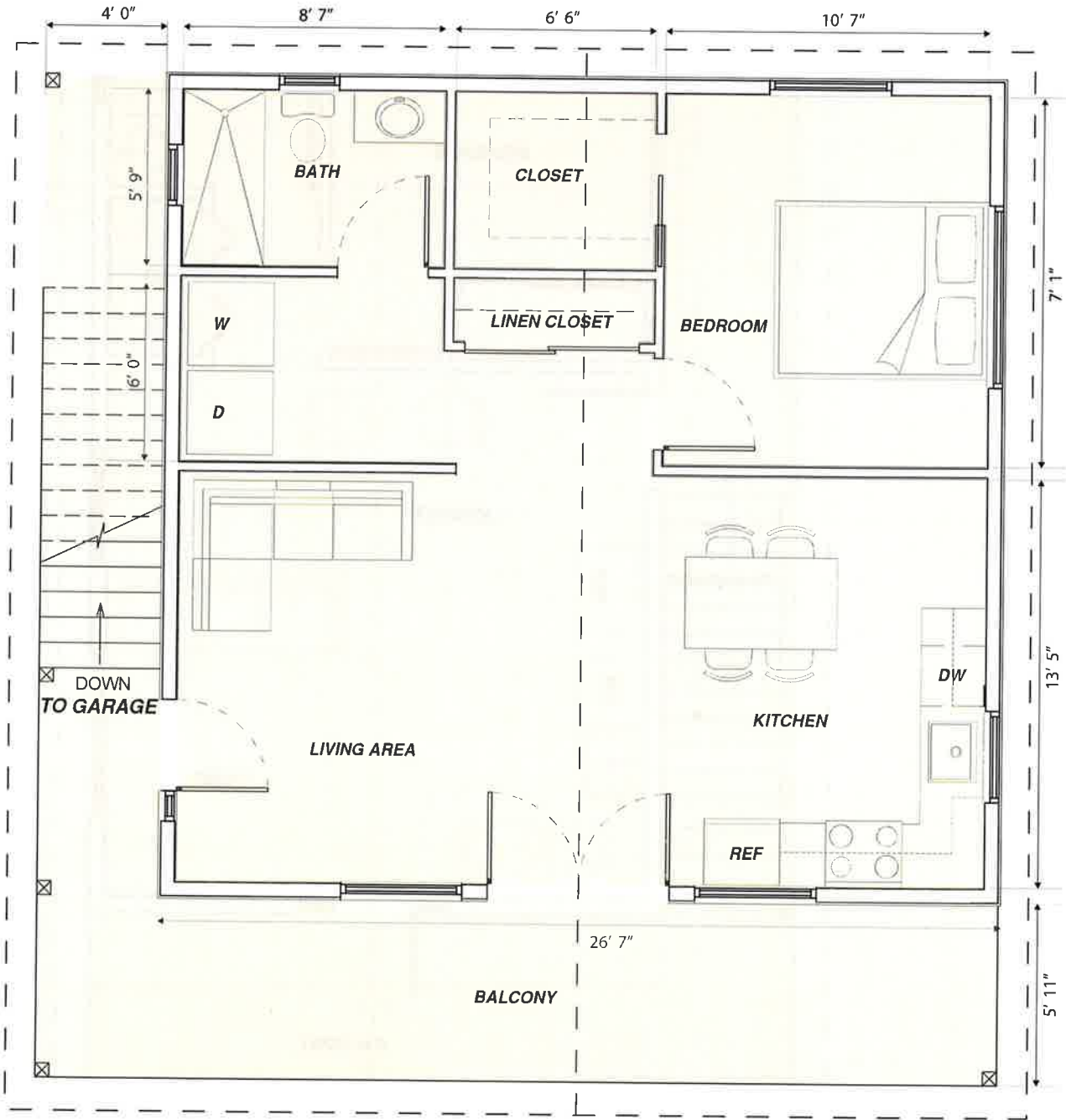
Area: 519 Sq Ft





# Over 2-Car Garage A

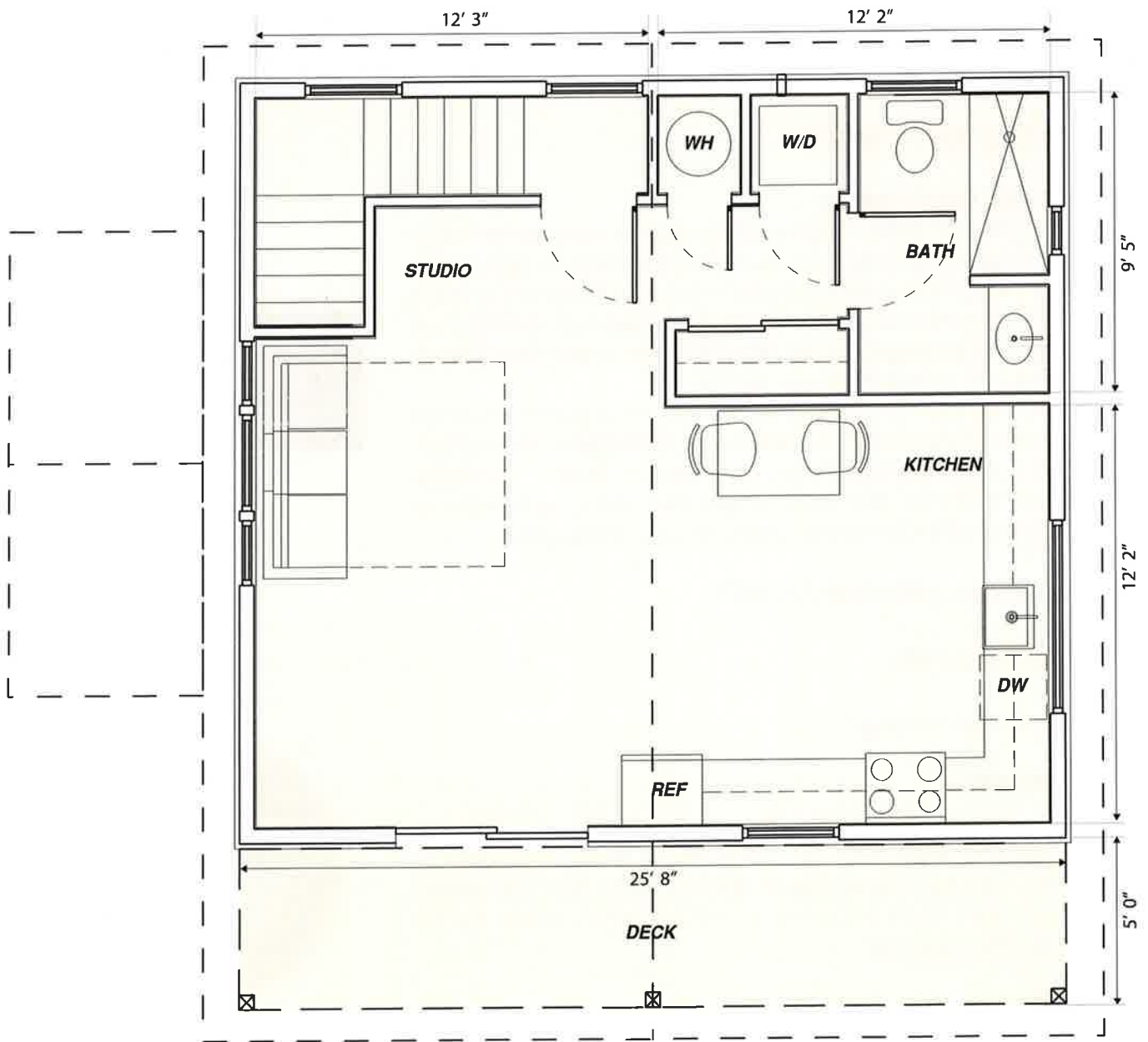
Area: 753 Sq Ft





# Over 2-Car Garage B

Area: 624 Sq Ft



# 6. FUNDING AND RESOURCES

## 1. Funding Opportunities

### **CalHFA ADU Grant Program**

The CalHFA ADU Grant Program offers eligible homeowners up to \$40,000 in grant funding to reimburse pre-development and non-recurring closing costs associated with building an Accessory Dwelling Unit (ADU). Covered expenses include site preparation, architectural and engineering designs, permit fees, soil tests, impact fees, property surveys, and energy efficiency reports.

To qualify, applicants must own and occupy the property where the ADU will be constructed and meet low- or moderate-income thresholds set by CalHFA. Homeowners must apply through a CalHFA-approved lender for an ADU construction loan and complete the required grant application forms to participate in the program.



[ADU for Lenders](#) | [ADU Grant](#) | [CalHFA](#)

## 2. Local Resources

[Inyo County ADU Webpage](#)

### **ADU Ordinance**

Inyo County updated its ADU Ordinance in 2021, to accurately reflect State ADU regulations, by incorporating State regulations by reference: Title 18, Chapter 18.78, Section 18.78.340 -- Accessory Dwelling Units in the Inyo County Zoning Ordinance. Access the full [Zoning Ordinance online](#).

### **Zoning Map**

Inyo County's Zoning Map is available as an [Interactive Mapping Application](#).



## Permit Ready ADU Documents

["Permit-ready" ADU Building Plan Sets](#)

## Application Documents and Materials

All building-related documents and materials are available for download on the Inyo County Building and Safety Applications Webpage.

[Building and Safety | Inyo County California](#)

## 3. Contacts



**Inyo County Planning Department:**  
(760) 878-0263 or  
168 N. Edwards Street – Annex Building  
Independence, CA 93526



**Inyo County Building and Safety Department:**  
(760) 873-7857 or  
377 W. Line Street,  
Bishop, CA 93514

## 4. Further Reading

### HCD ADU Handbook: [2025 ADU Handbook](#)

The California Department of Housing and Community Development (HCD) ADU Handbook is a concise state-guide outlining how accessory dwelling units and junior ADUs can be added under California law, covering key topics like zoning, size, setbacks, and permitting.



County of Inyo  
Department of Planning and Building  
168 N. Edwards St.  
Independence, CA 93526  
(760) 935-1234  
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Department of Planning and Building  
168 N. Edwards St.  
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Department of Planning and Building  
168 N. Edwards St.  
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(760) 935-1234



Inyo County  
168 N. Edwards St.  
Independence,  
CA 93526

# HOW-TO GUIDE: ACCESSORY DWELLING UNITS



How to Guide: ADU Handbook  
The County Department of Planning and Building  
Commission (ADU Handbook) is a resource that  
provides information on accessory dwelling units (ADUs).  
This can be used by property owners and tenants  
to learn more about the benefits and restrictions