

**2022**

**San Francisco Green Building Code**

**Amendments to the**

**2022 California Green Building Standards Code (CALGreen)**

**Operative date: January 1, 2023**

# PROPOSED SAN FRANCISCO GREEN BUILDING CODE AMENDMENTS 2022 Edition

## Text Format:

Unchanged language from the 2022 California Code is shaded, and may include **bold** and/or *italicized* formatting.

Sections that are included verbatim for context are shaded in yellow. Sections shaded yellow are included for context only. To avoid duplication, such sections are not intended to be published.

San Francisco amendments are printed in unformatted ("plain") text, and may include **bold** and/or *italicized* formatting.

Repealed San Francisco amendments appear ~~plain and strikeout~~.

New San Francisco amendments appear underlined.

## Chapter 1

### ADMINISTRATION

#### SECTION 101 – GENERAL

101.1 *Revise this section as follows:*

**101.1 Title.** These regulations shall be known as the San Francisco Green Building Code, and may be cited as such, and will be referred to herein as “this code.” The San Francisco Green Building Code is Part 11 of thirteen parts of the official compilation and publication of the adoption, amendment and repeal of building regulations to the California Code of Regulations, Title 24, and Chapter 13C of San Francisco Building Inspection Commission Amendments to the California Building Standards Code.

101.2 *Revise this section as follows:*

**101.2 Purpose.** The purpose of this chapter is to promote the health, safety and general welfare of San Francisco residents, workers, and visitors by minimizing waste of energy, water, and other resources in the construction and operation of buildings in the City and County of San Francisco and by providing a healthy indoor environment. The green building practices required by this chapter will also further the goal of reducing the greenhouse gas emissions in the City and County of San Francisco to 61 percent below 1990 levels by the year 2030, as stated in San Francisco Environment Code Chapter 9.

101.3 Revise this section as follows:

**101.3 Scope.** The provisions of this code shall apply to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure, unless otherwise indicated in this code, as well as alterations to existing buildings throughout the City and County of San Francisco.

While this code references green building programs, the City and County of San Francisco does not confer certification under any green building program.

101.3.1 Revise this section as follows:

**101.3.1 Regulated buildings, structures and applications.** Provisions of this code shall apply to the following buildings, structures, and applications regulated by state agencies as specified in Sections 103 through 106 of California Green Building Standards Code Title 24 Part 11, modified by local ordinance with supplemental requirements applicable to occupancy types A, B, I, M, E and R as defined by California Building Code Title 24 Section 302 (2019-2022) as amended pursuant to Section 101.7. When adopted by a state agency, the provisions of this code shall be enforced by the appropriate enforcing agency, but only to the extent of authority granted to such agency by statute.

101.4 Revise this section as follows:

**101.4 Appendices.** [Reserved]

101.6 Revise this section as follows:

**101.6.1 Differences.** In the event of any differences between these building standards and the standard reference documents, the text of this Chapter shall govern.

101.6.3 Revise this section as follows:

**101.6.3 Conflicts.** When the requirements of this code conflict with the requirements of any other part of the California Building Standards Code, Title 24, any provision contained elsewhere in the San Francisco Municipal Code, or any regulation or requirement adopted by the Public Utilities Commission or other City agency under its Charter authority, the most restrictive requirement shall prevail.

101.7 Revise this section as follows:

**101.7 City and county amendments, additions and deletions.** This code includes the amendments, deletions, and additions to California green building requirements which maintain stricter local green building standards.

101.10 Revise this section as follows:

**101.10 Equivalency.** Wherever reference is made to the LEED® or GreenPoint Rated systems, a comparable equivalent rating system may be used if approved by the Director. The applicable LEED®, GreenPoint Rated or equivalent versions of performance standards for applications subject to this chapter are:

LEED v4 for Interior Design and Construction (LEED v4 ID+C)

LEED v4 for Building Design and Construction (LEED v4 BD+C)

LEED v4 for Homes Design and Construction

GreenPoint Rated (GPR) Single Family New Home Construction – ~~8.0~~ 9.0 or current

GreenPoint Rated (GPR) Multifamily New Home Construction – ~~8.0~~ 9.0 or current

GreenPoint Rated (GPR) Existing Multifamily –v1.0 or current

Wherever specific LEED prerequisites or credits are cited, such references are to LEED v4 BD+C. More recent LEED and GreenPoint Rated versions may be used, provided the credits and points achieved are as or at least as stringent as LEED v4 BD+C or GPR v ~~8.0~~ 9.0.

Wherever the LEED or GreenPoint Rated systems include a minimum energy or other performance requirement, the permit applicant may choose to meet the minimum performance requirements with an alternative equivalent method approved by the Director.

Compliance with any of these requirements may be verified and/or certified by any means, including third-party review or equivalent requirements verified via other rating systems, as approved by the Director.

101.11 Revise this section as follows:

**101.11 Effective use of this code.** The following steps shall be used to establish which provisions of this code are applicable to a specific occupancy:

1. Establish the type of occupancy.
2. Find the section which covers the established occupancy.
3. Identify the minimum requirements of this code for the established occupancy in Sections 4 and 5.
4. Administrative Bulletin 93, provided by the Department of Building Inspection, summarizes how the requirements of San Francisco Green Building Code and relevant local requirements may be met. Appendices to Administrative Bulletin 93 include tabular summaries of required measures and provide submittal forms.

## Chapter 2

# DEFINITIONS

### SECTION 202 – DEFINITIONS

202 Add and amend the following definitions:

[Unmodified definitions from 2022 adopted code will be omitted prior to publication.]

**AUTOMATIC LOAD MANAGEMENT SYSTEM (ALMS).** A system designed to manage load across one or more electric vehicle supply equipment (EVSE) to share electrical capacity and/or automatically manage power at each connection point.

**ELECTRIC VEHICLE (EV) CAPABLE SPACE.** A vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways, both underground and/or surface mounted, to support EV charging.

**ELECTRIC VEHICLE (EV) CHARGER.** Off-board charging equipment used to charge an electric vehicle.

**ELECTRIC VEHICLE CHARGING SPACE (EV Space).** A space intended for future installation of EV charging equipment and charging of electric vehicles. The EV Space need not be reserved exclusively for electric vehicle charging.

**ELECTRIC VEHICLE CHARGING STATION (EVCS).** One or more electric vehicle charging spaces served by electric vehicle charger(s) or other charging equipment allowing charging of electric vehicles. For purposes of determining compliance with accessibility requirements, when the permitted length of time a vehicle may occupy an electric vehicle charging station differs from the permitted duration of stay in publicly accessible parking spaces in the same parking area, electric vehicle charging stations are not considered parking spaces. When the permitted duration of stay in a space served by electric vehicle charger(s) is the same as other publicly accessible parking spaces in the same parking area, EVCS may be considered parking spaces. The EVCS need not be reserved exclusively for electric vehicle charging.

**~~ELECTRIC VEHICLE (EV) FAST CHARGER.~~** ~~Off-board charging equipment with a minimum direct-current or alternating-current power output of 24 kW, for the purpose of providing an electric vehicle charge in significantly less time than a standard Electric Vehicle Charger.~~

~~**ELECTRIC VEHICLE LOAD MANAGEMENT SYSTEM.** An electronic system designed to allocate charging capacity among EV chargers. An electronic system designed to allocate charging capacity among EV chargers.~~

**ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE).** The conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

**GREENPOINT RATED, GREENPOINTS and GREENPOINTS CHECKLIST.** The residential green building rating system and checklist and certification methodology of the non-profit organization Build It Green.

**HIGH-RISE RESIDENTIAL BUILDING.** For the purposes of this code, a building that is of Occupancy Group R and is four stories or greater.

**HISTORICAL RESOURCE.** A property that meets the terms of the definitions in Section 21084.1 of the CEQA Statute (The California Environmental Quality Act [Public Resources Code Section 21084.1]) and Section 15064.5 of the CEQA Guidelines, as determined by the San Francisco Planning Department.

**LARGE COMMERCIAL BUILDING.** A commercial building or addition of Group B, M, A, I, or E, occupancy that is 25,000 gross square feet or more.

**LEED® and LEED® CHECKLIST.** The Leadership in Energy and Environment Design rating system, certification methodology, and checklist of the United States Green Building Council (USGBC).

**LOW-EMITTING AND FUEL EFFICIENT VEHICLES.** Eligible vehicles are limited to the following:

1. Zero emission vehicle (ZEV), enhanced advanced Technology PZEV (enhanced AT ZEV) or transitional zero emission vehicles (TZEV) regulated under CCR, Title 13, Section 1962.
2. High-efficiency vehicles, regulated by U. S. EPA, bearing a fuel economy and greenhouse gas rating of 9 or 10 as regulated under 40 CFR Section 600 Subpart D.

**ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE).** The conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

**LEVEL 2 ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE).** [HCD] The 208/240 Volt 40-ampere

branch circuit, and the electric vehicle charging connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

**LOW-RISE RESIDENTIAL BUILDING.** For the purposes of CALGreen, a building that is of Occupancy Group R and is three stories or less.

**LOW POWER LEVEL 2 ELECTRIC VEHICLE (EV) CHARGING RECEPTACLE. [HCD] A** 208/240 Volt 20-ampere minimum branch circuit and a receptacle for use by an EV driver to charge their electric vehicle or hybrid electric vehicle.

**MAJOR ALTERATIONS.** Alterations and additions where interior finishes are removed and significant upgrades to structural and mechanical, electrical, and/or plumbing systems are proposed where areas of such construction are 25,000 gross square feet or more in Group B, M, or R occupancies of existing buildings.

**NEW LARGE COMMERCIAL INTERIORS.** First-time tenant improvements where areas of such construction are over 25,000 gross square feet or more in Group B or M occupancy areas of existing buildings.

**NEWLY CONSTRUCTED (or NEW CONSTRUCTION).** A newly constructed building (or new construction) is a building that has never before been used or occupied for any purpose and does not include additions, alterations or repairs.

**NONRESIDENTIAL COMPLIANCE MANUAL.** The document published by the California Energy Commission to aid in compliance and enforcement of the Title 24 California Building Energy Standards, for buildings of nonresidential occupancy and high-rise residential buildings.

**OFF-STREET LOADING SPACES.** An area, other than a public street, public way, or other property (and exclusive of off-street parking spaces), permanently reserved or set aside for the loading or unloading of motor vehicles, including ways of ingress and egress and maneuvering areas. Whenever the term "loading space" is used, it shall, unless the context clearly requires otherwise, be construed as meaning off-street loading space. This excludes designated passenger loading/unloading.

~~**PASSENGER VEHICLES.** Motor vehicles designed primarily for transportation of persons, with capacity of 12 persons or less.~~

~~**RESIDENTIAL COMPLIANCE MANUAL.** The document published by the California Energy Commission to aid in compliance and enforcement of the Title 24 California Building Energy Standards, for~~

~~low-rise residential buildings.~~

~~**TRUCKS.** Trucks or truck-based vehicles with both a payload capacity of 4,000 pounds or less, and a gross vehicle weight ratio of 14,000 pounds or less. As used herein, “trucks” does not include heavy-duty vehicles, which are vehicles of any type with a gross vehicle weight ratio of more than 14,000 pounds.~~

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## Chapter 3

# GREEN BUILDING

### SECTION 301 – GENERAL

301.1 Revise this section as follows:

**301.1 Scope.** Buildings in the City and County of San Francisco shall be designed to include the green building measures specified as mandatory under the California Green Building Standards Code (CalGreen).

Additional green building requirements established by the City and County of San Francisco are mandatory for:

- (1) Newly constructed Group R occupancy buildings,
- (2) Newly constructed buildings of Group B, M, A, and I occupancies that are 25,000 gross square feet or more,
- (3) New first-time build-outs of commercial interiors that are 25,000 gross square feet or more in buildings of Group B or M occupancies, and
- (4) Major alterations that are 25,000 gross square feet or more in existing buildings of Group B, M or R occupancies, where interior finishes are removed and significant upgrades to structural and mechanical, electrical and/or plumbing systems are proposed.

**301.1.1 Additions and alterations.** [HCD] The mandatory provisions of Chapter 4 shall be applied to additions or alterations of existing residential buildings where the addition or alteration increases the building's conditioned area, volume, or size. The requirements shall apply only to and/or within the specific area of the addition or alteration. (No change to existing California amendment.)

The mandatory provisions of Section 4.106.4.2 may apply to additions or alterations of existing parking facilities or the addition of new parking facilities serving existing multifamily buildings. See Section 4.106.4.2.3 for application.

**NOTE:** Repairs including, but not limited to, resurfacing, restriping, and repairing or maintaining existing lighting fixtures are not considered alterations for the purpose of this section.

### SECTION 302 – MIXED OCCUPANCY BUILDINGS

302.1 Revise this section as follows:

**302.1 Mixed Occupancy Buildings.** In mixed occupancy buildings, each portion of a building shall comply with the specific measures applicable to each specific occupancy as required by California Code of Regulations Title 24 Part 11 and the San Francisco Green Building Code. However, to fulfill any requirements of San Francisco Green Building Code Sections 4.103 through 4.105 and 5.103 through 5.105, as applicable, the project sponsor may apply a single required green building standard to the entire building.

Exceptions:

1. [HCD] Accessory structures and accessory occupancies serving residential buildings shall comply with Chapter 4 and Appendix A4, as applicable.
2. [HCD] For the purposes of CALGreen, live/work units, complying with Section 419 of the California Building Code, shall not be considered mixed occupancies. Live/work units shall comply with Chapter 4 and Appendix A4, as applicable.

## **SECTION 303 – PHASED PROJECTS**

*303.1.1.1 Add the following section:*

**303.1.1.1 Maintenance of required features.** Any structure subject to this chapter shall maintain the green building features required herein, or equivalent, regardless of subsequent alterations, additions, or changes of use, unless subject to subsequent or more stringent requirements.

*304 Modify the following section:*

## **SECTION 304 – VOLUNTARY TIERS**

This section not applicable in San Francisco.

*305 Modify the following section:*

## **SECTION 305 [OSHPD 1] – CALGREEN TIER 1 AND CALGREEN TIER 2**

This section not applicable in San Francisco.

*306 Modify the following section:*

## **SECTION 306 – VOLUNTARY MEASURES**

This section not applicable in San Francisco.

## Chapter 4

# RESIDENTIAL MANDATORY MEASURES

## Division 4.1

### PLANNING AND DESIGN

#### SECTION 4.101 – GENERAL

*4101.1 Revise the section as follows:*

**4.101.1 Scope.** The provisions of this division outline planning, design and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore enhance the environmental quality of the site, respect the integrity of adjacent properties and promote the health, safety and welfare of San Francisco residents.

*4.103 Replace this section as follows:*

#### SECTION 4.103 – REQUIREMENTS FOR GROUP R OCCUPANCY BUILDINGS

##### **4.103.1 New low-rise residential buildings.**

###### **4.103.1.1 Rating requirements**

New residential buildings must be GreenPoint Rated and applicants must submit documentation demonstrating that a minimum of 75 GreenPoints from the GreenPoints Single Family New Construction Checklist or the Green-Points Multifamily New Construction Checklist will be achieved. Alternatively, this rating requirement may be met by obtaining LEED Silver certification.

###### **4.103.1.2 Stormwater management**

Projects subject to this section shall meet the San Francisco Public Utilities Commission stormwater management requirements.

##### **4.103.2 New high-rise residential buildings**

#### **4.103.2.1 Rating requirement**

Permit applicants must submit documentation to achieve LEED® “Silver” certification. Alternatively, this rating requirement may be met by obtaining the Green-Point Rated designation and submitting documentation demonstrating that a minimum of 75 GreenPoints from the GreenPoint Rated Multifamily New Construction checklist will be achieved.

#### **4.103.2.2 [Reserved]**

**4.103.2.3 Construction debris management.** Permit applicants must submit documentation verifying the diversion of a minimum 75 percent of the projects construction and demolition debris. The waste management plan necessary to meet this requirement shall be updated as necessary and shall be accessible during construction for examination by the Department of Building Inspection. Permit applicants must also meet the requirements of San Francisco Environment Code Chapter 14 and San Francisco Building Code Chapter 13B (Construction and Demolition Debris Recovery Program.)

**4.103.2.4 Stormwater management.** Projects subject to this section shall meet the San Francisco Public Utilities Commission stormwater management requirements.

**4.103.2.4.1 Construction activity stormwater pollution prevention.** All projects, whether greater or lesser than one acre, must develop and implement construction activity pollution prevention and site run-off controls adopted by the San Francisco Public Utilities Commission.

#### **4.103.3 Major Alterations to Existing Group R Occupancy Buildings.**

##### **4.103.3.1 Rating Requirement.**

Permit applicants must submit documentation to achieve a LEED® ~~Gold~~ Silver rating. Alternatively, this rating requirement may be met by obtaining the GreenPoint Rated designation and submitting documentation demonstrating that a minimum of 75 GreenPoints from the GreenPoint Rated Multifamily checklist will be achieved. Major alterations applying to less than 80% of the building’s gross floor area may alternately submit documentation demonstrating that 49 points from the Green-Point Rated Existing Multifamily checklist have been achieved within the project area.

##### **4.103.3.2 Low-Emitting Materials.**

Alterations utilizing LEED must submit documentation verifying that low-emitting materials are used, subject to on-site verification, meeting at least the following categories of materials covered under LEED EQ Credit Low-Emitting Materials wherever applicable: interior paints and coatings applied on-site, interior

sealants and adhesives applied on site, flooring, and composite wood.

Alterations utilizing GreenPoint Rated must submit documentation to verify the use of low-emitting materials meeting the GreenPoint Rated Multifamily New Homes measures for low-emitting coatings, adhesives and sealants, and carpet systems.

**4.103.3.3—Electric Vehicle Charging.**

~~Sections 4.106.4 through 4.106.4.2.6 of this Chapter shall apply to all newly-constructed buildings and associated newly-constructed parking facilities for passenger vehicles and trucks, and to major alterations to existing Group R occupancy buildings where electrical service to the building will be upgraded. In major alterations where existing electrical service will not be upgraded, the requirements of Sections 4.106.4 through 4.106.4.2.6 shall apply to the maximum extent that does not require an upgrade to existing electrical service.~~

4.104 Replace this section as follows:

**SECTION 4.104 – HISTORIC PRESERVATION**

**4.104.1 On-site retention of historical features.** For alterations of buildings determined to be historical resources, after demonstrating compliance with all applicable codes, including the ~~2019~~ 2022 California Building Energy Efficiency Standards (Title 24, Part 6) and the ~~2019~~ 2022 California Historical Building Code (Title 24, Part 8), the minimum points or credits required under this chapter shall be reduced for retention and in-situ reuse or restoration of certain character defining features, as described in Table 4.104A. Retention includes the rehabilitation and repair of character-defining features that conform to the Secretary of the Interior’s Standards for the Treatment of Historic Properties.

**TABLE 4.104.A**

SIGNIFICANT HISTORICAL ARCHITECTURAL FEATURES	PERCENT RETAINED*	ADJUSTMENT TO MINIMUM LEED POINT REQUIREMENT	ADJUSTMENT TO MINIMUM GREEN-POINTS REQUIREMENT
Windows @ principal façade(s)	100%	4	15
Other windows	At least 50%	1	3

Other windows	100%	2	6
Exterior doors @ principal façade(s)	100%	1	3
Siding or wall finish @ principal façade(s)	100%	1	4
Trim & casing @ wall openings on principal façade(s)	100%	1	3
Roof cornices or decorative eaves visible from right-of-way	100%	1	3
Sub-cornices, belt courses, water tables, and running trim visible from right-of-way	100%	1	3
Character-defining elements of significant interior spaces	100%	4	15
Other exterior ornamentation (e.g. cartouches, corbels, quoins, etc.) visible from right-of-way	80%	1	3

**4.104.2. Adjustment to Green Credit for Retention of Historic Features.** Where the historical resource is a portion of the total project, the LEED or GreenPoint Rated requirement shall be adjusted to equal the percentage of gross floor area of the historical resource compared to the total project gross floor area.

4.105 Replace this section as follows:

## **SECTION 4.105 – DEMOLITION OF EXISTING STRUCTURES**

**4.105.1 Adjustments to Rating Requirements for Building Demolition and Density.** Applications subject to the San Francisco Green Building Code, whereby construction of a new building is proposed within five years of the demolition of a building on the site, where such demolition occurred after the effective date of the Green Building Ordinance - November 3, 2008 - the sustainability requirements for new buildings pursuant to the San Francisco Green Building Code shall be increased as follows:

**4.105.1.1 LEED® Projects.** For projects attaining a LEED® certification:

(1) Where the building demolished was an historical resource, the required points shall be increased by 10 points.

(2) Where the building demolished was not an historical resource, the required points shall be increased

by 6 additional points.

(3) Where the building demolished was not an historical resource and the number of dwellings in the residential portion of the replacement structure are tripled, the required points shall be increased by 5 additional points.

**4.105.1.2 GreenPoint Rated Projects.** For projects attaining GreenPoint Rated:

(1) Where the building demolished was an historical resource, the required points shall be increased by 25 additional points.

(2) Where the building demolished was not an historical resource, the required points shall be increased by 20 additional points.

(3) Where the building demolished was not an historical resource and the number of dwellings in the residential portion of the replacement structure are tripled, the required points shall be increased by 17 additional points.

## **SECTION 4.106 – SITE DEVELOPMENT**

*4.106 .4 Revise this section as follows:*

**4.106.4 Electric vehicle (EV) charging for new construction.** New construction shall comply with Section 4.106.4.1 or 4.106.4.2 to facilitate future installation and use of EV chargers. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the *California Electrical Code*, Article 625.

**Exceptions:**

1. On a case-by-case basis, where the local enforcing agency has determined EV charging and infrastructure are not feasible based upon one or more of the following conditions:
  - 1.1. Where there is no local utility power supply or the local utility is unable to supply adequate power.
  - 1.2. Where there is evidence suitable to the local enforcing agency substantiating that additional local utility infrastructure design requirements, directly related to the implementation of Section 4.106.4, ~~may adversely impact the construction cost of the project~~ increase the utility side cost to the homeowner or the developer by more than \$400 per parking space. In

such cases, buildings subject to Section 4.106.4 shall maximize the number of EV Charging Spaces, up to a utility side cost of a maximum of \$400 per space. Cost shall be determined by dividing the increase in local utility infrastructure cost attributable to compliance with this section by the sum of parking spaces and EV Charging Spaces.

2. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU) without additional parking facilities.

**4.106.4.1 New one-and-two-family dwellings and townhouses with attached or adjacent private garages.** For each parking space, install a 40-Amp 208 or 240-volt branch circuit, including raceway, electrical panel capacity, overprotection devices, wire, and termination point such as a receptacle. The termination point shall be in close proximity to the proposed EV charger location. Raceways are required to be continuous at enclosed, inaccessible, or concealed areas and spaces. Raceway for each circuit shall not be less than trade size 1 (nominal 1-inch inside diameter).

**4.106.4.1.1 Identification.** The service panel or subpanel circuit directory shall identify the overcurrent protective device space(s) reserved for future EV charging as “EV READY” for full circuits *and otherwise* “EV CAPABLE”. The raceway termination location shall be permanently and visibly marked as “EV READY” for full circuits. *and otherwise* “EV CAPABLE”.

**4.106.4.2 New multifamily dwellings, hotels and motels and new residential parking facilities.** When parking is provided, parking spaces for new multifamily dwellings, hotels and motels shall meet the requirements of Sections 4.106.4.2.1 and 4.106.4.2.2. Calculations for spaces shall be rounded up to the nearest whole number. A parking space served by electric vehicle supply equipment or designed as a future EV charging space shall count as at least one standard automobile parking space only for the purpose of complying with any applicable minimum parking space requirements established by a local jurisdiction. See Vehicle Code Section 22511.2 for further details.

**4.106.4.2.1 Multifamily development projects with less than 20 dwelling units; and hotels and motels with less than 20 sleeping units or guest rooms.** The number of dwelling units, sleeping units or guest rooms shall be based on all buildings on a project site subject to this section.

**1. EV Capable.** Ten (10) percent of the total number of parking spaces on a building site, provided for all types of parking facilities, shall be electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 EVSE. Electrical load calculations shall demonstrate that the electrical panel service capacity and electrical system, including any on-site distribution transformer(s), have sufficient capacity to simultaneously charge all EVs at all required EV spaces at a minimum of 40 amperes.

The service panel or subpanel circuit directory shall identify the overcurrent protective device space(s) reserved for future EV charging purposes as “EV CAPABLE” in accordance with the *California Electrical Code*.

**Exceptions:**

1. When EV chargers (Level 2 EVSE) are installed in a number equal to or greater than the required number of EV capable spaces.
2. When EV chargers (Level 2 EVSE) are installed in a number less than the required number of EV capable spaces, the number of EV capable spaces required may be reduced by a number equal to the number of EV chargers installed.

**Notes:**

- a. Construction documents are intended to demonstrate the project’s capability and capacity for facilitating future EV charging.
- b. There is no requirement for EV spaces to be constructed or available until receptacles for EV charging or EV chargers are installed for use.

**2. EV Ready.** Twenty-five (25) percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles. For multifamily parking facilities, no more than one receptacle is required per dwelling unit when more than one parking space is provided for use by a single dwelling unit.

**Exception:** Areas of parking facilities served by parking lifts.

**4.106.4.2.2 Multifamily development projects with 20 or more dwelling units, hotels and motels with 20 or more sleeping units or guest rooms.** The number of dwelling units, sleeping units or guest rooms shall be based on all buildings on a project site subject to this section.

1. **EV Capable.** Ten (10) percent of the total number of parking spaces on a building site, provided for all types of parking facilities, shall be electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 EVSE. Electrical load calculations shall demonstrate that the electrical panel service capacity and electrical system, including any on-site distribution transformer(s), have sufficient capacity to simultaneously charge all EVs at all required EV spaces at a minimum of 40 amperes.

The service panel or subpanel circuit directory shall identify the overcurrent protective device space(s) reserved for future EV charging purposes as “EV CAPABLE” in accordance with the *California Electrical Code*.

**Exception:** When EV chargers (Level 2 EVSE) are installed in a number greater than five (5) percent of parking spaces required by Section 4.106.4.2.2, Item 3, the number of EV capable spaces required may be reduced by a number equal to the number of EV chargers installed over the five (5) percent required.

**Notes:**

a. Construction documents shall show locations of future EV spaces.

b. There is no requirement for EV spaces to be constructed or available until receptacles for EV charging or EV chargers are installed for use.

2. **EV Ready.** Twenty-five (25) percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles. For multifamily parking facilities, no more than one receptacle is required per dwelling unit when more than one parking space is provided for use by a single dwelling unit.

**Exception:** Areas of parking facilities served by parking lifts.

3. **EV Chargers.** Five (5) percent of the total number of parking spaces shall be equipped with Level 2 EVSE. Where common use parking is provided, at least one EV charger shall be located in the common use parking area and shall be available for use by all residents or guests.

When low power Level 2 EV charging receptacles or Level 2 EVSE are installed beyond the minimum required, an automatic load management system (ALMS) may be used to reduce the maximum required electrical capacity to each space served by the ALMS. The electrical system and any on-site distribution transformers shall have sufficient capacity to deliver at least 3.3 kW

simultaneously to each EV charging station (EVCS) served by the ALMS. The branch circuit shall have a minimum capacity of 40 amperes and installed EVSE shall have a capacity of not less than 30 amperes. ALMS shall not be used to reduce the minimum required electrical capacity to the required EV capable spaces.

**4.106.4.2.2.1 Electric vehicle charging stations (EVCS).** Electric vehicle charging stations required by Section 4.106.4.2.2, Item 3, shall comply with Section 4.106.4.2.2.1.

**Exception:** Electric vehicle charging stations serving public accommodations, public housing, motels, and hotels shall not be required to comply with this section. See *California Building Code*, Chapter 11B, for applicable requirements.

**4.106.4.2.2.1.1 Location.** EVCS shall comply with at least one of the following options:

1. The charging space shall be located adjacent to an accessible parking space meeting the requirements of the *California Building Code*, Chapter 11A, to allow use of the EV charger from the accessible parking space.
2. The charging space shall be located on an accessible route, as defined in the *California Building Code*, Chapter 2, to the building.

**Exception:** Electric vehicle charging stations designed and constructed in compliance with the *California Building Code*, Chapter 11B, are not required to comply with Section 4.106.4.2.2.1.1 and Section 4.106.4.2.2.1.2, Item 3.

**4.106.4.2.2.1.2 Electric vehicle charging stations (EVCS) dimensions.** The charging spaces shall be designed to comply with the following:

1. The minimum length of each EV space shall be 18 feet (5486 mm).
2. The minimum width of each EV space shall be 9 feet (2743 mm).
3. One in every 25 charging spaces, but not less than one, shall also have an 8-foot (2438 mm) wide minimum aisle. A 5-foot (1524 mm) wide minimum aisle shall be permitted provided the minimum width of the EV space is 12 feet (3658 mm).
  - a. Surface slope for this EV space and the aisle shall not exceed 1 unit vertical in 48 units horizontal (2.083 percent slope) in any direction.
  - b. Notwithstanding any other applicable requirements, when an EV charger is installed serving

an accessible parking space, the space may be considered a parking space if the duration of stay is not subject to any limitations different from those generally applied to other publicly accessible parking spaces in the same parking area. If the duration of stay in an accessible space equipped with an EV charger is subject to limitations different from those generally applied to other publicly accessible parking spaces in the same parking area, the space is not a parking space.

**4.106.4.2.2.1.3 Accessible EV spaces.** In addition to the requirements in Sections 4.106.4.2.2.1.1 and 4.106.4.2.2.1.2, all EVSE, when installed, shall comply with the accessibility provisions for EV chargers in the *California Building Code*, Chapter 11B. EV ready spaces and EVCS in multifamily developments shall comply with *California Building Code*, Chapter 11A, Section 1109A. Accessible spaces must meet the dimensions specified *above* in Section 4.106.4.2.2.1.2, Planning Code Section 154, or other applicable accessibility requirements, whichever would result in the largest space size.

#### **4.106.4.2.3 EV space requirements.**

- 1. Single EV space required.** Where a single EV space is required, install a full circuit with a minimum of 40-Amp 208 or 240 Volt capacity, including listed raceway, sufficient electrical panel capacity, overcurrent protection devices, wire, and termination point such as a receptacle. The termination point shall be in close proximity to the proposed EV charger location. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). ~~Install a listed raceway capable of accommodating a 208/240-volt dedicated branch circuit. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box or enclosure in close proximity to the location or the proposed location of the EV space. Construction documents shall identify the raceway termination point, receptacle or charger location, as applicable. The service panel and/or subpanel shall have a 40-ampere minimum dedicated branch circuit, including branch circuit overcurrent protective device installed, or space(s) reserved to permit installation of a branch circuit overcurrent protective device.~~

**Exception:** ~~A raceway is not required if a minimum 40-ampere 208/240-volt dedicated EV branch circuit is installed in close proximity to the location or the proposed location of the EV space, at the time of original construction in accordance with the *California Electrical Code*.~~

- 2. Multiple EV spaces required.** Construction documents shall indicate the raceway termination point and

the location of installed or future EV spaces, receptacles, or EV chargers. Construction documents shall also provide information on amperage of installed or future receptacles or EVSE, raceway method(s), wiring schematics and electrical load calculations. Plan design shall be based upon a 40-ampere minimum branch circuit. Required raceways and related components that are planned to be installed underground, enclosed, inaccessible or in concealed areas and spaces shall be installed at the time of original construction.

**Exception:** A raceway is not required if a minimum 40-ampere 208/240-volt dedicated EV branch circuit is installed in close proximity to the location or the proposed location of the EV space at the time of original construction in accordance with the *California Electrical Code*.

a. **Multiple Levels of Parking:**

- i. Branch circuit panelboard(s) shall be installed at each parking level with service capacity dedicated to EV Capable Spaces and EV spaces proportional to the number of vehicle spaces on each level, including panelboard(s) space and capacity. The circuits and overcurrent protective devices shall remain reserved exclusively for EV charging.

**Exception:** Circuits and overcurrent protective devices in panelboards not located on the same level may contribute to the requirements of 4.106.4.2.4(b), provided the circuits are reserved exclusively for EV charging. For example, the circuit serving an EV Space dedicated to a condominium owner may connect to the electrical panelboard of the corresponding condominium.

- ii. Install raceway or sleeves where penetrations to walls, floors, or other partitions will be necessary to install panels, raceways, or related electrical components necessary per site conditions for future installation of branch circuits. All such penetrations must comply with applicable codes, including but not limited to the San Francisco Electrical Code and the San Francisco Fire Code.

~~iii. Construction documents, including electrical engineering and design related documents, shall demonstrate that the electrical service capacity and electrical system, including any on-site distribution transformer(s), can charge EVSE at a minimum of 20% of the total number of EV Spaces simultaneously, at the full rated amperage of the EVSE or a minimum of 40 amperes per branch circuit, as modified by Section 4.106.4.2.4.1~~

~~Electric Vehicle Fast Charging Spaces. As appropriate, construction documents shall provide information on raceway method(s), wiring schematics, anticipated EV load management system design(s), and electrical load calculations.~~

**NOTES:**

Electric vehicle charging infrastructure and housing are critical priorities for the City and County of San Francisco. Automated Load Management Systems, energy efficiency, and selection of low-amperage technologies can help mitigate increases to peak electric load. ~~Where provisions of this Section 4.106.4.2.4 require~~ Where the installation of a utility electrical transformer may be determined to be necessary in the context of compliance with Section 4.106.4.2.4 of this chapter, SF Building Code Section 106A.1.17.1, or other provisions of the San Francisco Electrical Code, and where such transformer cannot be accommodated on the project site due to the combination of project site dimensions, San Francisco Building Code, San Francisco Electrical Code, and applicable utility regulations, the Director of Public Works is encouraged to issue a Sidewalk Vault Encroachment Permit, provided that the fronting property owner complies with all requirements governing street occupancy, including but not limited to the San Francisco Public Works Code and Department of Public Works Order 165,553.

- ~~1. An EV load management system may be necessary in order to provide EV charging at more than 20% of EV Spaces.~~
- ~~2. This section does not require EV chargers to be installed.~~

**~~4.106.4.2.4.1—Electric Vehicle (EV) fast charging spaces.~~**

~~(a) Installation of one EV Fast Charger may reduce the number of EV Spaces required under Section 4.106.4.2.4(a) by up to five EV Spaces, provided that the project includes at least one EV Space equipped with a full circuit able to deliver 40 Amp 208 or 240 Volt capacity to the EV Space, including listed raceway, sufficient electrical panel capacity, overcurrent protection devices, wire, and suitable listed termination point such as a receptacle.~~

~~The electrical panel board(s) provided at each parking level served by EV Fast Chargers shall have sufficient capacity to supply each EV Fast Charger with a minimum of 30 kW AC in addition to the capacity~~

~~to serve any remaining EV Spaces required under Section 4.106.4.2.4(a) with a minimum of 40 amperes per circuit at 208 or 240 volts per EV Space.~~

~~(b) After the requirements of 4.106.4.2.4(a) are met, each planned EV Fast Charger may reduce the number of planned EV Spaces required under 4.106.4.2.4(c) by up to five spaces. Electrical engineering design and construction documents shall indicate the raceway termination point and proposed location of future EV fast charger spaces and EV fast chargers. Electrical engineering design and construction documents shall also provide information on amperage of EV fast chargers, raceway method(s), wiring schematics, and electrical load calculations to verify that the electrical panel service capacity and electrical system has sufficient capacity to simultaneously operate all installed EV fast chargers at the full rated amperage of the EV fast charger(s) and simultaneously serve any remaining spaces required by 4.106.4.2.4(a). Raceways and related components that are planned to be installed underground, enclosed, inaccessible, or in concealed areas and spaces shall be installed at the time of original construction.~~

**4.106.4.2.4 Identification.** The service panel or subpanel circuit directory shall identify the overcurrent protective device space(s) reserved for future EV charging purposes as “EVSE READY” for full circuits and otherwise “EVSE CAPABLE” in accordance with the California Electrical Code. ~~The raceway termination location or receptacle shall be permanently and visibly marked as “EVSE READY” for full circuits and otherwise “EVSE CAPABLE,” until such time as EVSE are installed.~~

**4.106.4.2.5 Electric Vehicle Ready Space Signage.** Electric vehicle ready spaces shall be identified by signage or pavement markings, in compliance with Caltrans Traffic Operations Policy Directive 13-01 (Zero Emission Vehicle Signs and Pavement Markings) or its successor(s).

## Division 4.2

# ENERGY EFFICIENCY

## SECTION 4.201– GENERAL

4.201 Add the following section:

### 4.201.2. Renewable energy and better roofs.

(a) Newly constructed Group R occupancy buildings ~~which are 4 occupied floors or greater, and less than or equal to 10 or fewer occupied floors and which apply for a building permit on or after January 1, 2017 shall install photovoltaic systems and/or solar thermal systems in the solar zone required by California Code of Regulations (CCR), Title 24, Part 6 Section 110.10.~~ are required by California Title 24 Part 6 Energy Standards to install photovoltaic (PV) energy systems. For newly constructed multifamily buildings the minimum size of such systems is required by Section 170.2(f) and 170.2(g) to be not less than the smaller of PV system size determined by Equation 170.2-C or Equation 170.2-D, or the total of all Solar Access Roof Area (SARA) multiplied by 14 W/ft<sup>2</sup>. Projects that constitute a Large Development Project or Small Development Project under the Stormwater Management Ordinance (Public Works Code secs 147-147.6) may exclude from SARA any roof area where both:

- (1) The area is occupied by living roof, meaning the area of media for growing plants, and
- (2) The area occupied by living roof contributes to determination of compliance with the Stormwater Management Ordinance, as documented by a Preliminary Stormwater Control Plan or a Modified Compliance Application submitted to the San Francisco Public Utilities Commission.

(b) In any final Stormwater Control Plan approved by the San Francisco Public Utilities Commission, including where such approval may occur subsequent to addenda to a Site Permit wherein compliance with California Title 24 Part 6 Energy Standards is documented, the applicant shall ensure the area occupied by living roof contributing to determination of compliance with the Stormwater Management Ordinance is no less than the square footage approved for exclusion from SARA.

~~(b) The minimum solar zone area for the project shall be calculated under Title 24, Part 6, Section 110.10(b) through (e), as applicable, and Residential Compliance Manual Chapter 7 or Nonresidential Compliance Manual Chapter 9, as applicable, except as provided below.~~

~~(1) For High Rise Multifamily Buildings and Hotel/Motel Occupancies, Exceptions 3 and 5 to Title 24,~~

~~Part 6, Section 110.10(b)1B may be applied in the calculation of the minimum solar zone area. Exceptions 1, 2, and 4 may not be applied in the calculation. For High Rise Multifamily Buildings and Hotel/Motel Occupancies subject to Planning Code Section 149, Exception 5 may be applied in the calculation of the minimum solar zone area, and Exceptions 1, 2, 3, and 4 may not be applied in the calculation.~~

~~(2) Buildings with a calculated minimum solar zone area of less than 150 contiguous square feet due to limited solar access under Exception 5 to Title 24, Part 6, Section 110.10(b)1A or Exception 3 to Title 24, Part 6, Section 110.10(b)1B are exempt from the solar energy requirements in this Section 4.201.2.~~

~~(c) The sum of the areas occupied by solar photovoltaic collectors and/or solar thermal collectors must be equal to or greater than the solar zone area. The solar zone shall be located on the roof or overhang of the building, or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project. Solar photovoltaic systems and solar thermal systems shall be installed in accord with: all applicable State code requirements, including access, pathway, smoke ventilation, and spacing requirements specified in CCR Title 24, Part 9; all applicable local code requirements; manufacturer's specifications; and the following performance requirements:~~

~~(1) Solar photovoltaic systems: The total nameplate capacity of photovoltaic collectors shall be at least 10 Watts<sub>DC</sub> per square foot of roof area allocated to the photovoltaic collectors.~~

~~(2) Solar thermal systems: Single family residential solar domestic water heating systems shall be OG-300 System Certified by either the Solar Rating and Certification Corporation (SRCC) or the International Association of Plumbing and Mechanical Officials (IAPMO). Solar thermal systems installed in all Group R occupancy buildings other than single family residences shall use collectors with OG-100 Collector Certification by SRCC or IAPMO, shall be designed to generate annually at least 100 kBtu per square foot of roof area allocated to the solar thermal collectors. Systems with at least 500 square feet of collector area shall include a Btu meter installed on either the collector loop or potable water side of the solar thermal system. Approval by the Planning Department of compliance with the Better Roof requirements, including the Living Roof alternative, as provided in Planning Code Section 149, shall be accepted for compliance with San Francisco Green Building Code Section 4.201.2(a) through (c). The requirements of CCR Title 24, Part 6, Section 110.10 for~~

~~the solar zone shall still apply.~~

~~(d) Approval by the Planning Department of compliance with the Better Roof requirements, including the Living Roof alternative, as provided in Planning Code Section 149, shall be accepted for compliance with San Francisco Green Building Code Section 4.201.2(a) through (c). The requirements of CCR Title 24, Part 6, Section 110.10 for the solar zone shall still apply.~~

#### 4.201.3 Energy Performance.

(a) **All-electric buildings.** A newly constructed high-rise residential all-electric building shall be designed and constructed such that the Energy Budget ~~Total Energy Design Rating and Energy Efficiency Design Rating~~ for the proposed building ~~are~~ is no greater than the corresponding Energy Budget for a Standard Design Building compliant with California Title 24 Part 6 Energy Standards.

~~(b) **Mixed-fuel low-rise residential buildings.** A newly constructed mixed-fuel low-rise residential building shall:~~

~~(1) Be designed and constructed such that the Total Energy Design Rating and Energy Efficiency Design Rating for the proposed building is no greater than the Total Energy Design Rating and Energy Efficiency Design Rating for the Standard Design Building; and~~

~~(2) Be designed and constructed such that the Total Energy Design Rating for the proposed building is 14 or less, as calculated by compliance software approved by the California Energy Commission.~~

~~**Exception:** Mixed-fuel low-rise residential buildings with limited solar access are excepted if a photovoltaic (PV) system meeting the minimum requirements as specified in California Energy Standards Joint Appendix JA11 is installed on all available areas of 80 contiguous square feet or more with effective annual solar access. Effective annual solar access shall be 70% or greater of the output of an unshaded PV array on an annual basis, wherein shade is due to existing permanent natural or human-made barriers external to the dwelling, including but not limited to trees, hills, and adjacent structure~~

(b) **Mixed-fuel high-rise residential buildings.** A newly constructed mixed-fuel high-rise residential building shall be designed and constructed such that the Energy Budget is no greater than 90% of the Title 24 Part 6 Energy Budget for the Standard Design Building as calculated by compliance software approved by the California Energy Commission.

## Chapter 5

# NONRESIDENTIAL MANDATORY MEASURES

## Division 5.1

### PLANNING AND DESIGN

#### SECTION 5.101 – GENERAL

*5.101.1 Modify the section as follows:*

**5.101.1 Scope.** The provisions of this chapter outline planning, design and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore and enhance the environmental quality of the site, respect the integrity of adjacent properties, and promote the health, safety and welfare of San Francisco residents.

*5.103 Replace this section as follows:*

#### SECTION 5.103 – REQUIREMENTS FOR GROUP A, B, I, E and M BUILDINGS

**5.103.1 New large commercial buildings.**

**5.103.1.1 Rating requirement.** Permit applicants must submit documentation to achieve LEED “Gold” certification.

**5.103.1.2 Indoor water use reduction.** Permit applicants must submit documentation verifying that project meets maximum prescriptive fixture flow rates in accordance with the California Plumbing Code. The project must also achieve the LEED WE Prerequisite Indoor Water Use Reduction (WEp2) and a minimum 30 percent reduction in the use of indoor potable water, as calculated to meet the LEED WE credit Indoor Water Use Reduction (WEc2).

**5.103.1.3 Construction waste management.** Permit applicants must submit documentation verifying the diversion of a minimum 75 percent of the project’s construction and demolition waste, as calculated to meet LEED MR Prerequisite Construction and Demolition Waste Management Planning and LEED MR Credit

Construction and Demolition Waste Management. Permit applicants must also meet the requirements of San Francisco Environment Code Chapter 14 and San Francisco Building Code Chapter 13B (Construction and Demolition Debris Recovery Program.) The waste management plan necessary to meet this requirement shall be updated as necessary and shall be accessible during construction for examination by the Department of Building Inspection.

**5.103.1.4 Commissioning.** Permit applicants must submit documentation verifying that the facility has been or will meet the criteria necessary to achieve CALGreen section 5.410.2 and Option 1 of LEED EA credit (Enhanced Commissioning), in addition to LEED EA Prerequisite (Fundamental Commissioning) and Verification.

**5.103.1.6 Stormwater management.** Projects subject to this section shall meet the San Francisco Public Utilities Commission stormwater management requirements. All new building projects must develop and implement an Erosion and Sediment Control Plan or Stormwater Pollution Prevention Plan and implement site run-off controls adopted by the San Francisco Public Utilities Commission as applicable.

**5.103.1.7 Energy performance.** [Reserved]

**5.103.1.8 Temporary ventilation and IAQ management during construction.** Permit applicants must submit documentation verifying that an Indoor Air Quality Management Plan is prepared and implemented which meets LEED EQ Credit Construction Indoor Air Quality Management and Title 24 Part 11 Sections 5.504.1 and 5.504.3.

**5.103.1.9 Low-Emitting Materials.** Permit applicants must submit documentation verifying that low-emitting materials are used, subject to on-site verification, meeting at least the following categories of materials covered under LEED EQ Credit Low-Emitting Materials wherever applicable: interior paints and coatings applied on-site, interior sealants and adhesives applied on site, flooring, and composite wood.

**5.103.1.10 CALGreen mandatory measures.** The following measures are mandatory in California for new non-residential buildings. Optionally, similar LEED credits can be used as alternative compliance paths, as noted below:

Title 24 Part 11 Section(s)	Topic/Requirement	Alternate Compliance Option:
5.106.8	Light pollution reduction	Meet LEED SS Credit Light Pollution

		Reduction
5.508.1.2	Halons not allowed in HVAC, refrigeration and fire suppression equipment.	Meet LEED EA Credit Enhanced Refrigerant Management, and additionally document that all HVAC&R systems do not contain CFCs or halons.

### 5.103.3 Major alterations to existing non-residential buildings.

**5.103.3.1 Rating requirement.** Permit applicants must submit documentation to achieve LEED “Gold” certification.

**5.103.3.2 Low emitting materials.** Permit applicants must submit documentation verifying that low-emitting materials are used, subject to in-site verification, meeting at least the following categories of materials covered under LEED EQ Credit Low-Emitting Materials: interior paints and coatings applied on-site, interior sealants and adhesives applied on site, flooring, and composite wood.

**5.103.3.3 Electric vehicle charging.** Section 5.106.5.3 of this chapter shall apply to ~~all newly constructed buildings and associated newly constructed parking facilities for passenger vehicles and trucks, and to~~ major alterations and newly-constructed parking facilities associated with existing Group A, B, I, and M occupancy buildings where electrical service to the building will be upgraded. In major alterations where existing electrical service will not be upgraded, all requirements under Section 5.106.5 shall apply to the maximum extent that:

- (1) does not require upgrade to existing service; and
- (2) the Director does not determine that compliance with Section 5.106.5.3.3 and Title 24 Chapter 11B, if applicable, is technically infeasible, as defined in California Building Code Chapter 2, Section 202.

### 5.103.4 New large commercial interiors.

**5.103.4.1 Rating requirement.** Permit applicants must submit documentation to achieve LEED “Gold” certification.

**5.103.4.2 Low emitting materials.** Permit applicants must submit documentation verifying that low-

emitting materials are used, subject to in-site verification, meeting at least the following categories of materials covered under LEED EQ Credit Low-Emitting Materials: interior paints and coatings applied on-site, interior sealants and adhesives applied on site, flooring, and composite wood.

5.104 Replace this section as follows:

## SECTION 5.104 – HISTORIC PRESERVATION

**5.104.1 On-site Retention of Historical Features.** For alterations of buildings determined to be historical resources, after demonstrating compliance with all applicable codes, including the ~~2019~~ 2022 California Building Energy Efficiency Standards (Title 24, Part 6) and the ~~2019~~ 2022 California Historical Building Code (Title 24, Part 8), the minimum points or credits required under this chapter shall be reduced for retention and in-situ reuse or restoration of certain character defining features, as described in Table 5.104A. Retention includes the rehabilitation and repair of character-defining features that conform to the Secretary of the Interior’s Standards for the Treatment of Historic Properties.

**TABLE 5.104.A**

SIGNIFICANT HISTORICAL ARCHITECTURAL FEATURES	PERCENT RETAINED*	ADJUSTMENT TO MINIMUM LEED POINT REQUIREMENT	ADJUSTMENT TO MINIMUM GREEN-POINTS REQUIREMENT
Windows @ principal façade(s)	100%	4	15
Other windows	At least 50%	1	3
Other windows	100%	2	6
Exterior doors @ principal façade(s)	100%	1	3
Siding or wall finish @ principal façade(s)	100%	1	4
Trim & casing @ wall openings on principal façade(s)	100%	1	3
Roof cornices or decorative eaves visible from right-of-way	100%	1	3
Sub-cornices, belt courses, water tables, and running trim visible from right-of-way	100%	1	3
Character-defining elements of significant interior	100%	4	15

spaces			
Other exterior ornamentation (e.g. cartouches, corbels, quoins, etc.) visible from right-of-way	80%	1	3

**5.104.2. Adjustment to Green Credit for Retention of Historic Features.** Where the historical resource is a portion of the total project, the LEED or GreenPoint Rated point requirement shall be adjusted to equal the percentage of gross floor area of the historical resource compared to the total project gross floor area.

5.105 Replace this section as follows:

## **SECTION 5.105 – DEMOLITION OF EXISTING STRUCTURES**

**5.105.1 Adjustments to rating requirements.** Applications subject to the San Francisco Green Building Code, whereby construction of a new building is proposed within five years of the demolition of a building on the site, where such demolition occurred after November 3, 2008, the sustainability requirements for new buildings pursuant to the San Francisco Green Building Code shall be increased as follows:

**5.105.1.1 LEED® projects.** For projects attaining a LEED® certification:

(1) Where the building demolished was an historical resource, the required points shall be increased by 10 points, which is 10% of the total available in the LEED® rating system, absent demolition.

(2) Where the building demolished was not an historical resource, the required points shall be increased by 6 additional points, which is 10% of the maximum total required points under this chapter, absent demolition.

(3) Where the building demolished was not an historical resource and the number of dwellings in the residential portion of the replacement structure are tripled, the required points shall be increased by 5 additional points, which is 8% of the maximum total required points under this chapter, absent demolition.

**5.105.1.2 GreenPoint rated projects.** For projects attaining GreenPoint Rated:

(1) Where the building demolished was an historical resource, the required points shall be increased by 25 additional points.

(2) Where the building demolished was not an historical resource, the required points shall be increased by 20 additional points.

(3) Where the building demolished was not an historical resource and the number of dwellings in the residential portion of the replacement structure are tripled, the required points shall be increased by 17 additional points.

## **SECTION 5.106 – SITE DEVELOPMENT**

*5.106.5.3 Revise this section as follows:*

**5.106.5.3 Electric vehicle (EV) charging.** [N] Construction to provide electric vehicle infrastructure and facilitate electric vehicle charging shall comply with Section 5.106.5.3 and shall be provided in accordance with regulations in the *California Building Code* and the *California Electrical Code*.

**Exceptions:** *(Relocated from 2019 CALGreen Section 5.106.5.3.3 and edited)*

1. On a case-by-case basis where the local enforcing agency has determined compliance with this section is not feasible based upon one of the following conditions:
  - a. Where there is no local utility power supply.
  - b. Where the local utility is unable to supply adequate power.
  - c. Where there is evidence suitable to the local enforcement agency substantiating that additional local utility infrastructure design requirements, directly related to the implementation of Section 5.106.5.3, may adversely impact the construction cost of the project.
3. Parking spaces accessible only by automated mechanical car parking systems are not required to comply with this code section.
4. In major alterations, where there is evidence substantiating that meeting the requirements of this section present an unreasonable hardship or are technically infeasible, the Director may upon request from the project sponsor consider an appeal to reduce the number of EV Spaces required.

### **TABLE 5.106.5.3.1**

TOTAL NUMBER OF ACTUAL PARKING SPACES	NUMBER OF REQUIRED EV CAPABLE SPACES	NUMBER OF EVCS (EV CAPABLE SPACES PROVIDED WITH EVSE) <sup>2</sup>
0-4	0 <sub>1</sub>	0
5-9	0 <sub>2</sub>	0
10-25	4	0
26-50	8	2
51-75	13	3
76-100	17	4
101-150	25	6
151-200	35	9
201 and over	20 percent of total <sup>1</sup>	25 percent of EV capable spaces <sup>1</sup>

1. Calculation for spaces shall be rounded up to the nearest whole number.

**5.201.1.1** 2. The number of required EVCS (EV capable spaces provided with EVSE) in column 3 count toward the total number of required EV capable spaces shown in column 1. ~~6.5.3 Electric vehicle (EV)-charging. In new construction and major alterations, 100% of off-street parking spaces in buildings and facilities provided for passenger vehicles and trucks shall be EV Spaces capable of supporting future EVSE. Electrical engineering design and construction documents shall indicate the location of all proposed EV spaces. When EVSE is installed, it shall be in accordance with the San Francisco Building Code and the San Francisco Electrical Code~~

**5.106.5.3.1 EV capable spaces.** ~~N~~ EV capable spaces shall be provided in accordance with Table 5.106.5.3.1 and the following requirements:

1. Raceways complying with the *California Electrical Code* and no less than 1” diameter shall be provided and shall originate at a service panel or a subpanel(s) serving the area, and shall terminate in close proximity to the proposed location of the EV capable spaces and into a suitable listed cabinet, box, enclosure or equivalent.

2. A service panel or subpanel(s) shall be provided with panel space and electrical load capacity for a dedicated 208/240 volt, 40-ampere minimum branch circuit for each EV capable space, with delivery of 30-ampere minimum to an installed EVSE at each EVCS.
3. The electrical system and any on-site distribution transformers shall have sufficient capacity to supply full rated amperage at each EV capable space.
4. The service panel or subpanel circuit directory shall identify the reserved overcurrent protective device space(s) as “EV CAPABLE”. The raceway termination location shall be permanently and visibly marked as “EV CAPABLE”.

**5.201.1.1.1** Note: A parking space served by electric vehicle supply equipment or designed as a future EV charging space shall count as at least one standard automobile parking space only for the purpose of complying with any applicable minimum parking space requirements established by an enforcement agency. See Vehicle Code Section 22511.2 for further details.

**5.3.2 Electric vehicle charging stations (EVCS).** EV capable spaces shall be provided with EVSE to create EVCS in the number indicated in Table 5.106.5.3.1. The EVCS required by Table 5.106.5.3.1 may be provided with EVSE in any combination of Level 2 and Direct Current Fast Charging (DCFC), except that at least one Level 2 EVSE shall be provided.

One EV charger with multiple connectors capable of charging multiple EVs simultaneously shall be permitted if the electrical load capacity required by Section 5.106.5.3.1 for each EV capable space is accumulatively supplied to EV chargers that are installed at the time of new construction.

The installation of each DCFC EVSE shall be permitted to reduce the minimum number of required EV capable spaces without EVSE by five and reduce proportionally the required electrical load capacity to the service panel or subpanel.

**5.106.5.3.3 Use of automatic load management systems (ALMS).** ALMS shall be permitted for EVCS. When ALMS is installed, the required electrical load capacity specified in Section 5.106.5.3.1 for each EVCS may be reduced when serviced by an EVSE controlled by an ALMS. Each EVSE controlled by an ALMS shall deliver a minimum 30 amperes to an EV when charging one vehicle and shall deliver a minimum 3.3 kW while simultaneously charging multiple EVs.

**5.106.5.3.4 Accessible EVCS.** When EVSE is installed, accessible EVCS shall be provided in accordance with the *California Building Code Chapter 11B Section 11B-228.3*.

**Note:** For EVCS signs, refer to Caltrans Traffic Operations Policy Directive 13-01 (Zero Emission Vehicle Signs and Pavement Markings) or its successor(s).

~~5.201.1.1.1 — 5.106.5.3.1 Single charging space requirements.~~ When a single EV Space is required per Section 5.106.5.3.3, install a full branch circuit with a minimum of 40 Amp 208 or 240 Volt capacity, including listed raceway, electrical panel capacity, overcurrent protection devices, wire, and suitable listed termination point such as a receptacle. The termination point shall be in close proximity to the proposed EV charger location. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The circuit shall be installed in accordance with the San Francisco Electrical Code and the San Francisco Building Code ~~5.3.2 Multiple Charging Space Requirements~~

~~(a) For a minimum of 10% of EV Spaces, and in no case less than two EV spaces when the total number of EV Spaces is two or more, install a full circuit with minimum of 40 Amp 208 or 240 Volt capacity per EV Space, including listed raceway, sufficient electrical panel service capacity, overcurrent protection devices, wire, and suitable listed termination point such as a receptacle. The termination point shall be in close proximity to the proposed EV charger location. Calculations for the number of EV Spaces shall be rounded up to the nearest whole number. [N]~~

~~(b) Branch circuit panelboard(s) shall be installed at each parking level with service capacity to deliver a minimum 40 amperes at 208 or 240 volts multiplied by 20% of the total number of EV Spaces. The panelboard(s) shall have sufficient space to install a minimum of one 40-ampere dedicated branch circuit and overcurrent protective device per EV Space up to a minimum of 20% of the total number of EV Spaces. The circuits and overcurrent protective devices shall remain reserved for exclusive use by electric vehicle charging.~~

~~(c) For all EV Spaces not required to install full circuits or raceways per Section 5.106.5.3.2(a):~~

~~(1) Either:~~

~~(A) Provide space for future installation of additional electrical panelboards to support a 40-ampere 208 or 240 Volt capacity branch circuit and overcurrent protection device per EV Space, or equivalent consistent with Section 5.106.5.3.2.1; or~~

~~(B) Provide space in installed electrical panelboard(s) to support installation of a 40-ampere 208 or~~

~~240-volt capacity branch circuit and overcurrent protection device per EV Space, or equivalent consistent with Section 5.106.5.3.2.1.~~

~~(2) Install raceway or sleeves where penetrations to walls, floors, or other partitions will be necessary to install panels, raceways, or related electrical components necessary for future installation of branch circuits. All such penetrations must comply with applicable codes, including but not limited to the San Francisco Electrical Code and the San Francisco Fire Code.~~

~~(d) Construction documents, including electrical engineering and design related documents, shall demonstrate the electrical service capacity of the electrical system, including any on-site distribution transformer(s), can charge EVSE at a minimum of 20% of the total number of EV Spaces simultaneously, at the full rated amperage of the EVSE or a minimum of 40 amperes per branch circuit, whichever is greater. As appropriate, construction documents shall provide information on raceway method(s), wiring schematics, anticipated EV load management system design(s), and electrical load calculations.~~

~~Exceptions:~~

~~1. Where there is no commercial power supply.~~

~~2. Where there is evidence substantiating that meeting the requirements will alter the local utility infrastructure design requirements directly related to the implementation of this Section may increase the utility side cost to the developer by more than \$400 per parking space. In such cases, buildings subject to Section 5.106.5.3.2 shall maximize the number of EV Spaces, up to a maximum utility side cost of \$400 per space. Cost shall be determined by dividing the increase in local utility infrastructure cost attributable to compliance with this section by the sum of parking spaces and Electric Vehicle Charging Spaces.~~

~~3. In major alterations, where there is evidence substantiating that meeting the requirements of this section present an unreasonable hardship or is technically infeasible, the Director may upon request from the project sponsor consider an appeal to reduce the number of EV Spaces required.~~

~~**Note:** This section does not require installation of EVSE.~~

~~The intent of sizing electrical service to provide 40 amperes at 208 or 240 Volts to at least 20% of spaces simultaneously is to provide the option to utilize listed EV Load Management Systems to provide Level 2 EV charging at 100% of parking spaces. A listed EV Load Management system manages the available capacity in a safe manner, such as allocating 36 amperes at 208 or 240 volts to vehicles in 20% of the total~~

~~number of EV Charging Stations simultaneously, or allocating 8 amperes to vehicles in 100% of parking spaces, or similar. Given the capacity required by this Section, individual EV chargers may be installed in up to 20% of parking spaces before an EV load management system is necessary.~~

#### **5.106.5.3.2.1 Electric vehicle (EV) fast charging spaces.**

~~(a) Installation of one EV Fast Charger may reduce the number of EV Spaces required under Section 5.106.5.3.2(a) by up to 10 EV Spaces, provided the project includes at least one EV Space equipped with a full circuit able to deliver 40 Amps at 208 or 240 volts to the EV Space, including listed raceway, sufficient electrical panel capacity, overcurrent protection devices, wire, and suitable listed termination point such as a receptacle.~~

~~The electrical panel board(s) provided at each parking level served by EV Fast Chargers shall have sufficient capacity to supply each Electric Vehicle fast charger with a minimum of 30 kW AC in addition to the capacity to serve any remaining EV spaces with a minimum of 8 amperes at 208 or 240 volts per EV Space simultaneously, with a minimum of 40 amperes per circuit.~~

~~(b) After the requirements of 5.106.5.3.2(a) and (b) are met, each planned EV Fast Charger may reduce the number of planned EV Spaces required under 5.106.5.3.2(c) by up to 10 spaces. Electrical engineering design and construction documents shall indicate the raceway termination point and proposed location of future EV Fast Charger Spaces and EV Fast Chargers. Electrical engineering design and construction documents shall also provide information on amperage of EV Fast Chargers, raceway method(s), and wiring schematics. Electrical engineering design and construction documents shall also provide electrical load calculations to verify that the electrical panel service capacity and electrical system has sufficient capacity to simultaneously operate all installed EV Fast Chargers with the full rated amperage of the EV fast charger(s), and simultaneously serve a minimum of 40 amps per branch circuit to any remaining EV spaces required by Section 5.106.5.3.2(a). Raceways and related components that are planned to be installed in underground, enclosed, inaccessible, or otherwise concealed areas or spaces, shall be installed at the time of original construction.~~

**5.106.5.3.3 EV Space slope, dimensions, and location.** ~~Design and construction documents shall indicate how many accessible EVCS would be required under Title 24 Chapter 11B Table 11B-228.3.2.1, if applicable, in order to convert all EV Spaces required under 5.106.5.3.2 to EVCS, excluding the exceptions in 5.106.5.3.2. Design and construction documents shall also demonstrate that the facility is designed so that compliance with accessibility standards will be feasible for accessible EV Spaces at the time of EVCS~~

~~installation. Surface slope for any area designated for accessible EV Spaces shall meet slope requirements in section 11B-812.3 at the time of original building construction and vertical clearance requirements in Section 11B-812.4, if applicable.~~

~~**Exception:** Accessibility requirements of Section 5.106.5.3.3 shall not apply to buildings that are not covered under Title 24 Part 2 Chapter 11B. In addition, all applicable exceptions to Chapter 11B shall apply to this Section 5.106.5.3.3.~~

~~**Note:** Section 5.106.5.3.3, above, requires that the project be prepared to comply with accessibility requirements applicable at the time of EVSE installation. Section 11B-812 of the 2019 California Building Code requires that a facility providing EVCS for public and common use also provide one or more accessibility EVCS as specified in Table 11B-228.3.2.1. Chapter 11B regulates accessibility in certain buildings and facilities, including but not limited to accessibility in public buildings, public accommodations, commercial buildings, and publicly funded housing (see section 1.9 of Part 2 of the California Building Code). Section 11B-812.4 requires that “Parking spaces, access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches (2489 mm) minimum.” Section 11B-812.3 requires that parking spaces and access aisles meet maximum slope requirements of 1 unit vertical in 48 units horizontal (2.083% slope) in any direction at the time of new building construction or renovation. Section 11B-812.5 contains accessible route requirements.~~

~~**5.106.5.3.4 Identification.** The service panel or subpanel(s) circuit directory shall identify the reserved overcurrent protective device space(s) for future EV charging as “EVSE READY” for full circuits and otherwise “EVSE CAPABLE.” The raceway termination location or receptacle shall be permanently and visibly marked as “EVSE READY” for full circuits and otherwise “EVSE CAPABLE” until such time as EVSE are installed.~~

#### **5.106.5.4 Electric vehicle (EV) charging: medium-duty and heavy-duty. [N]**

**Construction shall comply with Section 5.106.5.4.1 to facilitate future installation of electric vehicle supply equipment (EVSE). Construction for warehouses, grocery stores and retail stores with planned off-street loading spaces shall also comply with Section 5.106.5.4.1 for future installation of medium- and heavy-duty EVSE.**

#### **Exceptions:**

**1. On a case-by-case basis where the local enforcing agency has determined compliance with this section is not feasible based upon one of the following conditions:**

- a. Where there is no local utility power supply.
- b. Where the local utility is unable to supply adequate power.
- c. Where there is evidence suitable to the local enforcing agency substantiating that additional local utility infrastructure design requirements, directly related to the implementation of Section 5.106.5.3, may adversely impact the construction cost of the project.

When EVSE(s) is/are installed, it shall be in accordance with the *California Building Code*, the *California Electrical Code* and as follows:

#### **5.106.5.4.1 Electric vehicle charging readiness requirements for warehouses, grocery stores and retail stores with planned off-street loading spaces [N]**

In order to avoid future demolition when adding EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s) or subpanel(s) shall be installed at the time of construction in accordance with the *California Electrical Code*. Construction plans and specifications shall include, but are not limited to, the following:

1. The transformer, main service equipment and subpanels shall meet the minimum power requirement in Table 5.106.5.4.1.1 to accommodate the dedicated branch circuits for the future installation of EVSE.
2. The construction documents shall indicate one or more location(s) convenient to the planned off-street loading space(s) reserved for medium- and heavy-duty ZEV charging cabinets and charging dispensers, and a pathway reserved for routing of conduit from the termination of the raceway(s) or busway(s) to the charging cabinet(s) and dispenser(s), as shown in Table 5.106.5.4.1.1.
3. Raceway(s) or busway(s) originating at a main service panel or a subpanel(s) serving the area where potential future medium- and heavy-duty EVSE will be located, and shall terminate in close proximity to the potential future location of the charging equipment for medium- and heavy-duty vehicles.
4. The raceway(s) or busway(s) shall be of sufficient size to carry the minimum additional system load to the future location of the charging for medium- and heavy-duty ZEVs as shown in Table 5.106.5.4.1.1.

#### **TABLE 5.106.5.4.1.1, Raceway Conduit and Panel power Requirements for Medium-and-Heavy-Duty EVSE [N]**

<u>Building type</u>	<u>Building Size (sq. ft.)</u>	<u>Number of Off-street loading spaces</u>	<u>Additional capacity Required (kVa) for Raceway &amp; Busway and Transformer &amp; Panel</u>
<u>Grocery</u>	<u>10,000 to 90,000</u>	<u>1 or 2</u>	<u>200</u>
		<u>3 or Greater</u>	<u>400</u>
	<u>Greater than 90,000</u>	<u>1 or Greater</u>	<u>400</u>
<u>Retail</u>	<u>10,000 to 135,000</u>	<u>1 or 2</u>	<u>200</u>
		<u>3 or Greater</u>	<u>400</u>
	<u>Greater than 135,000</u>	<u>1 or Greater</u>	<u>400</u>
<u>Warehouse</u>	<u>20,000 to 256,000</u>	<u>1 or 2</u>	<u>200</u>
		<u>3 or Greater</u>	<u>400</u>
	<u>Greater than 256,000</u>	<u>1 or Greater</u>	<u>400</u>

## Division 5.2

# ENERGY EFFICIENCY

### SECTION 5.201 – GENERAL

5.201 Add the following sections:

#### 5.201.1.1 Energy performance.

(a) **All-electric buildings.** A newly constructed all-electric non-residential building shall demonstrate the Energy Budget for the proposed building is no greater than the Energy Budget calculated for the Standard Design Building meeting California Title 24 Part 6 Energy Standards.

(b) **Mixed-fuel buildings.** A newly constructed mixed-fuel non-residential building shall demonstrate the Energy Budget for the proposed building is no greater than 90% of the Title 24 Part 6 Energy Budget for the Standard Design Building meeting California Title 24 Part 6 Energy Standards.

**Exception:** Buildings consisting primarily of occupancy F, L, or H are exempt from this Section.

#### 5.201.1.2. Renewable energy and better roofs.

(a) California Title 24 Part 6 Energy Standards section 140.10 requires newly constructed buildings of uses noted in Table 140.10-A to install photovoltaic (PV) energy systems, and requires the minimum size of such systems to be not less than the smaller of PV direct current size determined by Equation 140.10-A, or the total of all Solar Access Roof Area (SARA) multiplied by 14 W/ft<sup>2</sup>. ~~nonresidential occupancy which are 2000 square feet or greater in gross floor area, are of 10 or fewer occupied floors, and apply for a building permit on or after January 1, 2017~~ Projects that constitute a Large Development Project or Small Development Project under the Stormwater Management Ordinance (Public Works Code secs 147-147.6) may exclude from SARA any roof area where both:

- (1) The area is occupied by living roof, meaning the area of media for growing plants, and
- (2) The area occupied by living roof contributes to determination of compliance with the Stormwater Management Ordinance, as documented by a Preliminary Stormwater Control Plan or a Modified Compliance Application submitted to the San Francisco Public Utilities Commission.

(b) In any final Stormwater Control Plan approved by the San Francisco Public Utilities Commission, including where such approval may occur subsequent to addenda to a Site Permit wherein compliance with California Title 24 Part 6 Energy Standards is documented, the applicant shall ensure the area occupied by living roof contributing to determination of compliance with the Stormwater Management Ordinance is no less than the square footage approved for exclusion from SARA.

~~(b) The required solar zone area for the project shall be calculated under California Code of Regulations (CCR), Title 24, Part 6, Section 110.10(b) through (e), and Nonresidential Compliance Manual Chapter 9, as provided below:~~

~~—(1) Buildings subject to Planning Code Section 149 may apply Exception 5 to Title 24, Part 6, Section 110.10(b)1B in the calculation of the minimum solar zone area and may not apply Exceptions 1, 2, 3, and 4 in the calculation.~~

~~—(2) Buildings not subject to Planning Code Section 149 may apply Exceptions 3 and 5 in the calculation of the minimum solar zone area and may not apply Exceptions 1, 2, and 4 in the calculation. Such buildings with a calculated minimum solar zone area of less than 150 contiguous square feet due to limited solar access under Exception 3 are exempt from the solar energy requirements in this Section 5.201.1.2.~~

~~—(c) The sum of the areas occupied by solar photovoltaic collectors and/or solar thermal collectors must be equal to or greater than the solar zone area. The solar zone shall be located on the roof or overhang of the building, or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project. Solar photovoltaic systems and solar thermal systems shall be installed in accord with all applicable state and local code requirements, manufacturer's specifications, and the following performance requirements:~~

~~—(1) Solar photovoltaic systems: The total nameplate capacity of photovoltaic collectors shall be at least 10 Watts<sub>DC</sub> per square foot of roof area allocated to the photovoltaic collectors.~~

~~—(2) Solar thermal systems: Solar thermal systems installed to serve non-residential building occupancies shall use collectors with OG-100 Collector Certification by the Solar Rating and Certification Corporation (SRCC) or the International Association of Plumbing and Mechanical Officials (IAPMO), shall be designed to generate annually at least 100 kBtu per square foot of roof area allocated to the solar thermal collectors, and, for systems with at least 500 square feet of collector area, shall include a Btu meter installed on either the collector loop or potable water side of the solar thermal system.~~

~~—(d) Approval by the Planning Department of compliance with the Better Roof requirements, including the Living Roof alternative, as provided in Planning Code Section 149, shall be accepted for compliance with San Francisco Green Building Code Section 5.201.1.2(a) through (c). The requirements of CCR Title 24, Part 6, Section 110.10 for the solar zone shall still apply.~~

**5.201.1.3 Renewable energy.** ~~Permit applicants constructing new buildings of 11 floors or greater must submit documentation verifying either:~~

~~(1) Acquisition of renewable on-site energy (demonstrated via EA Credit Renewable Energy Production) or purchase of green energy credits (demonstrated via EA Credit Green Power and Carbon Offsets) OR~~

~~(2) Enhance energy efficiency (demonstrated via at least 5 LEED points under EA Credit Optimize Energy Performance) in addition to compliance with Title 24 Part 6 2019 California Energy Standards.~~

## Chapter 7

# INSTALLER AND SPECIAL INSPECTOR

## QUALIFICATIONS

### SECTION 701 – GENERAL

*701.1 Add the following section:*

**701.1** These requirements apply to installers and Special inspectors with regards to the requirements of this chapter.

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## SECTION 702 – QUALIFICATIONS

*702 Modify the following section:*

### **702.2 Special inspection.** ...

2. Certification by a statewide energy consulting or verification organization, such as HERS raters, building performance contractors, home energy auditors, and ICC Certified CALGreen Inspectors.

*702.3 Add the following section:*

**702.3 Special inspection.** The Director of the Department of Building Inspection may require special inspection to verify compliance with this code or other laws that are enforced by the agency. The special inspector shall be a qualified person who shall demonstrate competence, to the satisfaction of the Director of the Department of Building Inspection, for inspection of the particular type of construction or operation requiring special inspection. In addition, the special inspector shall have a certification from a recognized state, national, or international association, as determined by the Director of the Department of Building Inspection. The area of certification shall be closely related to the primary job function, as determined by the local agency.

## SECTION 7.703 – VERIFICATIONS

*703.1 Modify the section as follows:*

**703.1 Documentation.** Documentation used to show compliance with this code shall include but is not limited to, construction documents, plans, specifications, builder or installer certification, inspection reports, or other methods acceptable to the Director of the Department of Building Inspection which demonstrate substantial conformance. When specific documentation or special inspection is necessary to verify compliance, that method of compliance will be specified in Administrative Bulletin 93.