2025

PORT OF SAN FRANCISCO

GREEN BUILDING STANDARDS CODE

Based on the *2025*
California Green *Building* Standards Code

PORT OF SAN FRANCISCO

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2025 Port of San Francisco Green Building Standards Code

The complete 2025 Port of San Francisco Green Building Standards Code adopts and amends the 2025 edition of the California Green Building Standards Code

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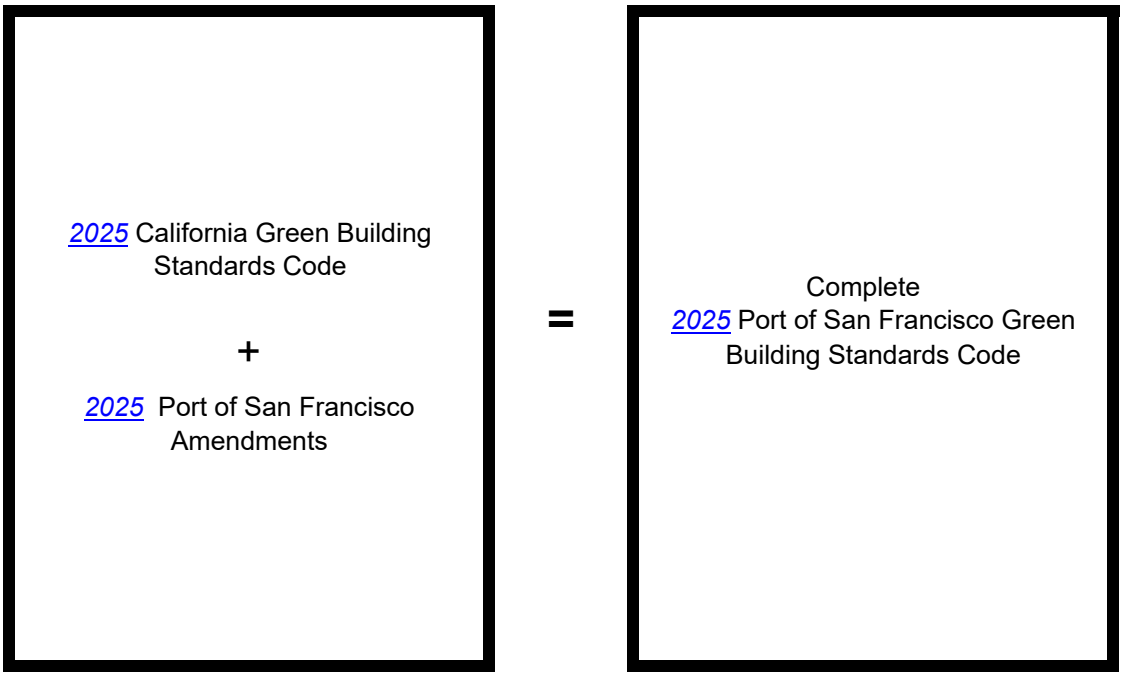

PUBLISHER'S NOTE

To simplify the use of the Port of San Francisco amendments with corresponding sections of the 2025 California Codes, new changes to the Port of San Francisco amendments appear in *italics* to indicate a modification of a section or portion of a section in the corresponding California Code.

Should you find publication errors or inconsistencies in this code or wish to offer comments toward improving its format, please address your comments to:

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CHAPTER 1 ADMINISTRATION

SECTION

101 GENERAL

Modify the following sections to read as follows:

101.1 Title. These regulations shall be known as the Port of San Francisco Green Building Standards Code and may be cited as such and will also be referred to herein as "this code". The Port of San Francisco Green Building Standards Code consists of Part 11 of the official compilation and publication of the adoption, amendment and repeal of building regulations in the California Code of Regulations, Title 24 (also known as and referred to herein as the California Building Standards Code).

101.2 Purpose. The purpose of this chapter is to promote the health, safety and 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 *Port* 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 a level *61* percent below 1990 levels by the year 20*30*, as stated in San Francisco Environment Code Chapter 9.

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 Port of San Francisco's jurisdictional area.

While this code references various green building programs, the Port of San Francisco does not confer or grant certification under any particular green building program.

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, and R as defined by California Building Code Title 24 Section 302 (20*25*) 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 Appendices. [Reserved]

101.6 Order of precedence and use

Modify the following section to read as follows:

101.6.1 Differences. In the event of any differences between these building standards and the California Green Building Standards, the text that is more restrictive shall govern.

Modify the following section to read as follows:

101.6.3 Conflicts. When the requirements of this code conflict with the requirements of any 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 San Francisco Public Utilities Commission or other City agency under its Charter authority, the most restrictive requirement shall prevail.

101.7 Port of San Francisco amendments, additions or deletions

Modify this section to read as follows:

This code includes the amendments, deletions, and additions to California Green Building Standards Code which maintain stricter local green building standards.

101.10 Equivalency*Modify this section to read as follows:*

Wherever reference is made to the LEED® certification or Green Point Rated systems, a comparable equivalent rating system may be used if approved by the Chief Harbor Engineer. The applicable LEED®, Green Point 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® for Building Design and Construction (LEED v4 BD+C)
LEED® for Homes Design and Construction
Green Point Rated (GPR) New Home Construction – v*10*.0 *or current*
Green Point Rated (GPR) Existing Multifamily – v*2*.0 *or current*

Wherever specific LEED® prerequisites or credits are cited, such references are to LEED® v4 BD+C. More recent LEED® and Green Point Rated versions may be used, provided the credits and points achieved are as or at least as stringent as LEED® v4 or GPR v*10*.0.

Wherever the LEED® or Green Point 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 Chief Harbor Engineer.

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 Chief Harbor Engineer.

101.11 Effective use of this code

Modify this section to read as follows:

The following steps may 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.

101.12 Waiver

Modify this section to read as follows:

Wherever reference is made to the LEED® certification for New Construction of 10,000 sf or more, OR

Major Alterations, OR Large Commercial Interiors

A Waiver Request may be made and the Chief Harbor Engineer shall have the authority to consider and grant said Waiver.

(a) Waivers from the requirements of this Chapter are available under the following circumstances:

(1) Emergency. The Chief Harbor Engineer may grant a waiver from any requirement of the Port of San Francisco Green Building Standards Code, when it is necessary to respond to an emergency which endangers public health or safety. In such case, the Permittee shall report to the Chief Harbor Engineer on a form provided by the Chief Harbor Engineer regarding the emergency that prevented compliance with this Chapter within five business days.

(2) Cost Prohibitive. A Permittee may request a waiver from the Chief Harbor Engineer on a form provided by the Chief Harbor Engineer if compliance with this Chapter is cost prohibitive. The Municipal Green Building Task Force (Task Force) shall provide the Chief Harbor Engineer with a recommendation with respect to the waiver request. The Chief Harbor Engineer may grant a waiver upon a finding that the requesting Permittee has:

(A) Demonstrated which specific requirements are cost prohibitive as weighed against the potential economic, environmental and health benefits posed by a particular requirement; and

(B) If applicable, developed a reasonable plan to maximize the number of LEED® points attainable.

(3) Alternate Compliance. A City department may request a waiver from LEED® Gold certification if utilizing an independently verified green building rating system or standard that is at least as stringent as LEED®. Such waiver requests shall provide justification and details for exceeding LEED® requirements.

(4) Other. If, due to specific circumstances, compliance would defeat the intent of the Port Green Building Standards Code or create an unreasonable burden on the construction project, the Permittee may request a waiver from that requirement from the Chief Harbor Engineer on a form provided by the Chief Harbor Engineer. The Task Force shall provide the Chief Harbor Engineer with a recommendation with respect to the waiver request. The Chief Harbor Engineer may grant a waiver upon a finding that the requesting Permittee has:

(A) Documented the circumstances and burdens at issue; and

(B) If applicable, develop a reasonable plan to maximize the number of LEED® points attainable.

(b) After the end of the 50% Design Development Phase, the Chief Harbor Engineer will only accept waiver requests for consideration if the project design team can demonstrate extenuating circumstances, including but not limited to the following:

(1) Unforeseen site conditions; or

(2) Specified system or products become unavailable.

(c) The Chief Harbor Engineer shall respond to a request for a waiver within 35 days.

CHAPTER 2 DEFINITIONS

SECTION

202 DEFINITIONS

Add and amend the following definitions:

ALL-ELECTRIC. A described system, that uses a permanent supply of electricity as the source of energy for all space conditioning (including heating and cooling), water heating (including pools and spas), cooking appliances, (except commercial kitchens), and clothes drying appliances. An All- Electric system may include solar thermal collectors, but installs no natural gas or propane plumbing or equipment in turn or in connection with a building, or within property lines of the premises, extending from the point of delivery at the gas meter.

ELECTRIC VEHICLE CHARGING SPACE (EV Space). A space intended for installation of EV charging equipment and *charging* 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.

ENERGY DESIGN RATING. Is a metric required by the California Energy Commission to be applied to low rise residential construction in order to determine compliance with California Title 24, Part 6 Energy Standards. The Energy Design Rating has three components, an Energy Efficiency Design Rating; a Solar Electric Generation and Demand Flexibility Design Rating; and a Total Energy Design Rating. The Solar Electric Generation and Demand Flexibility Design Rating is subtracted from the Energy Efficiency Design Rating to determine the Total Energy Design Rating. California Energy Standards require that each building must separately comply with the Energy Efficiency Design Rating and the Total Energy Design Rating.

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.

LARGE COMMERCIAL INTERIORS. Tenant improvements in Group B or M occupancy areas of existing buildings where:

1. Areas of such construction are 10,000 gross square feet or more, OR

2. The value of the improvement is equal to or greater than 15% of the replacement of the market value of the asset.

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-RISE RESIDENTIAL BUILDING. For the purposes of this code, a building that is of Occupancy Group R and is three stories or less or that is a one or two family dwelling or townhouse.

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:

1. Areas of such construction are 10,000 gross square feet or more in Group B, M or R occupancies of existing buildings; OR

2. The value of the alteration is equal to or greater than 15% of the replacement of the market value of the asset.

MIXED-FUEL BUILDING. A building that uses natural gas or propane as fuel for space heating, water heating (including pools and spas), cooking appliances or clothes, drying appliances or is plumbed for such equipment.

NATURAL GAS. NATURAL GAS has the same meaning as “Fuel Gas” as defined in the California Plumbing Code and Mechanical Code.

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.

NON-RESIDENTIAL BUILDING. For the purposes of this code, a building that is not of Occupancy Group R.

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.

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 Scope

Modify this section to read as follows:

Buildings within the Port of San Francisco jurisdiction 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 in this Chapter by the Port of San Francisco are mandatory for buildings and construction within the Port of San Francisco's jurisdictional area, as follows:

(1) Newly constructed Group R occupancy buildings,

(2) Newly constructed buildings of Group B, M, A, and I occupancies that are 10,000 gross square feet or more,

(3) Build-outs of commercial interiors that are 10,000 gross square feet or more in buildings of Group B or M occupancies, and

(4) Major Alterations that are 10,000 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.

Exempt from additional local requirements of this chapter, unless otherwise noted, are:

(1) Any new building in which laboratory use of any occupancy classification is the primary use, and

(2) Any building undergoing renovation in which the area of renovation will be primarily for laboratory use of any occupancy classification.

SECTION

302 MIXED OCCUPANCY BUILDINGS

302.1 Mixed occupancy buildings

Modify this section to read as follows:

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 Port of San Francisco Green Building Code. However, to fulfill requirements of the Port 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.

SECTION

303 PHASED PROJECTS

303.1 Phased projects

303.1.1 Initial tenant improvements

Add the following subsection:

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.

SECTION

304 VOLUNTARY TIERS

This section is not applicable at the Port of San Francisco

SECTION

305 [OSHPD 1] – CALGREEN TIER 1 AND CALGREEN TIER 2

This section is not applicable at the Port of San Francisco

SECTION

306 VOLUNTARY MEASURES

This section is not applicable at the Port of San Francisco

CHAPTER 4 RESIDENTIAL MANDATORY MEASURES

DIVISION 4.1 PLANNING AND DESIGN

4.101 General

4.101.1 Scope

Modify this section to read as follows:

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, ~~and~~ respect the integrity of adjacent properties, and promote the health, safety and welfare of San Francisco residents.

SECTION

4.103 REQUIREMENTS FOR GROUP R OCCUPANCY BUILDINGS

Replace this section to read as follows:

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 GreenPoints 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 Port of San Francisco stormwater management requirements. See Section 106A.3.2.4 of the Port of San Francisco Building Code.

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 GreenPoint 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 Port of San Francisco. Permit applicants must also meet the requirements of San Francisco Environment Code Chapter 14 and Port of 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 Port of San Francisco stormwater management requirements. See Section 106A.3.2.4 of the Port of San Francisco Building Code.

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 Port of San Francisco.

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® *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 obtain the GreenPoint Rated Elements designation and submit documentation demonstrating that 49 points from the GreenPoint Rated Multifamily checklist have been achieved.

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.

SECTION

4.104 HISTORIC PRESERVATION

Replace this section as follows:

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 California Building Energy Efficiency Standards (Title 24, Part 6) and the 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 GREENPOINTS REQUIREMENT
Windows @ principal façade(s)	100%	2	7
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)	80%	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.

SECTION

4.105 DEMOLITION OF EXISTING STRUCTURES

Replace this section as follows:

4.105.1 Adjustments to Rating Requirements for Building Demolition and Density. For applications subject to the Port of San Francisco Green Building Standards 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 Standards Code shall be increased as follows:

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.

4.105.2 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

Replace the following section to read as follows:

4.106.4 Electric Vehicle (EV) Charging For New Construction And Major Alterations

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 Port of San Francisco Building Standards Code.

Exceptions:

1. On a case-by-case basis, where the Chief Harbor Engineer 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 local utility is unable to supply adequate power.

   1.2. Where there is evidence substantiating that meeting the requirements will alter the local utility infrastructure design requirements on the utility side of the meter so as to increase the utility side cost to the homeowner or the developer by more than $400.00 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 Town-Houses 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.

4.106.4.2 New multifamily dwellings, hotels and motels and new residential parking facilities

4.106.4.2.2 Multifamily dwellings

4.106.4.2.2.1 Electric vehicle charging stations (EVCS)

Replace the following sections to read as follows:

4.106.4.2.2.1.2 Electric Vehicle Charging Station (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 EV *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% 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 *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).

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:

(1) *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..

(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 per site conditions for future installation of branch circuits. All such penetrations must comply with applicable codes, including but not limited to the *California* Electrical Code and the *California* Fire Code.

NOTES:

Electric vehicle charging infrastructure and housing are critical priorities for the Port of San Francisco. *Automated Load Management Systems, energy efficiency, and selection of low-amperage technologies can help mitigate increases to peak electric load. 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, Port of SF Building Code Section 106A.1.17.1, or other provisions of the Port of SF Electrical Code, and where such transformer cannot be accommodated on the project site due to the combination of project site dimensions, Port of SF Building Code, Port of SF Electrical Code, and applicable utility regulations*, the Chief Harbor Engineer 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.

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.

DIVISION 4.2 ENERGY EFFICIENCY

Section

4.201 – General

Add the following section:

4.201.2 Better Roofs

(a) Newly constructed Group R occupancy buildings *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^2. 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.

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CHAPTER 5 NON RESIDENTIAL MANDATORY MEASURES

DIVISION 5.1 PLANNING AND DESIGN

5.101 General

5.101.*1* Scope

Modify this section to read as follows:

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, and respect the integrity of adjacent properties, and promote the health, safety and welfare of San Francisco residents.

Replace the following section to read 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 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 projects 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 Port of 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 updated as necessary and shall be accessible during construction for examination by the Port of San Francisco.

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.

5.103.1.5 Reserved.

5.103.1.6 Stormwater Management. Projects subject to this section shall meet the Port of San Francisco 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 Port of San Francisco 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, relevant 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® credit 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.

5.103.2 Reserved

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 *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:

(a) does not require upgrade to existing service; and

(b) the *Chief Harbor Engineer* 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.

Replace the following section to read 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 California Building Energy Efficiency Standards (CCR Title 24, Part 6) and the 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 GREENPOINTS 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

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.

Replace the following section to read as follows:

SECTION

5.105 DEMOLITION OF EXISTING STRUCTURES

5.105.1 Adjustments to Rating Requirements. Applications subject to the Port of 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 Port of San Francisco Green Building Code shall be increased as follows:

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

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.

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.

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:

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

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

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

This Section has been modified to read as follows:

5.106.5 Electric vehicle (EV) charging

5.106.5.3 Electric Vehicle (EV) Charging

Modify this section to read as follows:

[N] Construction to provide electric vehicle infrastructure and facilitate electric vehicle charging shall comply with Section 5.106.5.3, 1 EV capable spaces, Section 5.106.5.3.2 Electric vehicle charging stations (EVCS)-Power allocation method and associated Table 5.106.5.3.6 and shall be provided in accordance with regulations in the California Building Code and California Electrical Code.

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 commercial power supply.

   b. Where the local utility is unable to supply adequate power.

   c. Where there is evidence *suitable to the Chief Harbor Engineer* substantiating that *additional* local utility requirements, directly related to the implementation of Section *5.106.5.3,* may *adversely impact the construction cost of the project.*

2. *Areas of parking facilities served by parking lifts, including but not limited to, automated mechanical-access open parking garages as defined in the California Building Code; or parking facilities otherwise incapable of supporting electric vehicle charging.*

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 Chief Harbor Engineer 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***	***Other than Office and Retail*** ***NUMBER OF REQUIRED EVCS[2,3]***	***Office and Retail*** ***NUMBER OF REQUIRED EVCS[2,3]***
1-9	*2*	*1*	*2*
10-25	*5*	*3*	*4*
26-50	*11*	*6*	*8*
51-75	*19*	*10*	*14*
76-100	*26*	*13*	*20*
101-150	*38*	*19*	*29*
151-200	*53*	*27*	*40*
201 and Over	*30 percent of total*	*50 percent of EV capable spaces[1]*	*75 percent of EV capable space[1]*

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

2. *Each EVSE shall reduce the number of required EV capable spaces by the same number.*

3. At least one Level 2 EVSE shall be provided.

DIVISION 5.2 ENERGY EFFICIENCY

SECTION

5.201 GENERAL

5.201.1 Scope

Add the following section:

5.201.1.1 Reserved5.201.1.2 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^2. 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.

(a) *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*.

CHAPTER 6 REFERENCED ORGANIZATIONS AND STANDARDS

No Port of San Francisco modifications

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CHAPTER 7 INSTALLER AND SPECIAL INSPECTOR QUALIFICATIONS

SECTION

701 GENERAL

Add the following section:

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

SECTION

702 QUALIFICATIONS

702.2 Special inspection

Modify item 2 to read as follows:

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

Modify the following section as follows:

702.3 Special inspection. The Chief Harbor Engineer may require special inspection to verify compliance with this code or other laws that are enforced by the Port of San Francisco. The special inspector shall be a qualified person who shall demonstrate competence, to the satisfaction of the Chief Harbor Engineer, 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 Chief Harbor Engineer. The area of certification shall be closely related to the primary job function, as determined by the Port of San Francisco.

SECTION

703 VERIFICATIONS

703.1 Documentation

Modify this section to read as follows:

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 Chief Harbor Engineer that demonstrate substantial conformance. When specific documentation or special inspection is necessary to verify compliance, that method of compliance will be specified by the Chief Harbor Engineer.

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