



Form 55 – Revised 2025

ACCESSIBILITY HARDSHIP EXEMPTION

The provisions of Section 11B-202.4 Exception 8 apply to existing buildings or facilities used as public buildings, public accommodations, commercial buildings or public housing. When these buildings or facilities undergo alterations, structural repairs, or additions, an accessible path of travel must be provided to the specific area of construction.

When the adjusted construction cost¹ of **alterations, structural repairs, or additions to existing buildings and facilities** within three years of the original alteration does not exceed a valuation threshold of **\$203,611.00** (refer to: <https://www.dgs.ca.gov/DSA/News/Page-Content/Division-of-the-State-Architect-News-List-Folder/Valuation-Threshold-Update-for-2025>) , the cost of compliance with chapter 11B of the 2022 California Building Code shall be limited to 20% of the adjusted construction cost of alterations, structural repairs or additions.

In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access in the following order:

1. An accessible entrance;
2. An accessible route to the area of alteration, structural repair, or addition (see definition of accessible route Section 202 & 11B-206.2.1 for more information on accessible routes and site arrival points);
3. At least one accessible restroom for each sex or one unisex (single-user or family) restroom;
4. Accessible telephones;
5. Accessible drinking fountains;
6. When possible, additional accessible elements such as additional parking, signs, storage and alarms.

If an area has been altered without providing an accessible path of travel to that area, and subsequent alterations of that area or a different area on the same path of travel are undertaken within three years of the original alteration, the total cost of alterations to the areas on that path of travel during the preceding three-year period shall be considered in determining whether making that path of travel is disproportionate.

¹ Adjusted cost of construction does not include the cost of alterations to path of travel elements required to be upgraded outside the area of alteration, structural repair, or addition.



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Project Address: Project Description/Location: Type: <input type="checkbox"/> Alteration <input type="checkbox"/> Structural Repair <input type="checkbox"/> Addition		Permit Number: Permit Valuation: \$ _____	
PATH OF TRAVEL REQUIREMENTS FOR AREA OF ALTERATION, STRUCTURAL REPAIR, OR ADDITION			
Accessible Features	Does existing feature meet accessibility standards of Chapter 11B of the current CBC?	Will this feature be replaced or altered to meet Chapter 11B of the current CBC?	If so, how much will be spent to make this feature accessible?
1. Accessible Entrance			\$
2. Accessible route to the altered area			\$
3. Accessible restroom for each sex or a unisex restroom			\$
4. Accessible telephones			\$
5. Accessible drinking fountains			\$
6. Other (Any of the below)			\$
A. Accessible parking spaces			\$
B. Signs			
C. Alarms			\$
D. Other:			\$
Cost of All Accessible Features Provided	Total costs of Accessible Features Add Number 1-6		\$ A
Cost of Proposed Construction	Construction cost for all proposed work on this permit application excluding Accessible Features in numbers 1-6 above.		\$ B
Cost of Additions, Alterations, or Structural Repairs within the past 3 years			\$ C
Description of Access Features Provided from Box C:			
<hr/> <hr/> <hr/>			
Applicant Certification I certify that the above information is true and correct to the best of my knowledge and belief.			
Signature:	Date:	Company:	
Name:(print)		Address:	
Title:		City, State Zip:	



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Agent for:	<input type="checkbox"/> Owner <input type="checkbox"/> Architect <input type="checkbox"/> Engineer <input type="checkbox"/> Contractor	Phone:
For Building Official Use Only		
*Adjusted Cost (Box B+ [C if Applicable])\$		x 20% = \$
		≤(Box A) Complies:
		<input type="checkbox"/> YES [Lesser than or Equal to] <input type="checkbox"/> NO
Approved by:	Date:	

*If an area has been altered without providing a complete accessible path of travel to that area, and subsequent alterations of that area or a different area on the same path of travel are undertaken within three years of the original alteration, the total cost of alterations to the areas on that path of travel during the preceding three-year period shall be considered in determining whether the cost of making that path of travel accessible is disproportionate.