



Construction and Demolition Debris Departmental Equity Scan

To: Supervisor Safai
 Through: Debbie Raphael, Director, San Francisco Department of the Environment
 From: Charles Sheehan, Chief Policy & Public Affairs Officer
 Re: Departmental Equity Scan of Proposed C&D Ordinance

Background

About 1.5 million tons of construction and demolition (C&D) debris are generated annually, representing approximately half of the City’s solid waste generation. Of San Francisco’s total waste disposal, 25% is from C&D debris. Unfortunately, existing laws, regulations, and city resources do not adequately address C&D debris.

Insufficient oversight of transporters and facilities results in some actors illegally dumping or disposing the material, rather than properly recovering/recycling at the right facilities. This affects low-income neighborhoods where the dumping occurs and is also an impediment to the City’s zero waste goal. Recent egregious complaints of illegal dumping have occurred in the City’s Bayview-Hunters Point, such as outside the Alice Griffith Affordable Housing Complex.



Pictured above is a recent example of illegal dumping/disposal near the Alice Griffith Apartments in the Bayview-Hunters Point neighborhood.

Objectives

This ordinance ([File #201151](#)) serves to prevent illegal dumping and illegal disposal, while providing for a more level playing field for compliant businesses by:

- Amending Ch. 14 Environment Code
- Amending Public Works Code Sec. 725

Additionally, the ordinance is critical for the City's 2030 zero waste commitments of reducing solid waste generation by 15% and solid waste disposal by 50%.

Overview of the Ordinance's Racial Equity Report

This initiative will move San Francisco towards zero waste while addressing the impacts of illegal dumping on low-income and vulnerable populations. The new policy is designed to level the playing field so non-compliant contractors can no longer illegally dump or dispose, which will eliminate their unfair bidding advantage over compliant actors. The ordinance also creates a dedicated fund from permit fees to support program development, public awareness, and multilingual stakeholder engagement and outreach.

Stakeholder Engagement:

The Department of the Environment has both identified and engaged with the stakeholders (transporters and facilities) most impacted by the proposed ordinance through multilingual outreach. While the ordinance inherently benefits good actors by leveling the playing field, the proposed updates include a phased, delayed implementation, so that all stakeholders have the time, engagement, and resources needed to become compliant.

Community Impacts:

This policy increases the City's ability to track illegal dumping and illegal disposal. The southeast parts of San Francisco often experience higher rates of illegal dumping. Many of the small-to-medium sized C&D debris recovery facilities (most of which are BIPOC owned) are in the southeast, where illegal dumping is most acute. These facilities often incur expenses to clean up this material. Reducing illegal dumping will lower costs for these businesses. Additionally, reducing illegal dumping will improve air quality and overall livability in southeastern neighborhoods. Finally, reducing illegal disposal at the landfill will improve air quality in communities that are far outside of San Francisco.

Increased Oversight of C&D Facilities:

For existing C&D processing or registered facilities (many of these are BIPOC owned and operated) that do not comply with current record keeping or tonnage verification requirements, the proposed ordinance will mandate certified scales for these facilities, which may increase their costs if they do not already have scales (most do). The ordinance mitigates for this and will not require scales and therefore not increase costs, for those existing facilities that fully comply with all existing record keeping related requirements.

Progressive Permit Structure:

The ordinance creates a progressive permit structure for transporters, so that fees are tiered for each vehicle weight code capacity to reduce impact on smaller companies and projects. While many transporters are small, minority-owned businesses, the progressive fee structure ensures they are not overburdened relative to the larger transporters. In short, larger transporters pay more. The permitting process itself is simple and includes a point of contact and verifiable address connected to a registered

vehicle. No questions related to citizenship or other documentation are required. Additionally, increased resources will protect these businesses from actors violating rules and undercutting on bids, many of which are out of town haulers who illegally dispose their daily C&D loads at landfills far outside of the City.