

**From:** [Somera, Alisa \(BOS\)](#)  
**To:** [Major, Erica \(BOS\)](#)  
**Subject:** FW: Comment re: Construction and Demolition Debris Recovery (File 201151)  
**Date:** Tuesday, February 2, 2021 3:03:09 PM

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*Alisa Somera*

Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
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**(VIRTUAL APPOINTMENTS)** To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

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**From:** Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>  
**Sent:** Tuesday, February 2, 2021 9:29 AM  
**To:** BOS-Supervisors <[bos-supervisors@sfgov.org](mailto:bos-supervisors@sfgov.org)>  
**Cc:** Calvillo, Angela (BOS) <[angela.calvillo@sfgov.org](mailto:angela.calvillo@sfgov.org)>; Somera, Alisa (BOS) <[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)>; Ng, Wilson (BOS) <[wilson.l.ng@sfgov.org](mailto:wilson.l.ng@sfgov.org)>  
**Subject:** FW: Comment re: Construction and Demolition Debris Recovery (File 201151)

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**From:** Rishi Purohit <[rpurohit23@gmail.com](mailto:rpurohit23@gmail.com)>  
**Sent:** Monday, February 1, 2021 6:05 PM  
**To:** [erica.major@sfgov.com](mailto:erica.major@sfgov.com); Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>; Preston, Dean (BOS) <[dean.preston@sfgov.org](mailto:dean.preston@sfgov.org)>; Peskin, Aaron (BOS) <[aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)>; Safai, Ahsha

(BOS) <[ahsha.safai@sfgov.org](mailto:ahsha.safai@sfgov.org)>

**Subject:** Comment re: Construction and Demolition Debris Recovery (File 201151)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Land Use and Transportation Committee,

I am writing as a San Francisco resident recommending amendments to the Construction and Demolition Debris Recovery ordinance (File 201151).

The ordinance as written (Version 1) takes incremental steps towards reducing waste through establishing a permitting process and increasing the required percentage of diverted materials. However, as currently drafted, the ordinance does not maximize opportunities to improve equity, and it stops short of mitigating the climate and air quality impacts attributable to unrecovered landfill residuals.

In order to address these deficiencies, we ask that you amend the ordinance as follows:

Create community/local job requirements that must be met by transporters and facilities as defined in the ordinance;

Add a carbon and air quality impact fee starting at \$62 per ton (tied to the social cost of carbon, indexed for inflation) of landfilled waste, and redistribute proceeds to air and climate pollution mitigation measures directly benefiting communities impacted by demolition.

These amendments would help reduce carbon emissions and construction and demolition debris through incentivizing reuse of carbon intensive material. They would also provide community jobs and benefits on the order of \$10 million per year in funds for air and climate mitigation to impacted residents based on the ordinance's existing estimate of landfilled and incinerated debris.

As you well know, [75% of new development is slated for the Southeast corridor](#) in San Francisco, an area historically overburdened by poor air quality and environmental toxins. The impact fees generated by the proposed amendments, if reinvested in those communities, can help address historic damages and mitigate ongoing and future environmental impacts. For example, the fees could support weatherization and energy efficiency efforts, the electrification of home appliances to reduce indoor and outdoor air pollution attributable to methane combustion and leakage, and the expansion of EV charging infrastructure, among myriad other climate-positive initiatives that should be determined in consultation with local communities and community groups. At the same time, job requirements in those areas would provide economic opportunities in regions experiencing significant gentrification and displacement.

As well as funding climate-related local initiatives, the impact fee will also serve as an incentive to divert debris above the ordinance's requirement of 75%. This is crucial, since the embodied carbon (i.e. the carbon dioxide emitted in creating the material) of debris is not included in our emissions inventory but is staggeringly high. [Cement and steel, for example, each have an embodied carbon content of about 1 ton per ton of material.](#) Other materials vary, but with cement as an estimate, the 1.5 million tons of debris generated annually in San Francisco would add up to 25% to San Francisco's greenhouse gas emissions if included in its city-wide inventory. We need to seriously consider the impact of our consumption, and adding an impact fee to this ordinance would be a major step in the right direction.

As members of the Board of Supervisors, you have a major opportunity to address key concerns around equity and climate through this ordinance. Please include the recommended amendments.

Sincerely,

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Rishi Purohit  
(510) 364-9564

**From:** [Gershon Bialer](#)  
**To:** [Major, Erica \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)  
**Subject:** Comment re: Construction and Demolition Debris Recovery (File 201151)  
**Date:** Monday, February 1, 2021 1:23:14 PM

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Members of the Land Use and Transportation Committee,

I am writing as a San Francisco resident recommending amendments to the Construction and Demolition Debris Recovery ordinance (File 201151).

The ordinance as written (Version 1) takes incremental steps towards reducing waste through establishing a permitting process and increasing the required percentage of diverted materials. However, as currently drafted, the ordinance does not maximize opportunities to improve equity, and it stops short of mitigating the climate and air quality impacts attributable to unrecovered landfill residuals.

In order to address these deficiencies, we ask that you amend the ordinance as follows:

1. Create community/local job requirements that must be met by transporters and facilities as defined in the ordinance;
2. Add a carbon and air quality impact fee starting at \$62 per ton (tied to the social cost of carbon, indexed for inflation) of landfilled waste, and redistribute proceeds to air and climate pollution mitigation measures directly benefiting communities impacted by demolition.

These amendments would help reduce carbon emissions and construction and demolition debris through incentivizing reuse of carbon intensive material. They would also provide community jobs and benefits on the order of \$10 million per year in funds for air and climate mitigation to impacted residents based on the ordinance's existing estimate of landfilled and incinerated debris.

As you well know, 75% of new development is slated for the Southeast corridor in San Francisco, an area historically overburdened by poor air quality and environmental toxins. The impact fees generated by the proposed amendments, if reinvested in those communities, can help address historic damages and mitigate ongoing and future environmental impacts. For example, the fees could support weatherization and energy efficiency efforts, the electrification of home appliances to reduce indoor and outdoor air pollution attributable to methane combustion and leakage, and the expansion of EV charging infrastructure, among myriad other climate-positive initiatives that should be determined in consultation with local communities and community groups. At the same time, job requirements in those areas would provide economic opportunities in regions experiencing significant gentrification and displacement.

As well as funding climate-related local initiatives, the impact fee will also serve as an incentive to divert debris above the ordinance's requirement of 75%. This is crucial, since the embodied carbon (i.e. the carbon dioxide emitted in creating the material) of debris is not included in our emissions inventory but is staggeringly high. Cement and steel, for example, each have an embodied carbon content of about 1 ton per ton of material. Other materials vary, but with cement as an estimate, the 1.5 million tons of debris generated annually in San Francisco would add up to 25% to San Francisco's greenhouse gas emissions if included in its city-wide inventory. We need to seriously consider the impact of our consumption, and adding an impact fee to this ordinance would be a major step in the right direction.

As members of the Board of Supervisors, you have a major opportunity to address key concerns around equity and climate through this ordinance. Please include the recommended amendments.

Thank you.

Gershon Bialer  
gershon.bialer@gmail.com  
155 Jackson Street, Apt. 2202  
San Francisco, California 94111