

Take Away Points

Affected Projects:

- Demolition may be harder to include. Different types of projects will have different material streams and it may be harder to get 4 materials with demolition.
- Increase the market for wood and gypsum.
- Think about the shell permit of buildings.
- What about multiplexes and duplexes? How do we treat one site with multiple permits? Consider the differences in building codes.
- What about projects that stage at different sites?
- 5,000sqft may not be a big enough threshold for the amount of administration required.
- Offer a way to include single trade jobs in the project's diversion rate.

Affected Project Requirements:

- The City should come up with a standard template plan that is updated regularly and can be used for multiple types of projects. This will make it more affordable.
- Using a licensed hauler and processor should qualify for meeting the requirements of the ordinance.
- Requiring a report will be an administrative burden and very costly. The City should not require reports by quantity of materials but the aggregate of the project and/or processor.
- The processor is accepting materials from multiple municipalities; they already have aggregate numbers on file.
- The Ordinance should consider lowering to 3 materials, especially given market availability.
- Contractors need ways to recycle on site, but current specs do not allow that (i.e. using ground gypsum in the cushion layer of the driveway).

Qualified Processors/Contractor and Hauler Requirements:

- The City should offer a rebate for processors who get a third party certification.
- Refer to Hauler Ordinance and URO to see precedence set for Haulers.
- Only haulers that are hired and paid have to be licensed.
- If a project can only use certain haulers and processors, it is much easier for the project and

increases the competitive market for the processors/haulers. At the same time, it takes the responsibility off of the project to make sure that their load is not contaminated, a main reason that projects do not meet their diversion requirement.

- Haulers and processors are already reporting to TCEQ, it should not be required to do more reporting

Incentives and Fees:

- Stakeholders want to know what the fees go towards
- Stakeholders want to see incentives for meeting the requirement or exceeding the requirement
- Do not hold the CO. The stick should happen at the beginning of the project, not the end.
- Who is ultimately responsible for paying the fee?