



# **Sausalito Low Emissions Action Plan**

## **“LEAP”**

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**The Sausalito Sustainability Commission**

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## Introduction

As part of an overall objective to achieve sustainability for the city, the Sausalito Sustainability Commission is actively pursuing solutions to address climate change for the benefit of all Sausalito residents and businesses. As part of this overall objective, the Sausalito Sustainability Commission has prepared this Low Emissions Action Plan (LEAP) to achieve low carbon emissions within the city as near-term as possible in order to meet or exceed the next California statewide goal of reducing emissions 40% below the 2005 baseline by 2030.

The Sustainability Commission requests that this plan is formally approved by the City Council, enabling these recommendations to be appropriately integrated into city operations. This will allow Sausalito to achieve a more sustainable, resilient, secure, and economically-viable future.

Note that these recommendations are consistent with recent plans developed by other cities in Marin County, demonstrating alignment with countywide solutions to address carbon emissions. The plan is intended to provide the city with specific goals and actions at an outline level; the Sustainability Commission will then work with the city to develop subsequent implementation details.

Update: as part of the General Plan process, the solutions recommended in this plan have now been incorporated into the Sustainability element of the General Plan.

## Background – Greenhouse Gas Emissions and Climate Change

In January 2019, the Sausalito Sustainability Commission delivered a summary of the latest [Intergovernmental Panel on Climate Change](#) (IPCC) report. The IPCC is an intergovernmental body of the United Nations, dedicated to providing the world with an objective, scientific view of climate change and its political and economic impacts.

The IPCC report states that we have less than 12 years, until approximately 2030, to achieve major cuts in our greenhouse gas (GHG) emissions such that the Earth's climate will warm only 1.5 degrees Celsius (2.7 degrees Fahrenheit) – reaffirming this worldwide goal. The report asserts that Greenhouse pollution must be reduced 45 percent from 2010 levels by 2030 and 100 percent by 2050. This is direct context for the Sustainability Commission's recommendations in this Sausalito Low Carbon Plan.

The three critical takeaways from the IPCC Report Summary are:

1. The impacts and costs of 1.5 degrees Celsius (2.7 degrees Fahrenheit) of global warming will be far greater than expected. The past decade has seen an astonishing run of record-breaking storms, forest fires, droughts, coral bleaching, heat waves, and floods

around the world with just 1.0 degrees Celsius (1.8 degrees Fahrenheit) of global warming. But much of this will get substantially worse with 1.5 degrees Celsius (2.7 degrees Fahrenheit) of warming, and far worse at 2 degrees Celsius (3.6 degrees Fahrenheit).

2. 1.5 degrees Celsius (2.7 degrees Fahrenheit) could be reached in as little as 11 years—and almost certainly within 20 years without major cuts in carbon dioxide (CO<sub>2</sub>) emissions. Even if such cuts were to begin immediately it would only delay, not prevent, 1.5 degrees Celsius (2.7 degrees Fahrenheit) of global warming.
3. However, we are currently going in the wrong direction with global emissions increasing 1.5 percent in 2017 and a likely increase in 2018 as well. Without the full involvement and alignment of our technical, social, and political dimensions, we will likely miss the target of limiting warming to 1.5 degrees C and even 2 degrees C.

As a result, as of July 2020 over 1,740 governments—representing over 830 million people across 30 countries—have declared a [Climate Emergency](#). This includes SF-area cities Oakland, Richmond, and Berkeley thus far, with the city of San Francisco and others currently considering this declaration.

California published the [Six Pillars](#) framework in 2015, establishing the state's 2030 greenhouse gas reduction goals. These include:

1. Reducing today's petroleum use in cars and trucks by up to 50 percent
2. Increasing from one-third to 50 percent our electricity derived from renewable sources
3. Doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner
4. Reducing the release of methane, black carbon, and other short-lived climate pollutants
5. Managing farm and rangelands, forests and wetlands so they can store carbon
6. Periodically updating the state's climate adaptation strategy.

The County of Marin, noting the need for all residents and businesses to actively reduce emissions and plan for climate adaptation, has created an engagement framework called [DRAWDOWN: Marin](#) based on the research and book by local author, entrepreneur, and environmentalist Paul Hawken. DRAWDOWN: Marin is a comprehensive, science-based, community-wide campaign to slow the impacts of climate change. Similar to the State's Six Pillars, there are six areas of focus:

1. 100% Renewable Energy
2. Low-Carbon Transportation
3. Energy Efficiency in Buildings and Infrastructure
4. Local Food and Food Waste
5. Carbon Sequestration
6. Climate Resilient Communities.

## GHG Emissions Profile – Sausalito

Sausalito publishes annual community greenhouse gas (GHG) emissions estimates through the [Marin Climate & Energy Partnership](#) (MCEP). Annual inventories help the City to more closely monitor its progress in meeting its local goal to reduce community emissions 15% below baseline (2005) emissions by 2020 and to meet the statewide goal to reduce emissions 40% below baseline emissions by 2030.

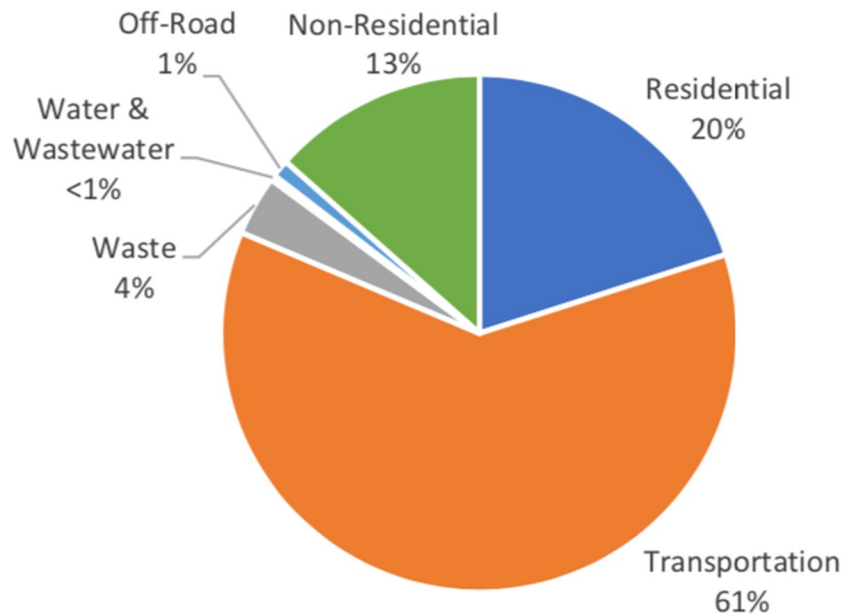
As summarized in the most recent MCEP draft report from April 2020, Sausalito's GHG emission profile is provided below. This shows emissions generated from the community from 2005 through 2018, the most recent year data is available.

In 2005, the activities taking place by the Sausalito community resulted in approximately 71,892 metric tons of CO<sub>2</sub>e. In 2018, those activities resulted in approximately 55,918 metric tons of CO<sub>2</sub>e, a reduction of 22% from 2005 levels. This means that the City has met the State goal to reduce emissions 15% below the 2005 baseline by 2020. Now, in order to mitigate irreversible changes to our climate and community, and to prevent hundreds of billions of dollars in economic losses<sup>1</sup> (including from record wildfires in California in 2018), Sausalito can further reduce our GHG emissions.

Sausalito's GHG emission profile demonstrates the need to address all areas. However, Transportation is by far the highest category, causing 61% of the City's total emissions. Adding the next two highest categories, Residential and Commercial, demonstrates that the three categories comprising Transportation, Residential and Non-Residential (Commercial/Industrial/Govt.) cause 94% of Sausalito's emissions. Therefore, this plan focuses on these three top categories.

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<sup>1</sup> Including \$141 billion from heat-related deaths, \$118 billion from sea level rise and \$32 billion from infrastructure damage by the end of the century.



Sausalito GHG Emissions by Sector, 2018

These top three categories are defined as follows:

- The Transportation sector includes tailpipe emissions from passenger vehicle trips originating and ending in Sausalito, as well as a share of tailpipe emissions generated by medium and heavy-duty vehicles and buses travelling on Marin County roads. Electricity used to power electric vehicles is embedded in electricity consumption reported in the Residential and Commercial sectors.
- The Residential sector represents emissions generated from the use of electricity, natural gas, and propane in Sausalito homes.
- The Non-Residential sector represents emissions generated from the use of electricity and natural gas in commercial, industrial and governmental buildings and facilities.

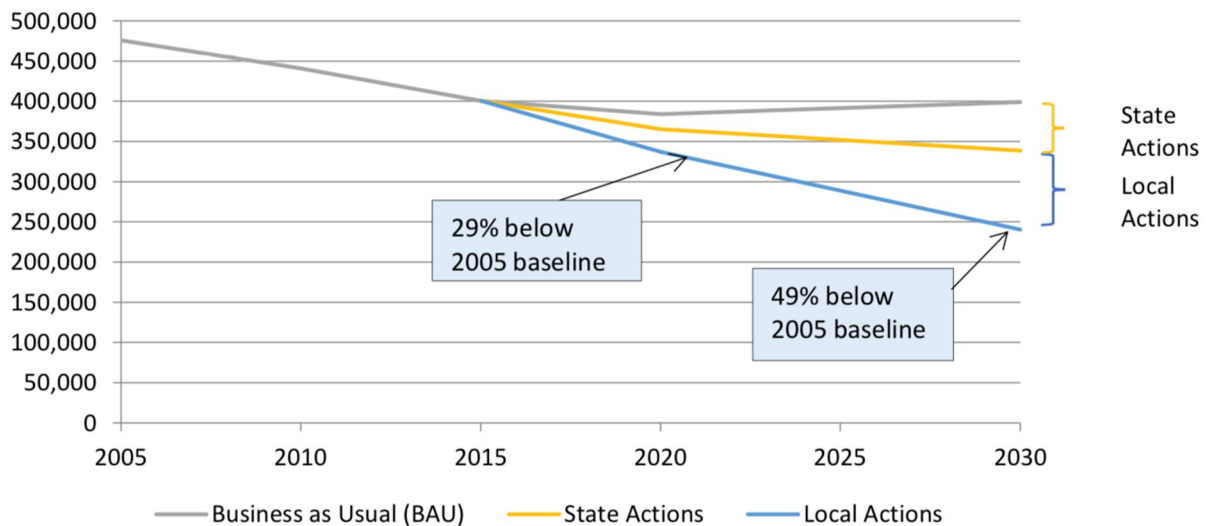
## Sausalito Low Emissions Action Plan

The Sausalito Low Emissions Action Plan features regulatory, incentive-based and voluntary strategies that are expected to reduce emissions substantially in Sausalito. Several of the strategies build on existing programs while others provide new opportunities. State actions will have a substantial impact on future emissions. Local strategies will supplement these State actions and achieve additional GHG emissions reductions. Successful implementation will rely on the combined participation of City staff along with Sausalito residents, businesses and community leaders.

The following sections identify the State and local strategies included in the Sausalito Low Carbon Plan to reduce emissions in community and government operations. Emissions

reductions are estimated for each strategy; combined, they show that the City should reduce emissions 30% below baseline emissions in 2020 and 50 % by 2030, which is enough to surpass the City and State goals for those years.

As shown in the figure below, State actions represent about 40% of the reduction expected through implementation of the Climate Change Action Plan while local actions represent about 60%.



California Cumulative Impact of Reduction Strategies

This plan incorporates State reduction strategies that have been approved, programmed and/or adopted and will reduce local community emissions from 2016 levels. These programs require no local actions. State actions and emissions reductions include Light and Heavy Duty Vehicle Regulations, Title 24 Energy Efficiency Standards, Lighting Efficiency, Renewable Energy Portfolio Standard, and Residential Solar Water Heaters.

In addition, the Sausalito Sustainability Commission recommends that the city integrate GHG reduction goals into the objectives and responsibilities of every city department while amending funding priorities accordingly.

As stated, the three categories comprising Transportation, Residential and Commercial cause 94% of Sausalito's emissions. Therefore, in order to achieve the highest reduction in emissions, this plan focuses on these top three categories.



## Transportation Plan – 61% of Emissions

As the highest category of emissions, transportation needs an aggressive plan. This is now possible with the viability of zero emission vehicles (ZEVs), and especially in Marin County where electricity is substantially clean due to the state’s Renewable Portfolio Standard and MCE Clean Energy. ZEVs include all-battery as well as plug-in hybrid vehicles. Marin County is a leader in ZEV adoption rates – second only to Santa Clara County – and ZEVs already comprise about 2% of all registered passenger vehicles in Marin.

The Sausalito recommendation, in compliance with other cities in Marin County including San Rafael and San Anselmo, is to increase EVs to 30% by 2030 by building out the EV charging infrastructure and encouraging ZEV ownership through incentives, public education, and development requirements. This is an aggressive target, but one that complements the State’s goal to put 5 million ZEVs on the road by 2030. Improvements in battery and charging technology, expected cost reductions, and automakers’ commitments to significantly expand ZEV offerings point to an all-electric transportation future. In addition, EV charging stations can also become another revenue source for the city.

We may also take advantage of state or county programs that incentivize used EV car purchases and installation of EV chargers in lower-income neighborhoods, to help ensure the benefits of EV ownership are shared by all.

Despite this, we can’t rely on ZEV’s alone to meet our transportation reductions; reducing congestion, enabling better biking and walking opportunities, and incentivizing public transit all carry co-benefits and can be enjoyed by all.

Note that California [Assembly Bill 1236](#) requires cities to make EV charger permitting and approvals easy. The [Transportation Authority of Marin](#) (TAM) operates an existing program on subsidizing EV charger costs for cities and municipal functions. So far, Sausalito has not applied for any of these funds.

### TR - 1: Electric Vehicles

Develop an Electric Vehicle Plan that will result in 30% of registered passenger vehicles in Sausalito to be electric by 2030. Incorporate the following actions in the plan:

- Identify high profile and high traffic areas on municipal, public, and school properties to install EV chargers. Utilize the [TAM](#) EV charger subsidy.
- Provide free parking for electric vehicles at both City and metered parking lots.

- Provide signage that directs drivers to public EV chargers.
- Provide free residential parking permits for EV vehicles and increase parking permit fees on non EVs.
- Work with PG&E and other entities to identify multi-family and workplace charging sites appropriate for available incentive programs, such as EV Charge Network.
- Participate in a countywide effort by MCE, PG&E and others to provide rebates for new or used electric vehicles and/or charging stations.
- Require new and remodeled commercial and multi-family projects to install a minimum number of electric vehicle chargers for use by employees, customers, and residents.
- Require new and remodeled single-family projects to install electrical service and conduits for potential electric vehicle use.
- Require new and remodeled gas stations to provide EV fast chargers.
- Target policies to support ZEV adoption, including used vehicles, in low income and disadvantaged communities.
- Participate in programs to promote EV adoption, including "Drive an EV" events and other media and outreach campaigns.
- Encourage or require, as practicable, ride hailing and delivery service companies to utilize low emission and electric vehicles.
- Promote adoption of electric bicycles.
- Pursue opportunities to expand the City's EV charging network through innovative programs, such as installing chargers at existing streetlight locations.
- Purchase or lease zero-emissions vehicles for the City fleet whenever feasible, and when not, the most low carbon fuel or fuel-efficient models available. Promote City adoption and procurement of zero-emission vehicles and charging infrastructure to the public.

#### TR - 2: Bicycling

Continue to encourage bicycling as an alternative to vehicular travel. Establish and maintain a system of bicycle facilities and access ways that are consistent with the City's Pedestrian and Bicycle Advisory Committee. This should include:

- Providing bicycle racks and lockers for public use.
- Participating in a bike share program.

#### TR - 3: Walking

Publicly encourage more walking as an alternative to vehicular travel. Establish and maintain more pedestrian rights of ways that promote and enable walking for both residents and visitors. Feature city signs with maps showing walking tours that can be taken by visitors and that residents can also use for their activities within the city.

#### TR - 4: Safe Routes to School

Continue to support the Safe Routes to School Program and strive to increase bicycling, walking, carpooling, and taking public transit to school. Promote school participation, identify issues associated with unsafe bicycle and pedestrian facilities between neighborhoods and



schools, apply for Safe Routes to School grants, and execute plans to improve pedestrian and bicycle facilities.

#### TR - 5: Public Transit

Support and promote public transit by taking the following actions:

- Work with Marin Transit and Golden Gate Transit to maximize ridership through expansion and/or improvement of transit routes and schedules.
- Develop first and last mile programs to maximize utilization of the commuter buses and ferries, including electric shuttle buses.
- Support the school bus program and student use of regular transit to reduce school traffic.
- Encourage transit providers, and including school buses, to purchase electric buses as replacements for existing buses and, in the meantime, use hybrid-electric vehicles wherever possible.
- Require that all public transit options that travel within Sausalito to be carbon free by 2040

#### TR - 6: Employee Trip Reduction

Reduce vehicle miles traveled commuting to/from work through the following actions:

- Work with the Transportation Authority of Marin and the Bay Area Air Quality Management District (BAAQMD) to promote transportation demand programs to local employers, including rideshare matching programs, vanpool incentive programs, emergency ride home programs, telecommuting, transit use discounts and subsidies, and other incentives to use transportation other than single occupant vehicles.
- Update the City's Trip Reduction Ordinance to reflect the most recent BAAQMD regulations and to increase the number of employers subject to the ordinance.
- Embark on an outreach and educational campaign to encourage employees to reduce vehicle trips.
- Provide City employees with incentives and/or reduce barriers to use alternatives to single occupant auto commuting, such as transit use discounts and subsidies, bicycle facilities, ridesharing services, flexible schedules, and telecommuting when practicable.

#### TR - 7: Parking Standards

Reduce minimum parking requirements by 20 percent from current levels, based on robust transportation demand programs and proximity and frequency of transit services.

#### TR - 8: Smart Growth Development

Where applicable to Sausalito, prioritize public transit access for all new development.

#### TR - 9: Advanced Community Energy (ACE) System

In partnership with MCE, implement an advanced community energy system at a targeted location that delivers multiple carbon reduction, resilience, and cost-effective benefits to Sausalito. The primary target location would be one of the public parking areas near the Ferry

Landing and/or in the Marinship. This would feature a solar canopy over parking spaces, plus energy storage and EV chargers. The benefits of this system are: 1) clean energy provided for vehicle transportation to/from the Downtown and the Ferry Landing areas; 2) energy resilience for Sausalito applied to both critical services and transportation in the case of extreme events and/or grid failures; 3) reduction in costs for peak energy for Sausalito residences and businesses, e.g. demand response; and 4) a showcase demonstrating Sausalito's innovative leadership in lowering carbon emissions. This approach can also be applied to other target areas in Sausalito.



### Energy Plan, Residential & Commercial – 33% of Emissions

Note that for the purposes of this plan, these two categories are combined due to many actions applying to both categories.

Energy that comes from renewable sources, including solar, wind, geothermal, and small hydroelectric, are the cleanest and most-environmentally friendly energy sources. Solar energy is a particularly effective energy source. Solar system costs keep falling, and tax credits are available, which make them an attractive option for home and commercial building owners.

According to Project Sunroof, 74% of Sausalito buildings have roofs that are solar-viable. These 2,100 roofs could generate over 360,000 kWh per year. Marin County projections show that we can get more than 20% of our electricity from locally produced solar energy systems by 2030, up from about 4% currently, just by maintaining the current growth rate.

Separate from solar on local roofs and parking areas, residents and business owners can purchase renewable and GHG-free electricity from MCE Clean Energy. MCE has a high percentage of renewable and GHG-free electricity, providing some of the cleanest electricity in the country. MCE's goal is to deliver 100% GHG-free electricity to all its customers by 2025. Considering that MCE currently serves over 80% of residents and businesses in Sausalito, this alone will significantly reduce emissions.

Because our electricity supply is substantially clean and getting cleaner, Sausalito can also encourage swapping out appliances and heating systems that use natural gas for those that use electricity. These new and highly efficient electric appliances are becoming more cost-effective. Eventually, to achieve our long-term goals, we'll need to replace the majority of natural gas

appliances and equipment with clean electric versions. Fortunately, ongoing research and development of energy storage systems are creating new business opportunities and making an all-electric, 100% GHG-free energy future possible. The [Marin Climate and Energy Partnership](#) (MCEP) website features programs and rebates for electrification of homes and buildings. Note that this also improves a home or building's disaster preparation, e.g. in the case of wildfires.

A new [study](#) published in April 2019 from Energy + Environmental Economics confirms that replacing natural gas (methane) with clean electricity, particularly for heating and hot water production, will slash greenhouse gas emissions from California's single-family homes by up to 90 percent within the next three decades and save consumers money in the process. The study confirms electrification is a vital and cost-effective tool in reducing climate and toxic air pollution from gas combustion in homes and buildings, which account for a quarter of the state's total climate emissions and approximately 36% of Sausalito's emissions.

About half the pollution from California's buildings comes from burning gas, primarily for heating and hot water. The state's ability to achieve its goal of carbon neutrality by 2045 will require the majority of buildings to shift that energy usage toward the electric grid powered by renewable electricity. That means outfitting new homes with high-efficiency, electric-powered heating systems and water heaters, and retrofitting existing homes when the old gas equipment needs replacing.

The new study – jointly funded by Southern California Edison, the Los Angeles Department of Water and Power, and Sacramento Municipal Utility District – is the most comprehensive effort yet to assess the impacts of California building electrification for the climate, consumers, and the grid. Covering six climate zones (San Francisco, San Jose, Sacramento, coastal Los Angeles, downtown Los Angeles, and Riverside) that represent about half the state's population, the analysis forecasts dramatic emissions, pollution, and cost reduction benefits.

An increasing number of school districts are investing in ultra-low energy facilities and renewables as a way to save on utility costs and create healthier and more productive learning environments for students and staff. In fact, over 219 school buildings across the United States and Canada are working to achieve the highest levels of energy performance, according to a new [Zero Energy Schools Watchlist](#) released by NBI recently. Of those projects, 191 buildings have verified zero energy performance or are working toward that goal, meaning they have added renewable generation at the site and consume only as much energy as is produced by those energy resources, typically photovoltaics, over the course of a year. Ultra-low energy and zero energy school buildings are highly energy efficient with key features including integrated daylighting and advanced electric lighting designs, high performance heating and cooling systems and best practice building envelope and ventilation strategies.

Note that building envelope and ventilation strategies are now important strategies to both lower emissions and achieve healthy homes and buildings. All homes and buildings need ventilation—the exchange of indoor air with outdoor air—to reduce indoor moisture, odors, and other pollutants. Contaminants such as formaldehyde, volatile organic compounds (VOCs),

and radon that may cause health problems can accumulate in poorly ventilated homes. Inadequate ventilation allows unpleasant odors to linger, and excess moisture generated within the home needs to be removed before high humidity levels lead to physical damage to the home or mold growth. Best practice among builders of modern high-performance homes and buildings in most North American climates is to build as tight as possible, and then ventilate with a well-designed mechanical system. Even though this uses a little energy, the home or building will save more energy from requiring less to heat or cool the location than the energy used to ventilate the property. Whole-house systems offer several alternatives that improve indoor air quality throughout all living spaces.

Increasing the efficiency of buildings is often the most cost-effective approach for reducing greenhouse gas emissions. Energy efficiency upgrades, such as adding insulation and sealing heating ducts, have demonstrated energy savings of up to 20 percent, while more aggressive “whole house” retrofits can result in even greater energy savings. Many “low-hanging fruit” improvements can be made inexpensively and without remodeling yet can be extremely cost-efficient, such as swapping out incandescent bulbs to LED bulbs, sealing air leaks, and installing a programmable thermostat. Energy Star-certified appliances and office equipment, high-efficiency heating and air conditioning systems, and high-efficiency windows not only save energy but reduce operating costs in the long run. Nonetheless, some upgrades can be expensive, particularly for low-income households, so the City should participate in programs that provide rebates, free energy audits, and financing options for residents and businesses.

New construction techniques and building materials, known collectively as “green building,” can significantly reduce the use of resources and energy in homes and commercial buildings. Green construction methods can be integrated into buildings at any stage, from design and construction to renovation and deconstruction. The State of California requires green building energy-efficiency through the Title 24 Building codes. The State updates these codes approximately every three years, with increasing energy efficiency requirements since 2001. The State’s energy efficiency goals are to have all new residential construction to be zero net electricity by 2020 and all new residential and commercial construction to be zero net energy by 2030. Local governments can accelerate this target by adopting energy efficiency standards for new construction and remodels that exceed existing State mandates, or by providing incentives, technical assistance, and streamlined permit processes to enable quicker adoption. Sausalito evaluate and modify its planning code to incorporate the recommended green and sustainable building practices.

Finally, most of these efficiency upgrades for homes and buildings, and particularly removing the gas infrastructure, improves these locations for disaster preparedness such as fire safety.

#### EN 1: Renewable Energy Generation

Encourage residential and commercial solar and other renewable energy installations.

- Provide permit streamlining and reduce or eliminate fees, as feasible.
- Amend building codes, development codes, design guidelines, and zoning ordinances, as necessary, to facilitate small, medium, and large-scale installations.

- Encourage installation of solar panels on carports and over parking areas on commercial projects and large-scale residential developments.
- Participate and promote financing and loan programs for residential and non-residential projects such as Property Assessed Clean Energy (PACE) programs and California Hub for Energy Efficiency Financing (CHEEF) programs.
- Encourage installation of battery storage in conjunction with renewable energy generation projects.

#### EN 2: GHG-Free Electricity

Encourage residents and businesses to switch to 100 percent renewable electricity via MCE Deep Green, MCE Local Sol, and PG&E Solar Choice. Note that less than 5% of Sausalito residents and businesses currently subscribe to MCE Deep Green.

- Partner with MCE Clean Energy, and promote MCE's programs, to ensure that it reaches its goal to provide electricity that is 100 percent GHG-free by 2025.
- Continue to purchase MCE Deep Green for all city facilities

#### EN 3: Building and Appliance Electrification

Promote and subsidize through a tax break or tax incentive the electrification of building systems and appliances that currently use natural gas, including heating systems, hot water heaters, stoves, and clothes dryers. Refer to existing programs and rebates via [MCEP](#).

#### EN 4: Solar Energy Systems for Municipal Buildings

Install solar energy systems and batteries at municipal buildings and facilities, including available parking and/or open spaces as appropriate, and including school properties. Utilize these municipal sources for energy resilience for critical and priority services in Sausalito such as Police, Fire, Health, Water, Food, Shelter, etc., in the case of emergencies and grid failures.

#### EN 5: Energy Efficiency Programs

Promote and expand participation in residential and commercial energy efficiency programs.

- Work with organizations and agencies such as the Marin Energy Watch Partnership, the Bay Area Regional Network, Resilient Neighborhoods, and the Marin Climate & Energy Partnership to promote and implement energy efficiency programs and actions.
- Promote and expand participation in energy efficiency programs such as Energy Upgrade California, California Energy Youth Services, and Smart Lights.
- Promote utility, state, and federal rebate and incentive programs.
- Participate in and promote financing and loan programs for residential and non-residential projects such as Property Assessed Clean Energy (PACE) programs, PG&E on-bill repayment, and California Hub for Energy Efficiency Financing (CHEEF) programs.
- Adopt a green building ordinance for new and remodeled commercial and residential projects that requires green building methods and energy efficiency savings above the State building and energy codes. Utilize Marin County's green building ordinance as a model and including the use of photovoltaic systems and all-electric building systems as options to achieve compliance.

- Work with the Marin Energy Management Team to identify and implement energy efficiency projects in municipal buildings and facilities including electrification of existing building systems and equipment that use natural gas.
- For Municipal buildings, establish energy efficiency protocols for building custodial and cleaning services and other employees, including efficient use of facilities, such as turning off lights and computers, thermostat use, etc. Incorporate energy management software, electricity monitors, or other methods to monitor energy use.

#### EN 6: Energy Audits

By 2025, require energy audits for residential and commercial buildings prior to completion of sale, including identification of cost savings from energy efficiency measures and potential rebates and financing options.

#### EN 7: Cool Pavement and Roofs

Use high albedo material for roadways, parking lots, sidewalks and roofs to reduce the urban heat island effect and save energy.

- Evaluate the use of high albedo pavements when resurfacing City streets or re-roofing City facilities.
- Encourage new development to use high albedo material for driveways, parking lots, walkways, patios, and roofing.

#### EN 8: Streetlights

Complete replacement of inefficient street, parking lot and other outdoor lighting with LED fixtures.

#### EN 9: Electric Landscape Equipment

Require the use of electric landscape equipment where possible, including electric leaf blowers instead of gasoline-powered equipment which are both clean and quiet.