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DATE: September 19, 2008

TO: Urban Design Commission

FROM: Mark A. Olinger, Executive Director
Community Development authority

SUBJECT: Villager Master Plan: Final Approval

On September 3, 2008, the CDA presented for your review The Villager Master Plan, for initial or final approval. As you may recall, Larry Barton of Strang, Inc., made a PowerPoint presentation outlining the programming and site issues that have informed the revisions to the adopted Master Plan as prepared by the Kubala Washatko Architects (TKWA). A copy of Strang's presentation is attached as Exhibit 1.

During the discussion, a number of good comments were made by the UDC that became part of the motion to grant initial approval. Subsequently, the project team met and reviewed the Master Plan against the Commission's comments. Our goal was to further refine and enhance the Master Plan based upon the Commission's comments. I would like to briefly discuss how the project team responded to the elements in the motion. The revisions to the Master Plan are attached as Exhibit 2.

1. **The hierarchy of traffic flow through the site needs to be examined more as to how it functions.**

   Response: The primary vehicular entry/exit sequence is from Buick and Hughes Place, each having traffic signals off South Park Street. Secondary entries and exits are also provided along all three perimeter streets to reduce traffic congestion and allow more direct access to specific destination buildings from the neighborhood.

   In response to the Commission's recommendation, the project team re-examined all of the access points into the site. Upon further review the project team kept the right-in/right-out entry (this entry exists at The Villager now. Under this plan

the entry would be shifted towards the south to align on axis with the entry to the Atrium's entrance) but did not have it go through to the Atrium.

The project team believes that the drive to the Atrium is not necessary and as a result has removed it. However, traffic flow on the site presently shows that this is a well-used access point. With the amount of new development that is targeted for this part of the site, the project team believes that it is needed, but can be re-designed to act as a much more secondary access point. We feel this design permits that to happen.

2. **Initial approval is based on the understanding that the basic building placement, proposed demolition of existing buildings and the basic parking configuration is acceptable, but details of public plazas' entry points are still to be investigated.**

   Response: We agree that access to the public plaza will be important. As will be noted below, the project team felt the Commission's comments how to create more of a campus feel were good. To address that, the CDA has simplified the walkways to provide much a more coherent and manageable system. This new system of walkways brings the individual buildings together in a much more legible manner.

3. **Trees along Park Street should be provided at 40-feet on center.**

   Response: Every effort has been made to protect the existing trees and several more trees were added in reaction to the Commission's request from the previous meeting. With the asymmetrical placement of the existing trees, it may be very difficult to place trees at 40' o.c. However by adding the additional trees, the design increases the density along street edges approximating 40'+/- apart.

4. **Investigate moving southerly building west to obtain more green space, in combination with flipping of surface parking stalls and the use of small stall parking bays.**

   Response: In response to the Commission's recommendation, these changes have been made. As a result, the design now provides a 17' setback along South Park Street and a much more substantial green space to the immediate west of the building.

5. **Address connectivity from Buick Street to the face of the atrium building.**

   Response: Based upon recommendations from the Commission, more direct pedestrian connections have been established between South Park Street and the existing Villager building as well as improved interconnections between all buildings on site utilizing a simplified pedestrian grid of interconnecting sidewalks.

6. **Consider moving/adjusting northerly drive aisle entry's alignment with the main drive aisle off of Ridgewood Street.**

   Response: The design team did consider the move, but with the change of access along Hughes Place, decided to keep the entry at its present location, to match the symmetry of these two access points.

7. **Study hierarchy of vehicular access; consider doing away with atrium drive aisle.**

   Response: As we discussed above, the project team has considered removing the Atrium drive aisle, and agrees with the Commission's recommendation to remove it. We have kept the entry/exit point, but believe the aisle itself is redundant.

8. **Close southerly drive aisle off of Hughes Place and relocate northerly to provide an offset to the main drive aisle along the front of the atrium plaza to discourage cut-thru traffic.**

   Response: Based upon the Commission's recommendations we have moved the vehicular access along Hughes Place to the west to slow down traffic on the site. In addition, we have added two tabletops, one between the Atrium and the health care building, and one between the Atrium and the Urban League/Library/Planned Parenthood building.

9. **Expand green space along Park Street, including in front of the Urban League/library building to create a better space.**

   Response: Utilizing the recommendations of the Commission to use more 16' parking stalls with a 2' overhang, we have been able to improve the space along South Park Street. This revision provides setbacks from 13' to 17', creating a much nicer edge.

10. **The northeast building shall be two stories in height.**

    Response: We have amended the Master Plan to show a two-story building at Ridgewood and South Park.

11. **Still uncomfortable with relationship of Urban League/library building to the Buick Street entry, especially the blankness of the building's façade.**

    Response: The CDA has worked closely with the Urban League's design team to address the north elevation of their building. The Urban League should handle further discussion on this point.

Additionally, there are elements of TKWA's Master Plan that are still germane to the revised Master Plan. Those include the following sections from the adopted Master Plan:

- Part Three: Master Plan
  - Priority Goals
  - Building Design
  - Site Design

These parts are attached to this memo as Exhibit 3. They will inform and guide the implementation of the revised Master Plan.

We thank you for your comments and look forward to meeting with you on September 24, 2008, for final approval.

If you have any questions, please contact me directly.

Thank you.

NEIGHBORHOOD PEDESTRIAN CONNECTION

PARKING: 9 STALLS

SERVICE DRIVE

SERVICE DRIVE

LOADING ZONE

ATRIUM

(102,700 SF)

NORTH BUILDING

(37,630 SF)

PARKING: 70 STALLS

PARKING: 106 STALLS

EXISTING PLAYGROUND

RIDGEWOOD STREET

TABLES AND CHAIRS, TYP.

PUBLIC ART

BENCHES, TYP.

PLAZA/ OPEN SPACE

PARKING: 50 STALLS

FARMERS MARKET

PUBLIC ART

TABLE TOP INTERSECTION

PARKING: 49 STALLS

PARKING: 43 STALLS

HUGHES PLACE

PUBLIC ART

LOADING ZONE

TABLE TOP INTERSECTION

PARKING: 83 STALLS

PLAZA/OPEN SPACE

PARKING: 23 STALLS

LOADING ZONE

DROP OFF

HEALTH CARE BUILDING

3 FLOORS
FOOTPRINT: 18,000 SF
TOTAL SIZE: 44,000 SF

URBAN LEAGUE

3 FLOORS
FOOTPRINT: 17,100 SF
TOTAL SIZE: 39,000-45,000 SF

TABLES AND CHAIRS, TYP.

TABLES AND CHAIRS, TYP.

FUTURE BUILDING

2 FLOORS
FOOTPRINT: 12,000 SF
TOTAL SIZE: 12,000-24,000 SF

POTENTIAL BUS STOP

17'

16'

13'

EXISTING TREES TO REMAIN

SOUTH PARK STREET

BUS STOP

EXISTING TREES TO REMAIN

SIGNAGE ELEMENT

BUICK STREET

PARKING SUMMARY:

PARKING REQUIRED: 706 STALLS
(CALCULATED AT 3 STALLS PER 1,000 SQUARE FEET)

PARKING PROVIDED: 433 STALLS
(1.83 STALLS PER 1,000 SQUARE FEET)

*PARKING DEFICIENCY: 273 STALLS

The Villager Master Plan

0912 | 2008

ID #2331

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STRANG

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AGENDA

- Project Summary / Context
- Site Master Plan
- Atrium Design

STRANG

SAA
Define. Enhance. Sustain.

CDA

Aerial View of Existing Site

STRANG

SAA
Define. Enhance. Sustain.

CDA

the villager

Aerial View of Existing Site

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Existing Building and Site

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The Villager Master Plan

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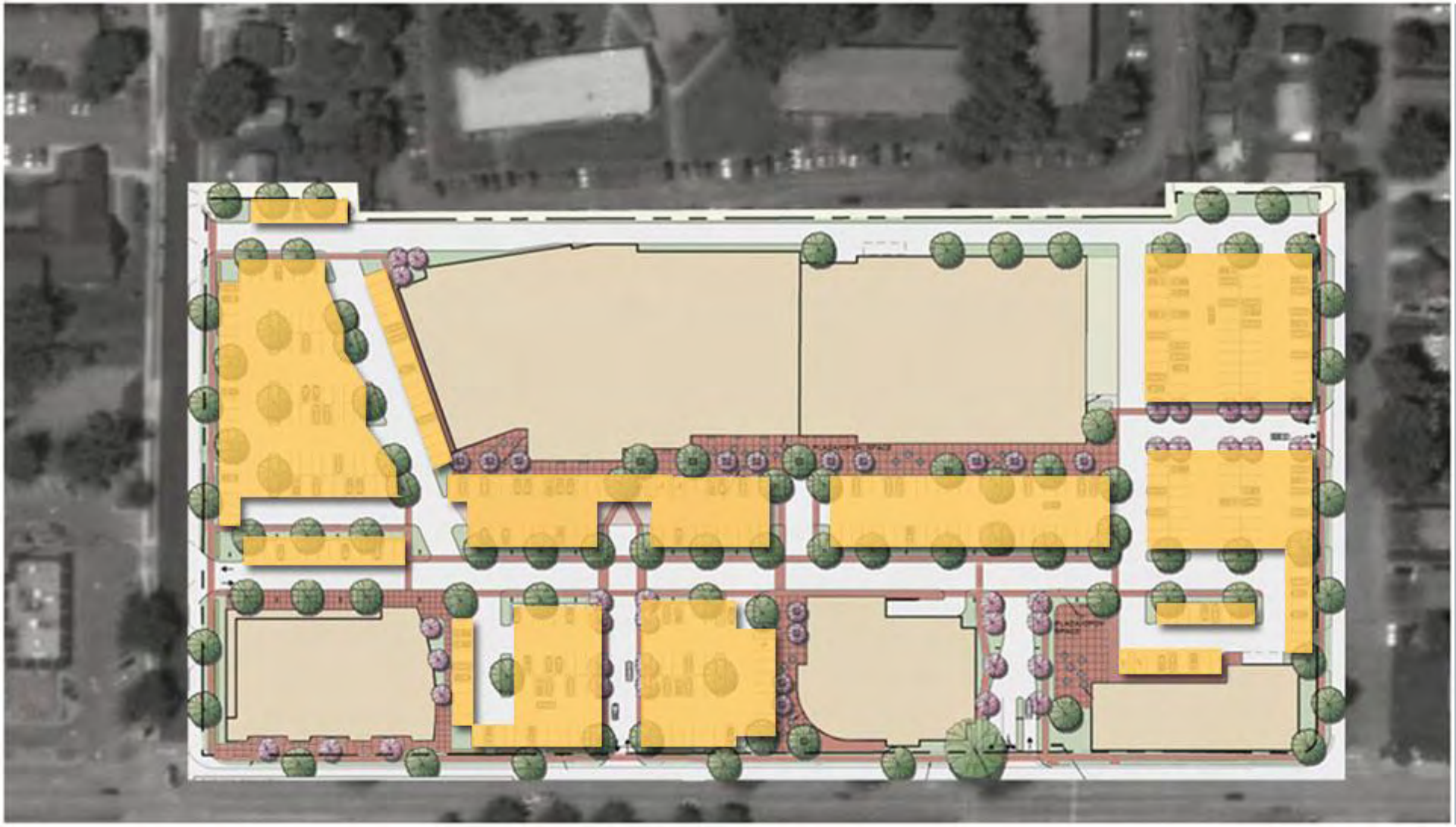
Parking Distribution



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Potential for Structured Parking

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Drive Entry & Intersections

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Vehicular Traffic

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Pedestrian Circulation

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Site Adjacency Diagram

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Community Based Features Diagram

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The Villager Master Plan

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Atrium Design Concept

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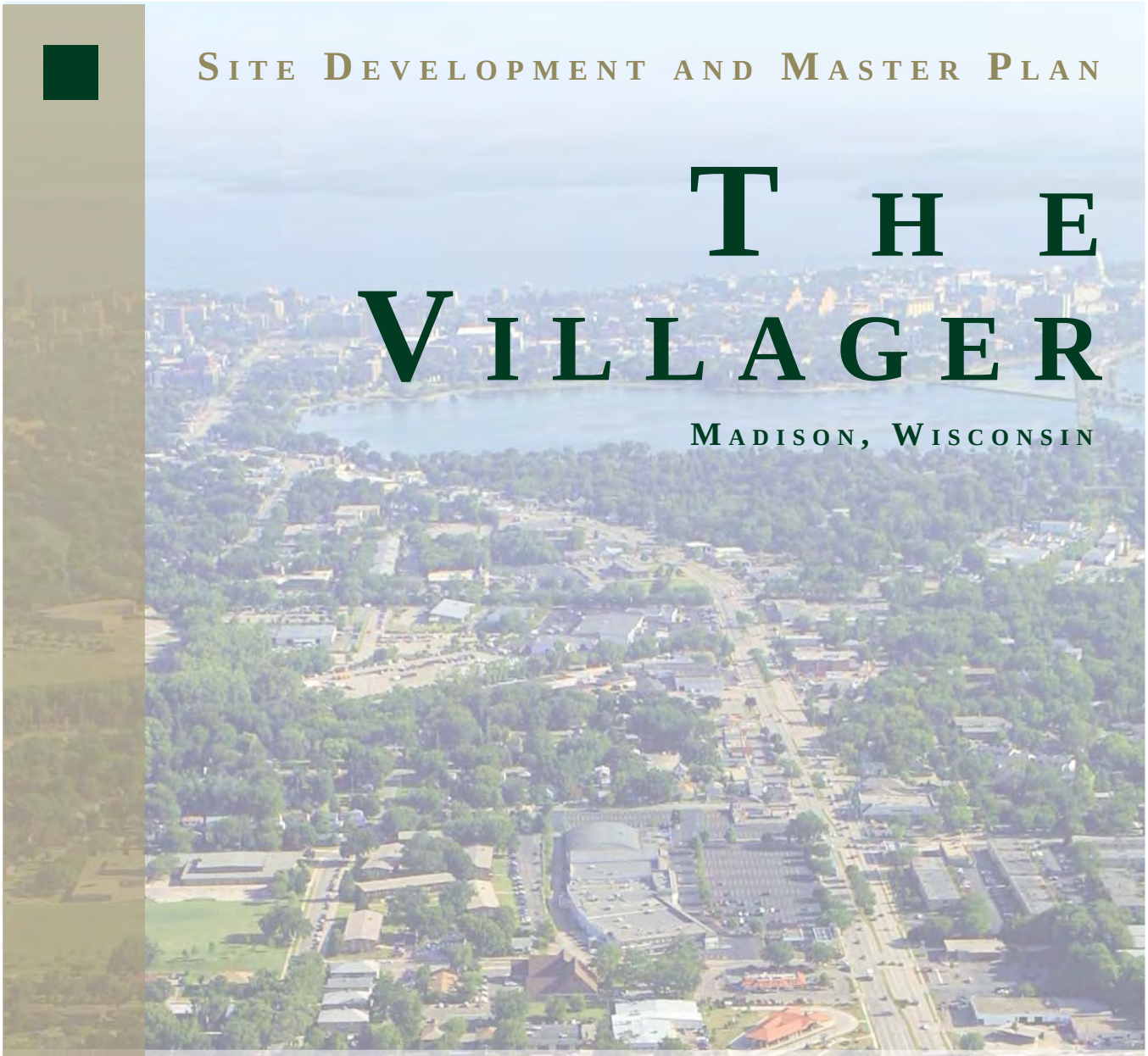
SITE DEVELOPMENT AND MASTER PLAN

THE VILLAGER

MADISON, WISCONSIN



PROGRAM • MASTER PLAN • IMPLEMENTATION

PREPARED FOR:
COMMUNITY DEVELOPMENT AUTHORITY
CITY OF MADISON, WISCONSIN
MAYOR DAVID J. CIESLEWICZ

OCTOBER, 2005

THE KUBALA WASHATKO ARCHITECTS, INC • VANDEWALLE & ASSOCIATES • STRAND ASSOCIATES
UNIVERISTY OF WISCONSIN - MADISON DEPARTMENT OF URBAN AND REGIONAL PLANNING

Site Development and Master Plan for
The Villager • Madison, Wisconsin

Prepared For:

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Linda Franklin	James Garner, Chair	Lynn Green	Melissa Huggins
Jim Kramer	Kevin O'Driscoll	Cathy Smith	Richard Slone
Ka Moua Thao			

Others
Dale Cox, Jean Nielsen, Jodi Wortsman, Julie Yearling, Yer Yang, Maria Banuelos, David Wagner, Mark Holland, Gloria Kirchoff, Ben Kadel, Lori Kay

Support for this effort came from many sources. Our team process included key person interviews, a neighborhood steering committee, three public meetings, and five review team meetings. We wish to acknowledge and thank City staff, public individuals, and groups for their valuable input and assistance in the development of this study. Special thanks to those who attended the public neighborhood meetings.

PART THREE: MASTER PLAN

Goal: Develop a Master Plan Concept based upon the Building Program that incorporates the complex issues, parameters, and requirements for the Villager site.

PRIORITY GOALS

Because The Villager Site Development and Master Plan project advances a phased redevelopment of the site over several years, it is even more important to set priority goals to guide and maintain the long-term vision. Through the previous phases, the following were identified as priority goals for the physical site planning:

- Balance building density with parking requirements.
- Mixed-use buildings to encourage and support shared parking.
- Street-oriented commercial development. Support the physical definition of the streets and public spaces as places of shared use.
- Pedestrian-oriented circulation and safety, creating comfortable and interesting pedestrian environments.
- Pedestrian linkages to and from the surrounding development.
- Civic gathering space and area for green space, designed for active use and safety.
- Programmed space along edge of civic spaces.
- Frame Park Street.

SITE DESIGN

Goal: Respond to the program and issues identified in the previous phases with a site plan that creates a unified sense of place.

Fig. 3-4: Site and context issues. See Appendix B for larger scale map.

SITE PLANNING AND DESIGN

Provide a general approach that mitigates existing site problems and promotes identity and unity.

BASIC STRATEGIES

- Provide contextual responses and connections to adjacent developments and neighborhoods.
- Place elements to help frame the Park Street Corridor.
- Orient commercial development to the streets.
- Create an opportunity for a public gathering space.
- Place elements so that they add up to something greater - a unity of design allowing for a greater sense of identity reflecting the diversity of the neighborhood, rather than an unrelated number of buildings and elements sharing a site.
- Use types and management of space to create a unique gathering space for the people of South Madison and the community as a whole.

ENVIRONMENTAL STRATEGIES

- Design landscape and exterior elements to reduce urban heat island effect.
- Design considering solar position/orientation.
- Sustainable site design recommendations should be added, particularly with respect to stormwater management.

STREET PLANNING AND DESIGN

Provide an interconnected, efficient and attractive street system.

Fig. 3-5: Street, sidewalk and landscape/streetscape working together to provide life on the street.

BASIC STRATEGIES

- Provide multiple routes for cars and pedestrians. This is to relieve traffic congestion on the major street and promote pedestrian use of the site.
- Provide direct routes to destinations, such as shopping recreation or the restaurant, and also off-site destinations such as the bus transfer station.
- Minimize on-street parking lane on interior street to reduce curb-to-curb width, and allow traffic to flow. Balance this with some parking to promote buildings facing the interior street, and slow down the flow of traffic in specific areas.
- Include a strong streetscape design (trees, sidewalk pavement, benches and trash receptacles, lighting, etc.) to help promote identity of the larger development and the vehicular/pedestrian experience.

STREET TYPES

Specific street profile guidelines are given in the following two pages.

- **As noted in the revised Master Plan.**

Open Space and Streetscape

Provide inviting, safe, and usable open space throughout the site, including use of street treatment and ready and safe public access .

Fig. 3-10: Civic space should be reinforced on all sides, and feel continuous with the streetscape.

Basic Strategies

- Provide open space amenities for building occupants and guests to the site. These should include:
  - Bike racks
  - Pedestrian lighting
  - Planters or similar elements
  - Public seating area
- Screen views to parking and service areas from all streets.
- Enhance streetscape through street amenities (architectural fencing, benches, plantings, etc.) and directional signage.
- Design the edges of the Civic Space to strongly define the space.
- A specific planning process should occur to further define, articulate and design open space. This process should also explore historical or international theme in Civic Space.

Benefits

Given a limited budget, street trees are often considered the most effective expenditure of funds to improve a street. For many people, trees are the most important single characteristic of a good street.

Street Trees (Refer to previous two pages for diagrams)

- Provide continuous, uniform, and closely spaced tree planting along the length of streets.
- Space larger trees between 20 to 30 feet apart; 35 feet is the maximum spacing.
- For trees planted in tree wells with tree grates, provide a planter area of 5 feet by 5 feet.
- Street trees do not need to be one species, but can alternate to provide variety.
- Provide a proper soil mixture, aeration, and hydrology to sustain the root zone of all street trees.

Transportation, Parking and Services

Encourage public and alternative transportation. Provide efficient vehicular access and parking.

Fig. 3-12: Area of parking lot south of proposed grocery store, showing tree planting strips.

Basic Strategies

- Provide preferred parking and special facilities to encourage public and alternative transportation, such as buses, bicycles and carpools.
- Parking lots are at zoning minimum and include shared parking. See page 6 for more information on Parking Requirements used in the design.
- Parking areas are pedestrian-oriented.
- Parking areas include landscaping/trees.
- Prioritize parking for retail uses that may locate elsewhere if parking is confused, scarce, or unreliably available.
- Connect site to adjoining and nearby sites, particularly for pedestrians.

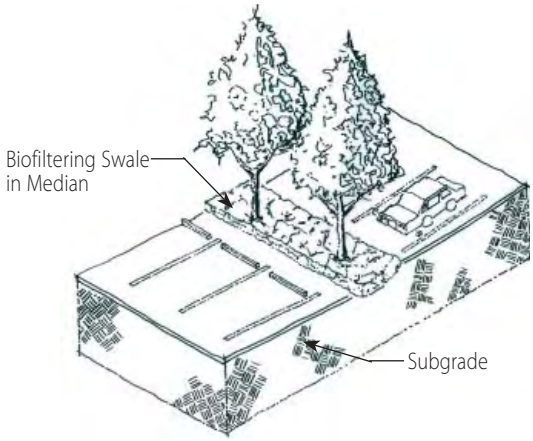

Fig. 3-11: Parking lot with bioswale/tree planting strip.

Fig. 3-13: Parking lot with bioswale to filter and absorb runoff. Shade trees reduce heat gain. Tellabs HQ, Naperville, IL.

Fig. 3-14: Parking lot with landscape. Tellabs HQ, Naperville, IL.

Landscape

Incorporate native vegetation and sustainable planting practices. Install aesthetic, durable landscaping that contributes to the larger unified sense of place.

Basic Strategies

- Analyze soils for species suitability.
- Canopy and mid-size trees: use 100% native or cultivars of native species.
- Distinguish between 10' perimeter building envelope and open space for plant species and hardscape materials.
- Landscape for water efficiency, limiting the need for potable water irrigation.
- Landscape for water quality enhancement such as planting watershed buffers, bioswales, and surface stormwater drainage as design elements.
- Include a minimum 5-year establishment/maintenance plan in the original landscape budget.
- Minimize the use of turfgrass lawn as a default landscape typology; rather, use turfgrass in certain areas to edge and accent planting areas, and for more active uses.
- Include green roofs, particularly above the grocery adjacent to the residential tower, as both an energy saving device and aesthetic for those residential units facing that portion of the roof.

Costs and Savings

- Reduced costs of landscape installation and maintenance.
- Reduced cost of stormwater management infrastructure.

Benefits

- Creation of distinctive and attractive properties.
- Reduced soil erosion.
- Improved water quality.
- Native plants attract and provide food and shelter for wildlife.

Stormwater Management

Meet or exceed the requirements of NR151 of the Wisconsin Administrative Code for reducing stormwater discharge pollutants on a redevelopment site.

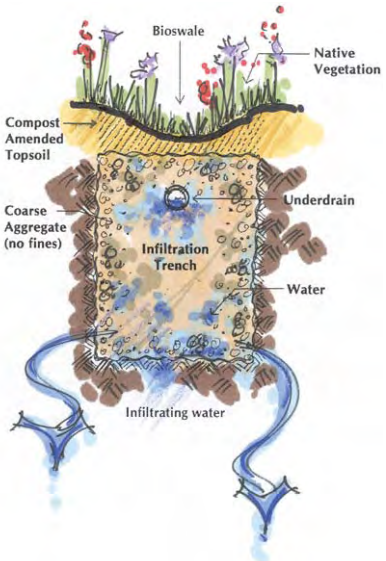

Fig. 3-15: Typical bioswale construction (CDF).

Basic Strategies

- An erosion control plan will be required with Universal Soil Loss Equations (USLE), as this will be a redevelopment site over 4000 sf.
- Of the four stormwater management requirements (sediment control, thermal control, stormwater detention and oil & grease control), sediment control and oil & grease control will certainly be required. Sediment control is required when there is any exposed parking area, and oil & grease control when the exposed parking has forty (40) or more spaces. Refer to City staff for specific requirements of the ordinance.
- Reduce Directly Connected Impervious Areas (DCIAs).
- Control erosion by stabilizing soils with native vegetation.

Signage and Wayfinding

Provide pedestrian- and driver-oriented signage and wayfinding cues for the development.

Basic Strategies

- Design a signage plan for wayfinding which meets CDA and City of Madison requirements.
- Provide clear signage for orientation and safe access to the development.
- Provide clear signage for orientation and safe access to points of interest (Bus Transfer Station, Lincoln School) or other routes (freeway, downtown) from the development.
- Wayfinding signage should be uniform in design, materials, and coloration.
- No intrusions should be permitted directly in the pedestrian right-of-way.
- Building signage should follow a strict code for the entire development site, providing a uniform character and identity.

Benefits

Wayfinding systems welcome visitors, increases business visibility, and promote repeat visitors.

Fig. 3-16: Pedestrian Scale Signage

Fig. 3-17: Uniform Building Signage

Fig. 3-18: Street Wayfinding Sign

Site Lighting

Create a safe and friendly nighttime environment, but minimize light pollution from site lighting in accordance with the Illuminating Engineering Society of North America Recommended Practice Manual: Lighting for Exterior Environments.

Recommended Fixture

The light fixture and pole recommended for The Villager site is similar to lights in place at Bassett Neighborhood, Atwood Avenue, and Hughes Place, as follows:

- Pole: Holophane/Unique Solutions 11'-8" Columbia model C12/17 CI-PP cast iron pole.
- Luminaire: Holophane/Unique Solutions Washington Series Postlite WAU50DMHMTA4G2, 50 watt metal halide, medium base socket, multivolt ballast wired to 120V, Spike finial, Type IV glass globe, flutted fitter, Drylac green color RAL 6009 glossy, batch #923833; bands and medallions for fixtures in gold; Type IV Lunar Optics (Cutoff optics).
- Open space: prioritize areas that must be lit for safety.

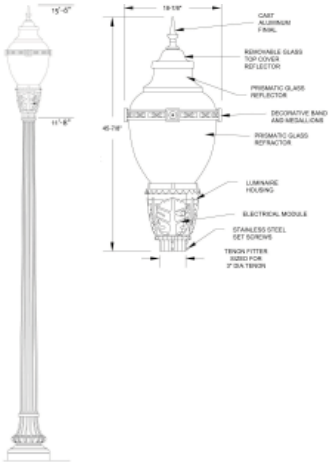

Fig. 3-19: Recommended standard street/pedestrian light for the Villager as described at left.

Costs and Savings

Commercial establishments consume 20% to 30% of total energy for lighting. Efficient exterior lighting, as a component, translates to energy cost savings.

BUILDING DESIGN

Goal: Quality buildings built economically to keep rents reasonable and which minimize energy consumption. The buildings should support the overall sense of place of the redeveloped Villager, reflect the diversity and interests of the neighborhood, and be strong edges to support the civic spaces.

Fig. 3-20: Building placement to support street edges and orientation for daylighting.

BUILDING PLACEMENT AND ORIENTATION

Locate and orient building forms and volumes in response to context (i.e., neighborhood and topography), to create public spaces, and to take advantage of solar opportunities and prevailing winds. Orienting the front entrances of buildings to the street is fundamental in increasing access. Logical orientation facilitates pedestrian access and supports pedestrian activity on the street.

REFER TO PAGE 6 FOR BUILDING PLACEMENT STRATEGIES

FORM AND SCALE

Create a building footprint and massing which has visual interest and relates to neighboring structures. Maximize the efficiency of mechanical systems while utilizing natural daylighting strategies.

BASIC STRATEGIES

- Mass buildings and articulate facades in relationship to existing neighbor structures and with sensitivity to pedestrians by having a more refined scale along street edges and hiding blank walls.
- Balance a 'wide' versus 'narrow' floor plan to provide views and daylighting, creating a building footprint which does not significantly increase energy costs, exterior enclosure costs, and foundation pile costs.

Costs and Savings

Building form, along with orientation, is a primary factor in daylighting and other solar strategies.

Diminished heating and cooling loads reduce operating costs.

FOOTPRINT ARTICULATION

Buildings should be configured in an interesting, yet efficient manner to maximize daylighting, create occupant efficiency, and result in a pleasing aesthetic.

- Runs of flat, blank walls exceeding 45' should be avoided. Wall interruptions (such as bays, corners, bump-outs, etc.) shall be located in response to context.

ROOFS (DEFINED ROOF EDGE / ROOFLINE ARTICULATION):

- Break roof edges, in particular flat roofs, in order to provide a visual break.

SCALE

A streetscape that is inviting to the community is a result of scale. Multi-storied buildings in long rows feel monotonous to the public. Elements that break up a building into smaller parts make for a more inviting streetscape. Features that add distinction and result in a pedestrian friendly streetscape include:

Awnings
Benches
Canopies
Doors
Dormers
Landscaping (planter boxes, trees, etc.)
Signage (signboard, projecting, decal on glass)
Street Lighting (lower and inviting)
Windows (at street level)

Benefits

Good pedestrian scale results in a people friendly sidewalk where time wants to be spent. Where people spend time, they often spend more money.

Envelope and Architectural Features

Detail building envelope for energy efficiency and maintenance cost savings as well as aesthetic appeal. There should be an architectural identity to the number of buildings planned for the Villager site, so that the entire development achieves a unity and reflect a unique character and feel. This need not be an official code, and will most likely be built upon the architecture of the first buildings to be built there - the library and townhomes.

Costs and Savings
Outfitting a building with energy-efficient equipment makes sense from any perspective; it saves money, reduces urban air pollution, helps protect natural habitats, and improves the indoor environment.

Basic Strategies

- Select envelope materials that meet context and energy efficiency standards.
- Design enclosure to minimize thermal loss/gain and controls moisture. Insulate minimum R-20 for walls, R-30 for roof, and R-11 for foundation.
- Provide entrance features which clearly identify them for wayfinding.
- Specify doors and windows that meet or equal Energy Star® certification.
- Provide integrated architectural surface treatments and decorative elements.

All architectural features should be selected based on the precedents of the architectural style of the building (for example, retail as contrasted to residential). The following features are encouraged but will vary in implementation based on the building style, type, and use.

Awnings
- Awnings made of cloth or soft vinyl are strongly encouraged for use over first floor storefronts. Awning color should complement building, and may act as signage with text printed on the front edge.

Balconies
- Balconies from residential units or office areas can add visual interest to the facade as well as promote the sense of safety through additional eyes on the site.

Bays
- Bays (style appropriate) are encouraged to articulate building elevations.

Canopies
- Canopies shall be constructed out of permanent materials and include details that are consistent with the predominate building details.

Door and Door Openings
Door, openings, and surrounds create balance on the facade. These elements have a significant visual and functional effect on the building.
- Door styles should be placed based on the architectural precedents of the building.
- Main entries should be visible from the street or face the street.
- Main entry doors and frames should be prominently articulated features on the facade.

Window Articulation
Windows take a large role in comprising the building form. The layout and size of windows create rhythmic patterns on the building surface resulting in a "solid" and "void" effect. This visual affect breaks down the mass of the building into a smaller scale. Window articulation sets the proportions of a building. Historically, window opening sizes were divided in half as the building height grew. The effect emphasizes the base portion of the building where retail is typically located.

Fig. 3-21: Awnings and balcony in design image used to define cafe and corner at Buick and Park Streets.

Benefits
A strategy as simple as more windows (balanced with efficient envelope design) means facilities are less reliant on artificial lighting, which keeps indoor air cooler and savings on air conditioning.

Fig. 3-22: High traffic loading area screened from street and entrance.

Fig. 3-23: Sidewalk cafes result in outdoor environments where people want to spend time.

LOADING AREAS

- Loading docks, shipping, and receiving areas should be located on the rear or side yards of buildings whenever possible. These loading areas shall be further obscured from view with the addition of walls, fencing, or landscaping.
- Loading areas that have no alternative but to be located in an area visible from the public-right-of-way should be treated as a decorative architectural feature of the building.

MECHANICAL AND ROOFTOP EQUIPMENT

Mechanical equipment on roofs should not be visible from the street. Locate mechanical equipment on the ground in rear or side yards of the building whenever possible. In situations where this equipment would be visible from the street, an enclosure shall be erected. This enclosure shall be made of materials in-keeping with those present on the building; options also include fencing and hedges for ground-mounted equipment. Mechanical equipment may include air compressors / HVAC equipment, dumpsters and utility boxes or meters.

- Roof protrusions other than chimney and plumbing vent stacks should not be viewable from the street. Vent stacks shall be painted or finished to blend in with the overall roofing color.

SIDEWALK CAFES

Outdoor opportunities, particularly for the restaurant north side of Buick Street entry, to enjoy a beverage or dinner outdoors contribute to the livelihood of the streetscape. This activity creates an energy that entices pedestrians into commercial establishments and benefits the business community as a whole.

MATERIALS

Develop a material and resource conservation plan through design, efficient construction, reuse of materials, and implementation of a recycling program. Specify materials which have long life cycle assessments, are locally made, and/or contain recycled content for at least 25% of the value of total building materials. Give preference to materials with low toxicity and other environmental benefits such as reduction of urban heating.

Costs and Savings

Direct cost savings in reduced materials and finishes usage.

Waste removal and dumpster fees can be reduced.

Refurbished office panel systems can be 50-75% of the cost of new.

Durable, low-maintenance material choices (including wall, window, door, roof and other finishes) reduce facility operational costs and increase resale value.

Benefits

Environmentally preferable materials are by definition healthier choices, providing long term personnel savings.

BASIC STRATEGIES

- Maximize material resources (e.g., building multi-story on foundation piles).
- Dimension building in a modular fashion to reduce waste.
- Specify salvaged or refurbished materials for 5% of total building materials.
- Institute and maintain an aggressive facility recycling program.
- Specify, for at least 25% of building materials. Materials and Products which contain in aggregate a minimum weighted average of 20% post-consumer recycled content, OR a minimum weighted average of 40% post-industrial recycled content.
- Use local/regional materials for 25% of building materials (region within 500 mile radius of site)
- Use durable, low-maintenance, low environmental-impact materials.
- Use benign (low or zero VOC) materials approved by third party testing agencies.