

# **PART FOUR APPLICATION OF DESIGN GUIDELINES TO PROTOTYPE AREAS**

## **CHAPTER 14 PROTOTYPE 5 - LOGISTICS CENTER - ZONES I, III & VIII**

This Prototype 5 illustrates the application of the design principles as outlined in Part Two - General Design Guidelines and Part Three - Specific Design Guidelines of the Installation Design Guide.

## **SECTION A**

### **BASIC INFORMATION**

The Logistics Center, located in the eastern portion of the cantonment area, was developed during World War II. This area has access directly to Interstate 5 with a separate entrance gate. The original structures were one and two - story frame construction, some of which are still in use. In addition, there are many very large concrete, steel, and masonry structures used for maintenance and storage purposes.

As is demonstrated in this Prototype, it is very possible to attain a visually pleasing installation design with a minimum of additional cost. What is required is a post-wide support system for the IDG, adherence to its principles, thorough attention to detail in the entire process and sufficient, quality landscaping.

Programming is the first step in creating a design solution; the following information about each facility is needed in order to complete the Programming Information Sheet:

- Facility Name
- Area of Existing Facility (Existing SF)
- Area of New Facility (New SF)
- Number of Parking Spaces Req'd
- Area of Req'd Parking (SY)
- Other

A sample of the Programming Information Sheet is located in the Appendix.

## **SECTION B**

### **INSTRUCTIONS**

#### **Step 1**

To make the best use of this Prototype Chapter, alternate between reading the List of Problems and looking at the Graphic Site Analysis until the existing situation becomes clear.

#### **Step 2**

Consult the list of Facilities on the Programming Information sheet to see what is required.

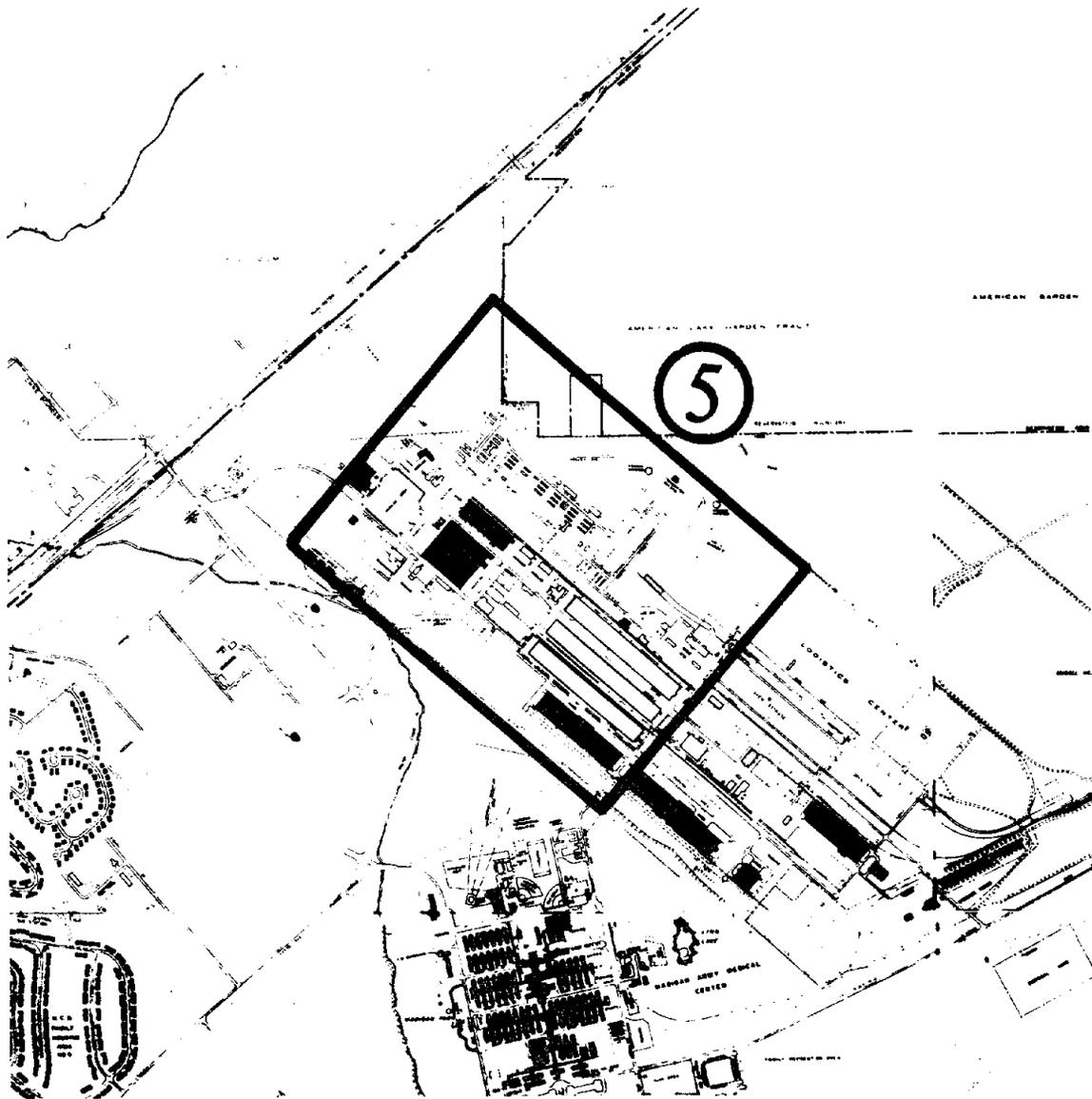
#### **Step 3**

Then read the list of proposed solutions and study the Installation Site Plan which provides information regarding Streets, Buildings and Trees, checking to see how each "solution idea" has been incorporated.

#### **Step 4**

Check to see how the continuity of design ideas has consistently been applied as shown by the following graphics.:

- Circulation Patterns
- Spatial Relations
- Major New Building Project
- Minor Project



Map M-14-A

## SECTION C

### ANALYSIS

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#### General

The Logistics Center - Prototype V - problems listed below have been analyzed in accordance with Part Three - Specific Design Criteria. Following the format of the IDG they were then divided into the following three main types:

- Master Planning Problems
- Site Design Problems
- Building Design Problems

Consideration was given to the feasibility of each recommended solution in determining the priorities. Landscaping solutions have been emphasized.

Fort Lewis DEH has provided their main focus of problem identification; their input has been included in the following manner:

- D = Design
- P = Planning
- P & D = Planning & Design

#### Logistics Center Problems

##### Master Planning

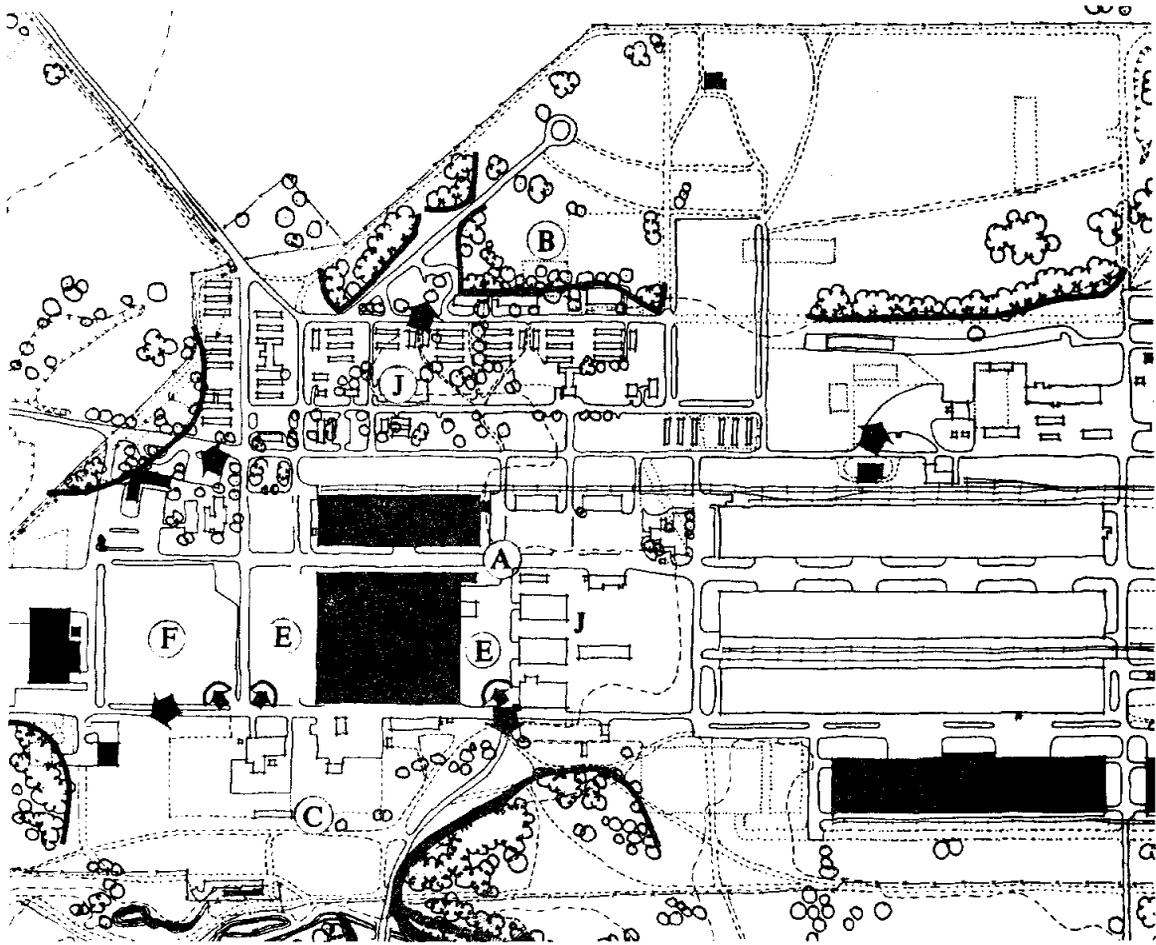
- A. Lack of road hierarchy leads to directional confusion and unsafe circulation. (High Priority) P & D
- B. Proposed siting of Army Reserve Center will involve significant tree removal and also does not take advantage of the site. (High Priority) P
- C. Overabundance of gravel roads and parking areas gives unmaintained appearance. (Medium Priority) P
- D. Overhead utilities are visually unpleasing. (Low Priority) D

##### Site Design

- E. Unscreened and poorly defined parking presents an overwhelming, cluttered appearance. (High Priority) D
- F. Parking for vehicles awaiting repair is similarly unattractive. (High Priority) D
- G. Lack of landscaping gives Logistics Center a bleak appearance overall. (High Priority) D
- H. Outdoor spaces for workers and pedestrian circulation routes are not provided. (Medium Priority) D
- I. Inconsistent signage is ineffective and displeasing. (Medium Priority) D

##### Building Design

- J. Unattractive, obsolete temporary buildings distract from image. (Medium Priority) P
- K. Permanent buildings have generally poor maintenance and are built in various architectural styles. (Medium Priority) D



**Legend**

- Major view
- Minor view
- View to be screened
- Visual edge
- Proposed construction

**Site Analysis**

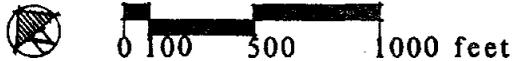


Fig F-14-A

PART FOUR - PROTOTYPE AREAS  
CHAPTER 14 - LOGISTICS CENTER

## **SECTION D**

# **PROGRAMMING INFORMATION**

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### **General Administration**

Large  
Small

### **Shops**

Shop  
Ord. Field Maint. Shop  
PX Maintenance  
Fenced Equipment Storage  
543rd Supply Co. (In Stor. Maint.)

### **Warehouses**

One "permanent"  
Three "temporary" (to be retained)

### **Other**

Calibration Building  
Com Sec Building  
Gas Station  
Central Heating Plant

### **Army Reserve**

Administration and Training Building  
Equipment Maintenance  
Vehicle Maintenance Shop

These facility names along with corresponding new and existing building and parking areas will be shown on the Programming Information Sheets (see Appendix C).

## SECTION E

# PROPOSED DESIGN

### General

The Logistics Center - Prototype V - solutions listed below have been analyzed in accordance with Part Three - Specific Design Criteria. Following the format of the IDG they were then divided into the following three main types:

- Master Planning Solutions
- Site Design Solutions
- Building Design Solutions

Consideration was given to the feasibility of each recommended solution in determining the priorities. Landscaping solutions have been emphasized.

Fort Lewis DEH has provided their main focus of problem identification; their input has been included in the following manner:

- D = Design
- P = Planning
- P & D = Planning & Design

### Logistics Center Solutions

#### Master Planning

- A. Institution of hierarchical road system and reworked intersections helps direct traffic to insure safety and eliminate confusion. (High Priority) P & D
- B. Resiting of Army Reserve Center along guidelines of Military Park Theme gives administration building needed emphasis. (High Priority) P
- C. Unneeded gravel roads and other bare areas are reclaimed as green areas. (Medium Priority) P
- D. Overhead utilities are relocated under-

ground or away from office buildings and major traffic routes. (Low Priority) D

#### Site Design

E. Redesigned parking areas provide earth berm screening and landscaped islands. (High Priority) D

F. Parking for vehicles to be repaired is improved with plantings yet left visible for security. (High Priority) D

G. Increased low-maintenance landscaping "greens-up" Logistics Center to provide more pleasing visual environment and human scale. (High Priority) D

H. Outdoor break spaces and pedestrian paths are provided to meet the needs of workers and visitors. (Medium Priority) P & D

I. Consistent, well designed signage eliminates clutter and confusion. (Medium Priority) D

#### Building Design

J. Unneeded buildings are removed and those kept are upgraded. (Medium Priority) P

K. Maintenance on all buildings is improved, entries are emphasized, and buildings are architecturally unified whenever possible. (Medium Priority) D

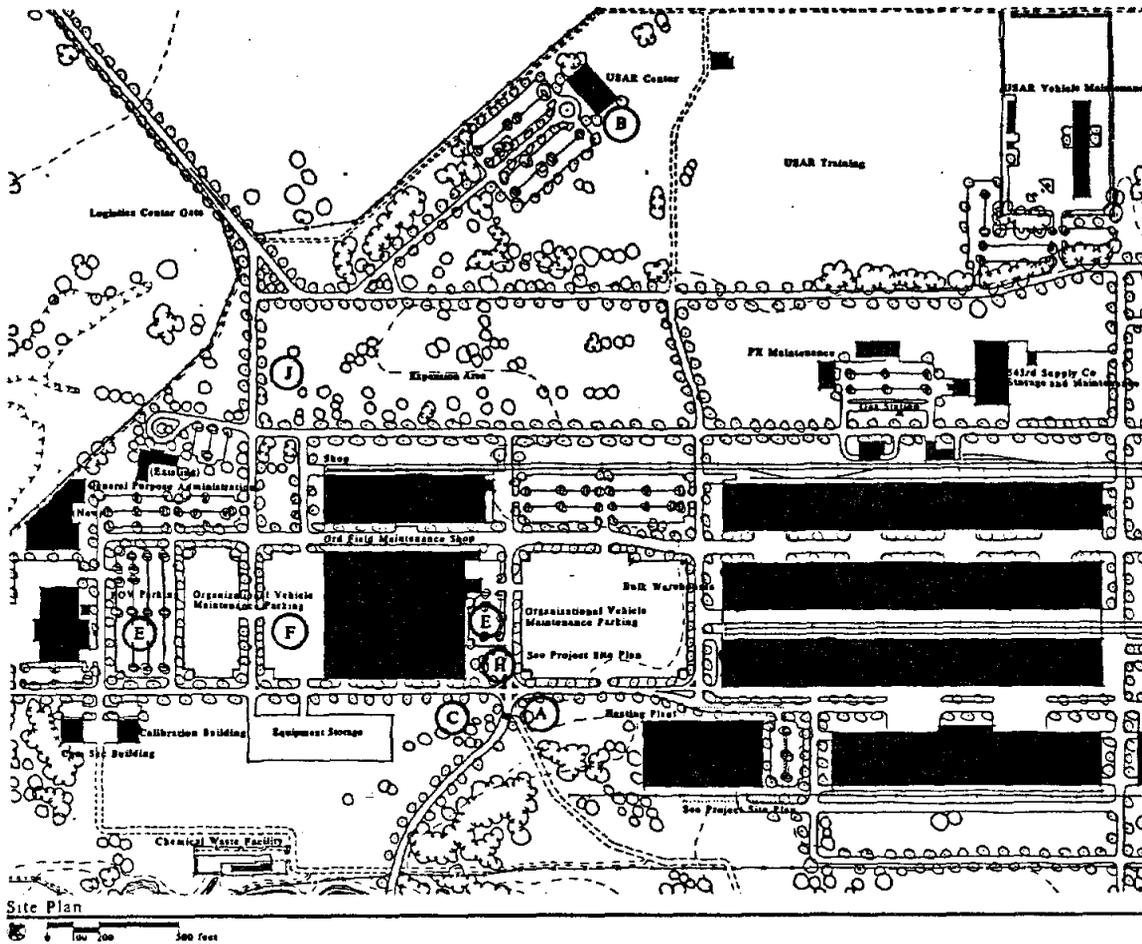
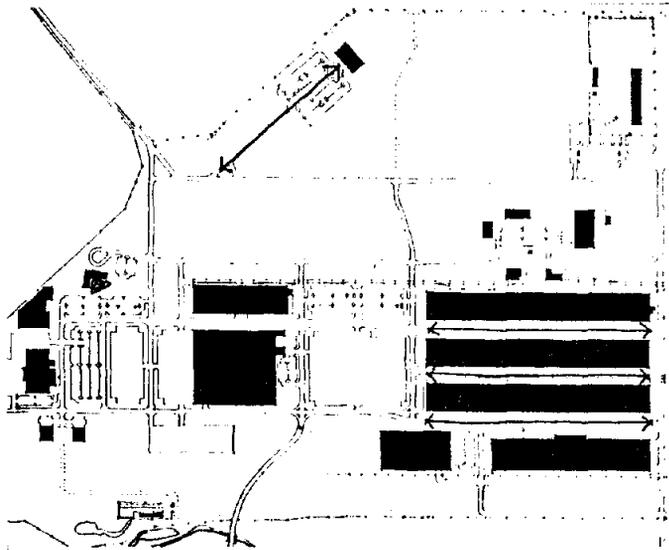


Fig F-14-B

PART FOUR - PROTOTYPE AREAS  
CHAPTER 14 - LOGISTICS CENTER

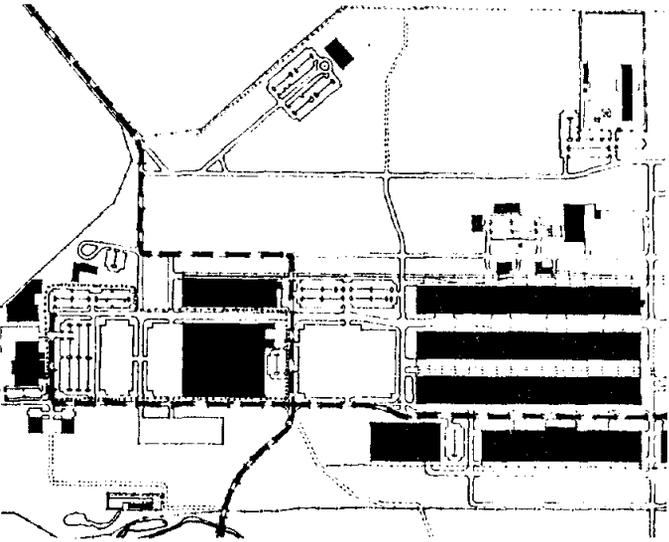


**Legend**  
▬ Contained Area  
↔ Focused View

**Spatial Relationships**



Fig F-14-C



**Legend**  
..... Major Pedestrian  
▬ Major Vehicular  
▬ Minor Vehicular

**Circulation Patterns**



Fig F-14-D

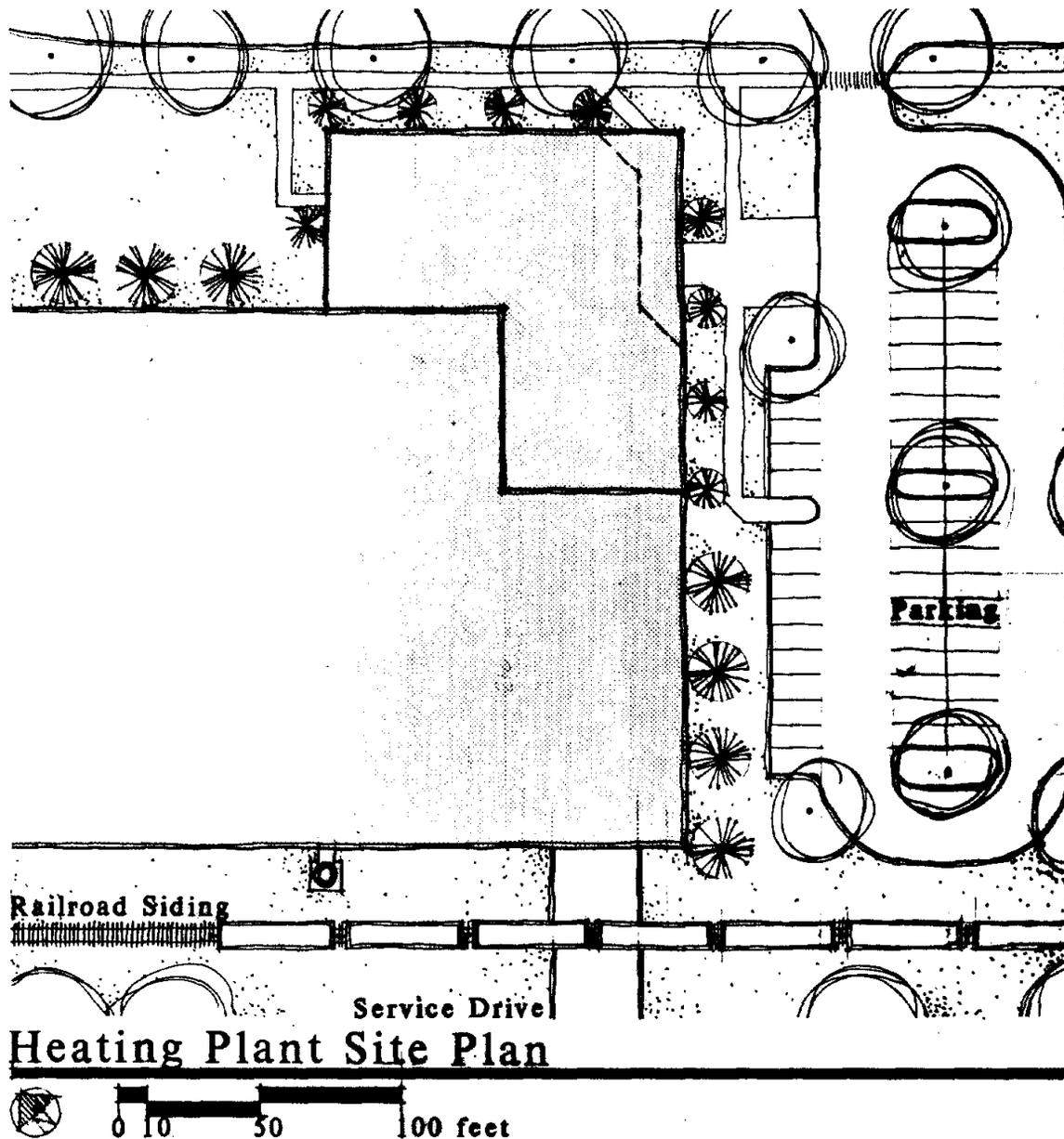
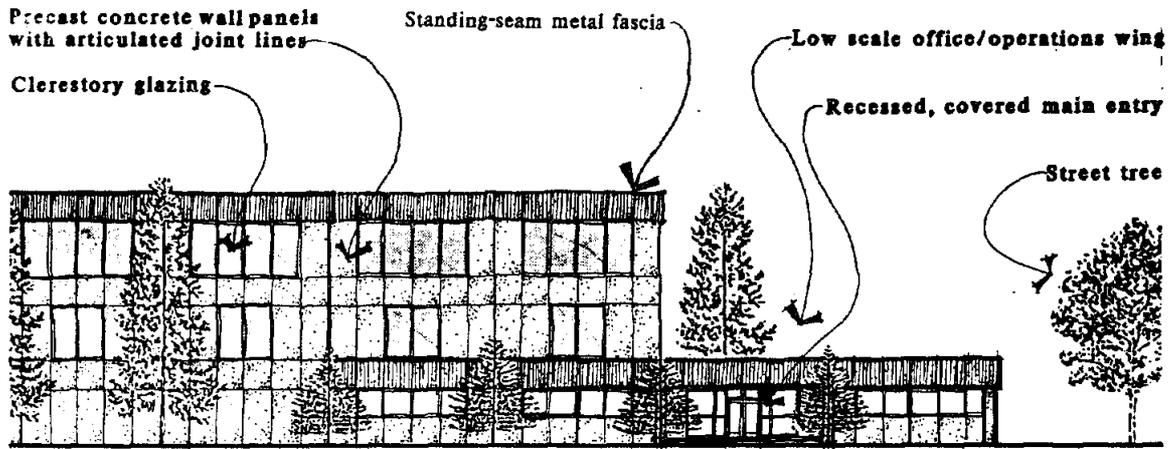


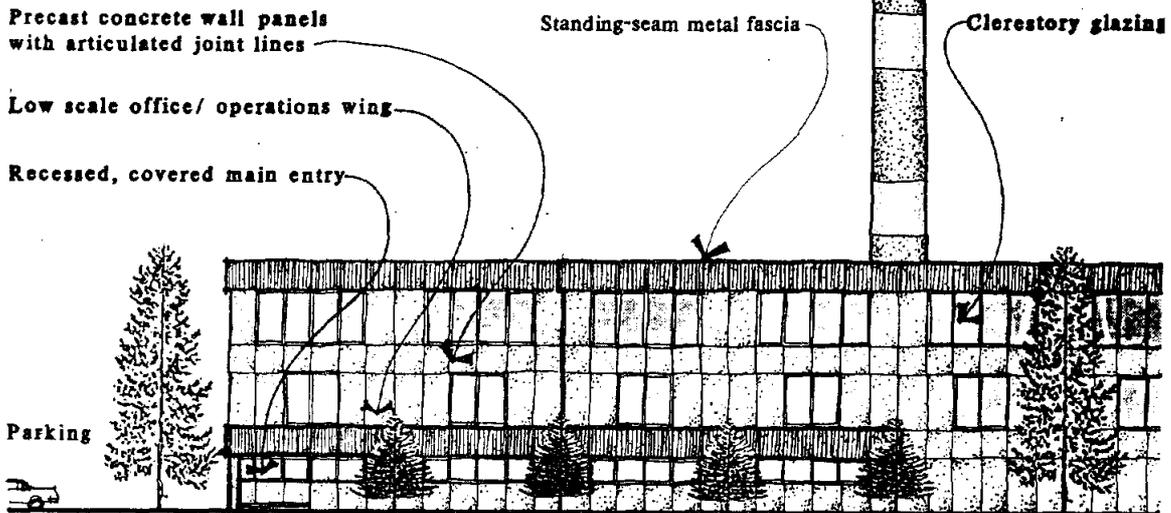
Fig F-14-E



### Heating Plant Front Elevation

0 10 20 30 feet

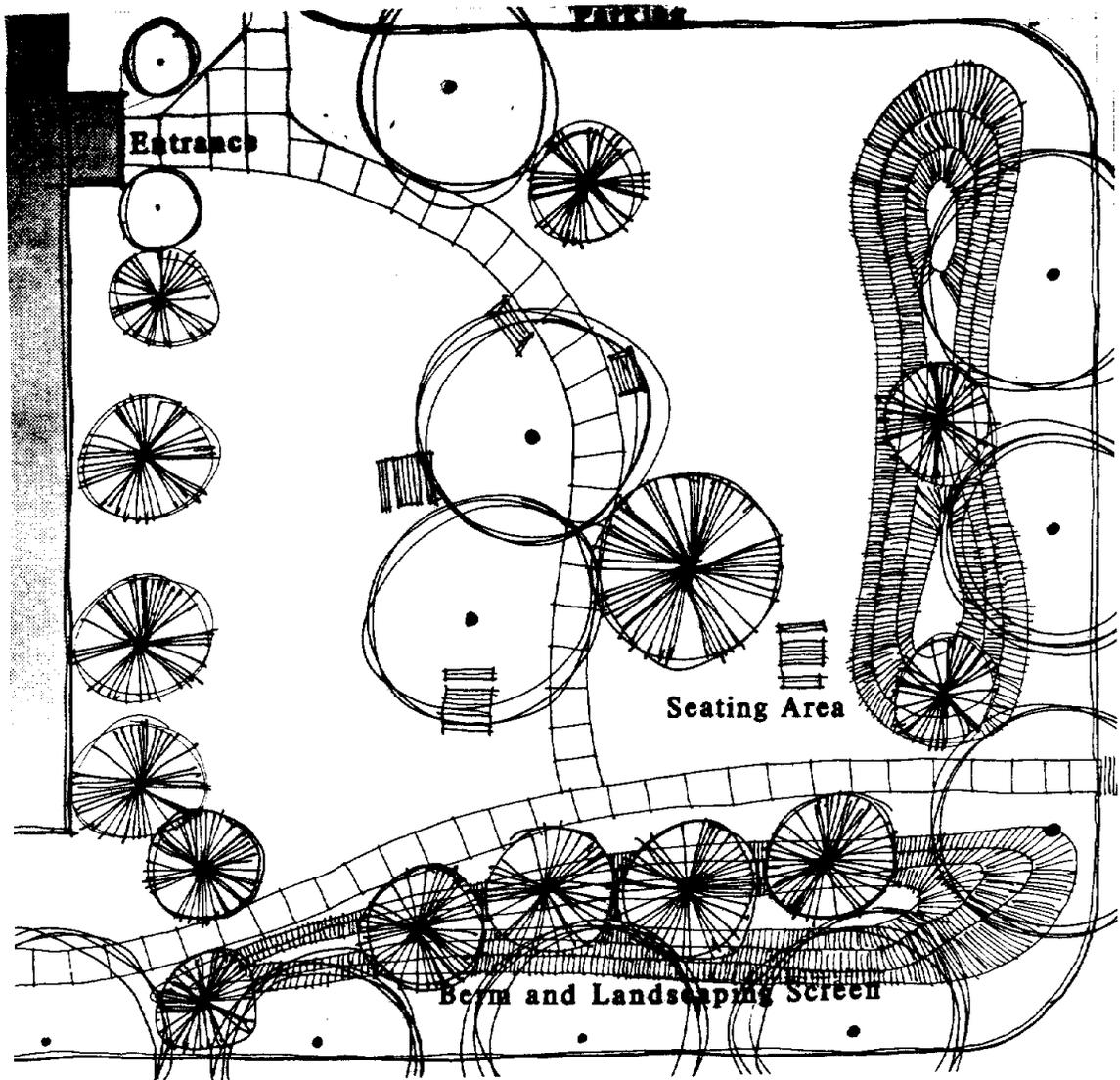
Fig F-14-F



### Heating Plant Street Elevation

0 10 20 30 feet

Fig F-14-G



### Open Area Plan



Fig F-14-H