

**Site Requirements**

The siting of this facility has been developed reflecting the ideal conditions of a level site with no physical constraints. In actual application, site availability may require adjustments for final design depending upon site configuration, topographic conditions, underground utilities, adjacent roadways, rail spurs, and the like. The site requirements that follow provide the basic criteria necessary to support this Standard General Purpose Warehouse.

The Standard General Purpose Warehouse shall be provided with improved access for commercial and military truck and trailer equipment with up to 48-foot trailers; material handling apparatus; and mobile fire apparatus. Truck/trailer parking and maneuvering space shall be provided. It is essential that all apron and approach areas to the shipping and receiving areas be paved. It is highly recommended that all parking areas for assigned staff and privately owned vehicles (POV) be paved and fully improved. Portland Cement Concrete paving shall be included at each loading dock area for trailer landing gears varying from 27 feet to 48 feet or more.

The undeveloped front yard setback areas shall receive a lawn or other suitable landscaping. The balance of the undeveloped site at the side and rear yards of the Warehouse may be surfaced in a suitable low maintenance/low cost gravel surfacing or lawn areas if consistent with general installation development.

The source and location of all major utilities, both above and below ground, shall be determined. The facility site should be selected to take advantage of direct access to required utilities while preserving expandability and maintainability of the building and utility system. Utility services normally required at the site will be water, sanitary sewer, electrical, telephone, and natural gas where available. Storm drainage shall be treated per site specific requirements.

Employee parking shall be within walking distance of the facility. Where other existing parking areas are available nearby, they may be utilized to meet the parking requirements if consistent with instruction policy. Avoid double accounting. Parking shall be sized for each facility. Parking shall be provided for privately owned vehicles (POV), organizational vehicles (OV), smaller installation pick-up and delivery vehicles (will call) and for the physically handicapped. Provide pedestrian access to the building from the designated parking areas and from the frontage road where appropriate.

Except for will call, parking areas shall be separated from the truck docks and other activity areas. Site security should be enforced by controlling access to the side yards, rear yards, and outdoor storage areas. Parking shall be isolated from receiving and shipping functions.

Fencing designed to control general ingress and egress to the site shall be provided at property lines of the site beginning with the front yard setback of building (120 feet). Provide appropriate rolling gates at access points to perimeter access roads from parking areas, frontage streets and at rail spur crossings. This requirement may vary, based upon site specific needs of each installation and its mission.

Exterior lighting shall be used for general security, safety and convenience purposes. All facilities shall have some form of exterior lighting at access points to the building as well as appropriate lighting of access to the designated parking and parking area lighting.

When adapting this definitive design to a specific location, it is required that the process outlined in Security Engineering Manual of the Omaha District Protective Design Mandatory Center of Expertise (PD-MCX) be used to determine all protective measures required to defeat a threat. The Security Engineering Manual may be obtained by contacting Omaha District Corps of Engineers, Attention: CEMRO-ED-ST.

Facilities shall be made fully accessible in accordance with the Uniform Federal Accessibility Standards, as developed jointly by GSA, HUD, DOD, and U.S. Postal Service, current edition, unless otherwise required by DD Form 1391.

Each Standard General Purpose Warehouse shall be provided with a system of clearly visible and easily identifiable signage and building graphics enabling rapid identification. This signage shall be readily visible at the frontage street and on the building. Incorporation of a color coding system is highly recommended if it is consistent with installation guidelines. Building identification shall also be visible at night.

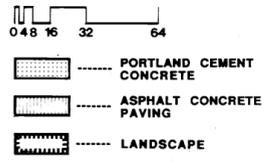
Based upon the building modular bay spacing of 64 feet x 33 feet and a basic building configuration of 388 feet wide x 301 feet deep the required minimum site configuration and acreages for the basic site and two alternatives are as follows:

**Basic Site - Preferred Size (Shown):**  
If modular future expansion in both width and depth of the building are to be anticipated in the future with a rail spur at rear of the building, then minimum site requirements are:  
680' x 529' ----- 359,720 square feet = 8.25 acres

**Alternative "A" - Intermediate Size:**  
If modular future expansion in depth (rear) only is anticipated and no rail spur is provided, then the intermediate site requirements are:  
552' x 529' ----- 292,008 square feet = 6.70 acres

**Alternative "B" - Minimum Size:**  
If modular future expansion in width or depth of the building is not contemplated and no rail spur is provided, then minimum site requirements are:  
476' x 465' ----- 221,340 square feet = 5.08 acres

**SITE PLAN**



Revisions			
Symbol	Descriptions	Date	Approved

	U. S. ARMY ENGINEER DISTRICT, SEATTLE CORPS OF ENGINEERS SEATTLE, WASHINGTON		
	<b>DEPARTMENT OF THE ARMY</b> <b>FACILITIES STANDARDIZATION PROGRAM</b> <b>DEFINITIVE DESIGN</b> <b>GENERAL PURPOSE WAREHOUSE</b>		
Designed by: LDC	Scale: As shown Spec. No.	Sheet number: <b>2</b>	Drawing number: 44110-01 44220-01
Drawn by: KNY			
Checked by: LDC/DHH	Contract No. DACA 67-86-D-0029		
Reviewed by:			
Submitted by:			