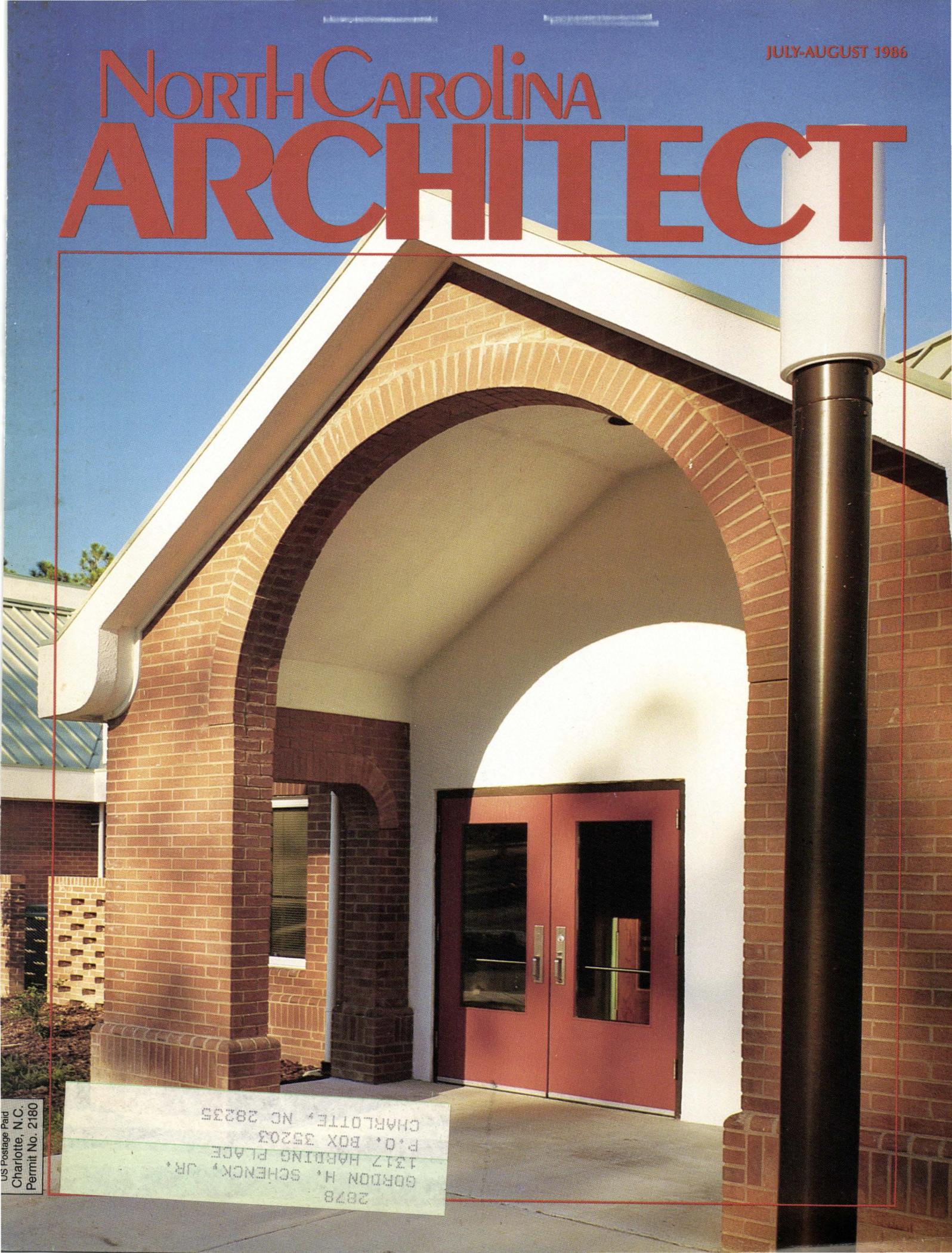


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# NORTH CAROLINA ARCHITECT

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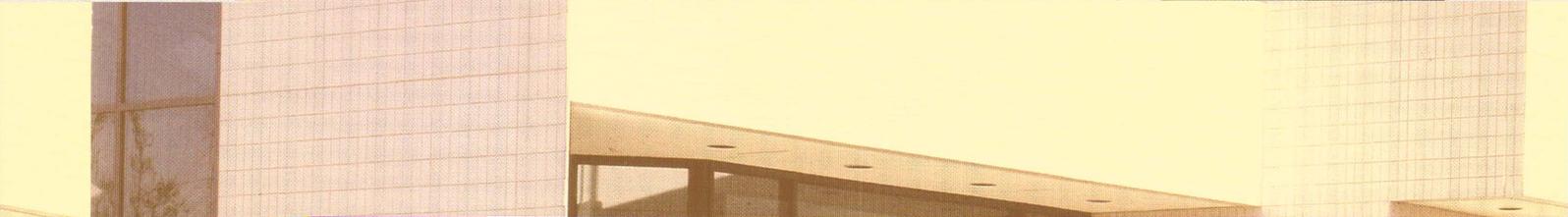
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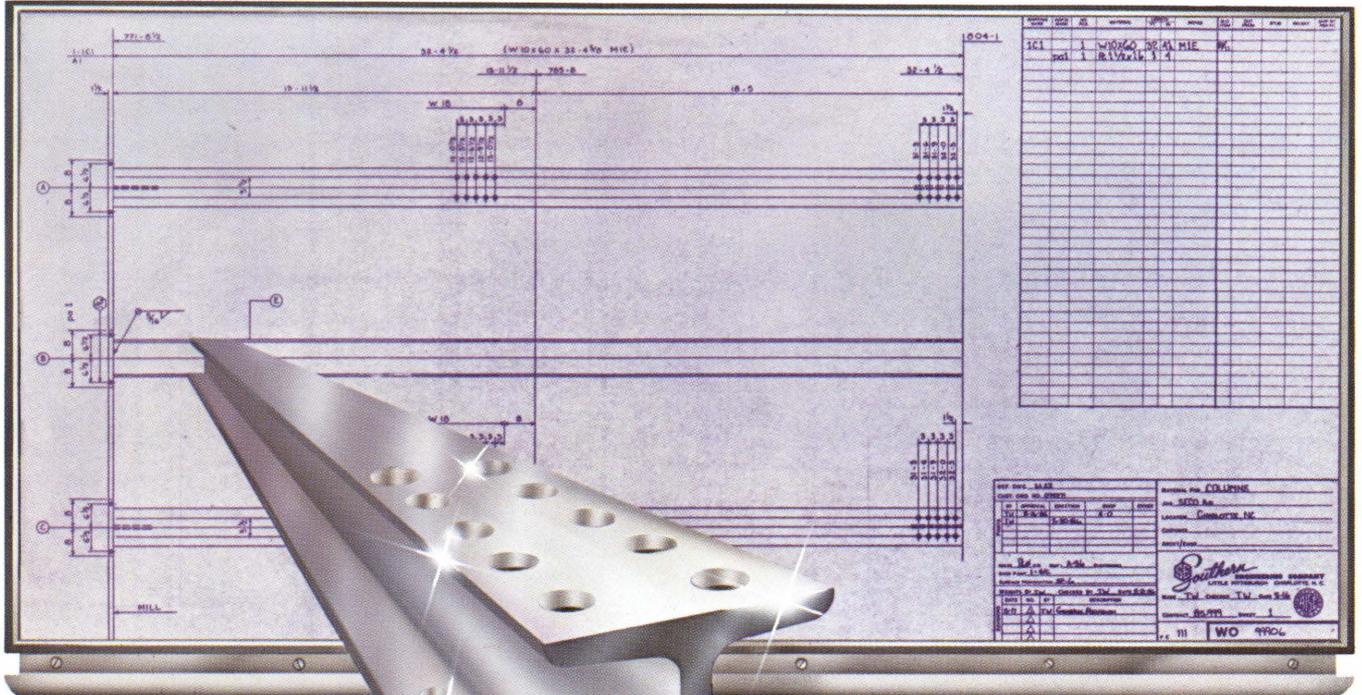
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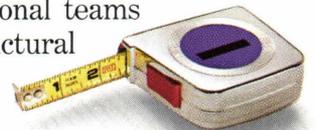
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# NORTH CAROLINA ARCHITECT

Volume 34, No. 4  
July-August 1986

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Photography by Rick Alexander

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Four North Carolina firms show up on a list of the country's 100 largest firms, and the Raleigh office of a Virginia firm tackles an unusual project - designing a velodrome for the bicycle events at the 1987 U.S. Olympic Festival.

*COVER: The main entry from the spot where parents drop off their children at Fort Bragg's Rodriguez Child Development Center reflects the efforts by Charlotte's Ferebee Walters & Associates to retain a warm, residential atmosphere in a building designed to accommodate up to 170 children. Photography by Rick Alexander & Associates, Charlotte*

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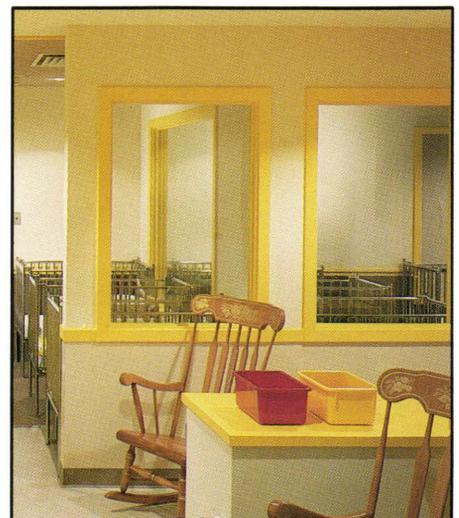
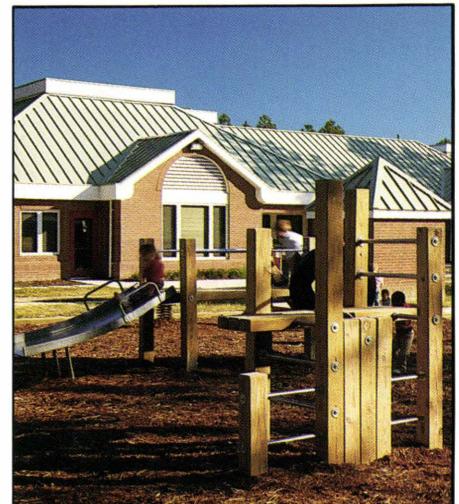
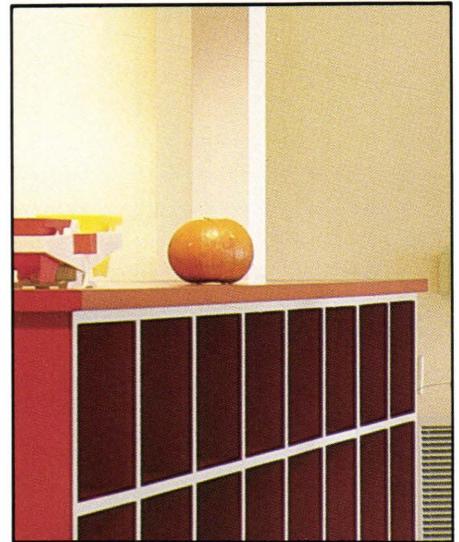
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# A Scaled-Down Prize Winner

*Charlotte's Ferebee Walters & Associates takes honors for a Fort Bragg child-care center.*

---

*By Steve West  
Photography by Rick Alexander*

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**T**he building itself is scaled to the needs of a small child, with miniature swinging doors and 18-inch-high counters to hold a toddler's fingerprints.

But the innovations and scaled-down thinking that went into the design of the Rodriguez Child Development Center in Fort Bragg won Ferebee Walters & Associates of Charlotte a big prize — the sole honor award in the architectural category of the 1985 Army Chief of Engineers' Design and Environmental Awards Program.

Designing the \$1.3 million facility to meet the needs of its infant-to-12-year-old clientele presented difficulties on a number of levels, says project architect J. David Parke. Interior fixtures, for instance, had to be designed on a reduced scale to accommodate smaller hands and shorter bodies. But the real challenge, he says, came with trying to retain a warm, residential atmosphere at a facility designed for 170 children.

"Our idea was to develop a child-scale throughout the center to make the chil-

---

*Bright colors accent the trim and fixtures in each of the center's six care modules and allow children of different age groups to identify their areas.*

dren as comfortable as possible, give them a sense of identity with where they were and isolate them from the sometimes harsh Army base environment that was all around them," Parke says.

That attention to the residential atmosphere of the facility impressed the judges in the Army Chief of Engineers' competition, which drew 47 entries from Corps of Engineers' projects around the world. In its comments, the panel, which included officers of the American Institute of Architects, praised the center for its "wonderful residential scale and character for expression of a child-care center . . . . The architectural expression reduces the scale to an intimate 'homelike' space."

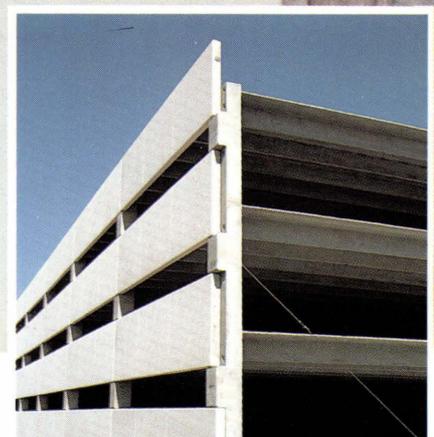
The award-winning center, near an elementary school on Fort Bragg's Knox Street, was completed in the summer of 1985, and a sister facility on the other side of the sprawling Army base was finished a few months later. (The firm entered the Knox Street facility in the award competition because it was smaller and had been completed before the Sicily Drive center, which can accommodate as many as 285 children.)

When the Savannah, Ga., District of the Army Corps of Engineers commissioned Ferebee Walters to design the two facilities in late 1982, the firm had



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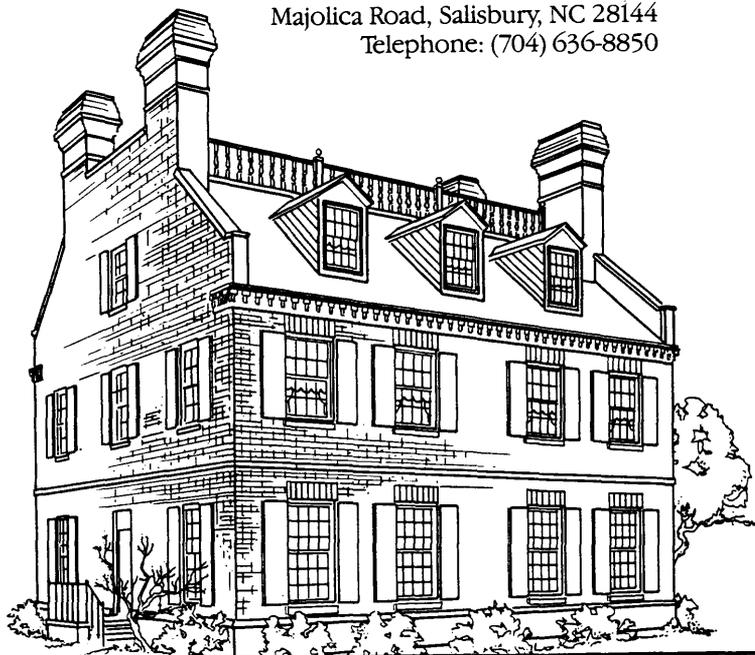
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never done a child-care center on quite the same scale.

"We had done child-care facilities and a lot of educational facilities, including kindergarten-type spaces and lower elementary work," says S. Harold James, project manager for the Fort Bragg centers and a vice president at Ferebee Walters. "We had that expertise in design, but we had never done a child-care center on this scale."

The Fort Bragg centers were the first in a program to upgrade the quality of child-care facilities on military bases nationwide. The Department of Defense had completed guidelines for the program in the early 1980s, specifying types of facilities for different age groups and recommending that fixtures be scaled to children's proportions.

"They did give anthropometric information about what height counters to use for what age group . . . and the square footage and general shape of areas," Parke says. "Most everything in the building is sized or shaped in some way to the anthropometrics of a child — counters are smaller, toilets are smaller, ceilings are lower and residential in scale."

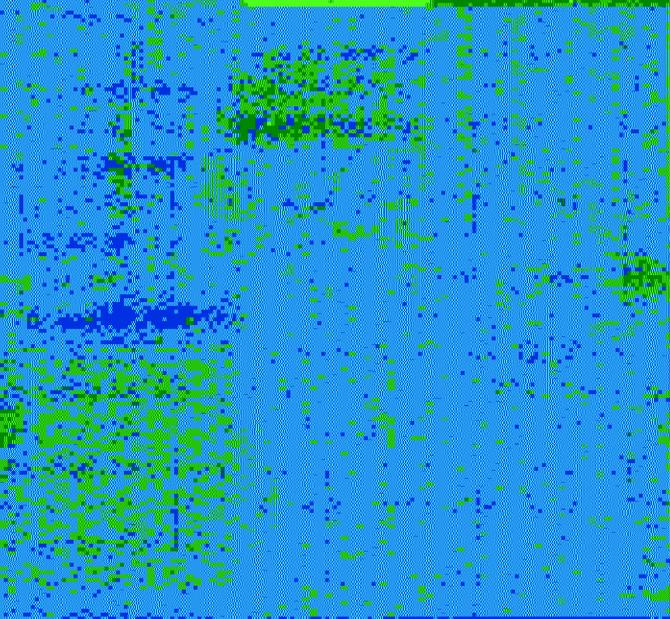
"One thing that really startles you is when you walk in and see an 18-inch-high counter," adds James. "They're designed so a child that height can work and play on them, but (an adult) can walk in and step over the top of it."

The Department of Defense guidelines also contained information about the general layout of the building, mandating that each child-care center be divided into "care modules" — areas with play, rest and educational facilities where children of the same age groups can be cared for together. Each center developed under the program follows the same modular pattern, with modules repeated to accommodate the number of children.

The Knox Street center contains six modules, and the children are grouped according to their age and the length of time they spend at the facility.

"During the day they have full-time children who arrive at 8 in the morning and leave at 5, and they have others who are dropped by after school is out," James explains. "It's also geared for a single parent who might be called out on a practice mission or something and need to bring the child in and





A turbine below reveals a hole drilled a mile deep to withdraw oil from a massive shale horizon. Engineers drilled the hole for Enbridge, the world's largest oil pipeline.

and part of the road for 20-30-minute per-mile over-travel is not always as interpreted with a yellow sign. The sign appears to say "slowing" for slowing down, and says a road is closed, usually closed to water and other vehicles. The signs are mounted by post along the road by using a two-truck system — one truck carries the signs, the other carries the posts. The way the way looks

varies, the signposts vary, the site and the engineering are all designs that were generated within the office.

The pipeline's flow comes of about the average, estimate and what it will provide with a different color. All of these holes — yellow for the bottom, black for the middle, and for the other colors. The conventional color scheme shows the changes in rock age from the Mississippi River and also from a 100-mile distance within the basin, using together the different colors and textures within each area.

"The road up with a lot of different materials and textures within a spot, but they do look like the other colors," Rowe says. "The pipeline's hole color scheme, in addition to any other possible road markers, usually do together the with signs, including the colors within a spot."

Building on Enbridge's center has involved that large water for foundation part of the 20-mile-long tunnel by making it even smaller in the middle. The center operates the hole's marking by using a series of red markers, and the placement of signs and logs

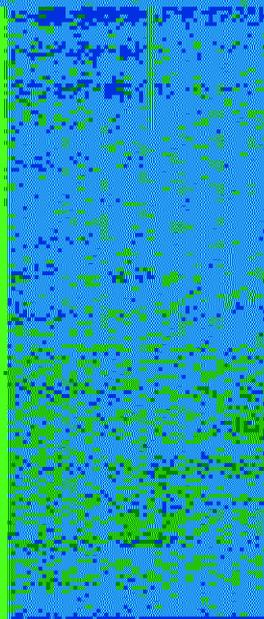
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A turbine below reveals a hole drilled a mile deep to withdraw oil from a massive shale horizon. Engineers drilled the hole for Enbridge, the world's largest oil pipeline.

are also for the same thing.

Each system uses the same equipment to make sure the sign is placed correctly. The Enbridge drilled hole shows different road signs, which are placed by hand and are mounted on a post. The signs are 200-300 feet long and 200-300 feet wide. The signs are made of steel and are painted with a yellow color. The signs are placed along the road by using a two-truck system — one truck carries the signs, the other carries the posts. The way the way looks

varies, the signposts vary, the site and the engineering are all designs that were generated within the office. The pipeline's flow comes of about the average, estimate and what it will provide with a different color. All of these holes — yellow for the bottom, black for the middle, and for the other colors. The conventional color scheme shows the changes in rock age from the Mississippi River and also from a 100-mile distance within the basin, using together the different colors and textures within each area. "The road up with a lot of different materials and textures within a spot, but they do look like the other colors," Rowe says. "The pipeline's hole color scheme, in addition to any other possible road markers, usually do together the with signs, including the colors within a spot."