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THE RULE OF LOGISTICS, WALMART AND THE ARCHITECTURE OF FULFILLMENT

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- In the pursuit of optimization, territory is increasingly abstracted, and new forms of architecture and of conceptualizing territory emerge (LeCavalier, 56).

- These are buildings built “for logistics” and others built “by logistics”. For logistics expands outwards and includes larger landscapes infrastructures and territories. By Logistics is difficult to distinguish from surroundings (LeCavalier, 56).

- Emergence of a new “geographical architecture” which acts beyond the single building and reaches beyond its immediate context; logistical architecture controls terrain. It is understood by its position within the larger network - outside the convention of focus on organization, form, enclosure, symbolic content of single instance (LeCavalier, 59). Exterior is adapted to individual sites

- Logistical architecture emphasizes horizontality over verticality (75). The placement of the building is more important than the building itself. The architecture is concerned with the communicative surface (LeCavalier, 78).

- Logistics is a temporal and interiorizing industry that shapes the things in encounters. The ideas of architecture as something stable & expressive of collective values is gone. Architecture is an operating expense as opposed to capital investment, buildings as means to an end. Together they form an intertwined and constantly transforming set of shared interiors (LeCavalier, 104).

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Jesse LeCavalier, *The Rule of Logistics, Walmart and the Architecture of Fulfillment*, (Minneapolis: University of Minnesota Press, 2016).