500 S. Main

Parking

GARAGE

#B16044
Project Description Form (1 of 2)

Name of Project: City of Las Vegas 500 S. Main Street Parking Garage

Project Identification Number: B16044

Project Category: Built Architecture

Type of Project: Parking Garage

Completion Date: February 2012

Type of Construction: II-A

Materials Used: Steel, Concrete, Aluminum

Building Area: 64,268 SF

Statement of Design Approach:

The 500 South Main Street Parking Garage serves as parking for employees of the newly constructed City of Las Vegas City Hall and in the future, it will serve the community as additional parking for the Symphony Park Cultural Center just west of the Union Pacific Rail Road tracks. The project was funded by the City of Las Vegas and was open for use February 2012. This 5-level garage utilizes 1.87 acres to provide 726 parking spaces, offices for parking staff, storage, 3,800 s.f. for street front retail/ restaurant, and is designed for future 5th level photovoltaic parking covers and a pedestrian portal design that leads to a future 3rd level pedestrian bridge to Symphony Park. The project is located in an urban setting across South Main Street from the City Hall just south of Bonneville Avenue.
Narrative:

The project’s schedule allowed for 4 months of design and drawings for construction with 9 months to build for occupancy. In this time for design, our team divided design efforts with real-time communication and coordination to study the physical aspects of the site, context, logistics of constructing the project, building safety analysis, and opportunity to bring added value.

The site’s physical aspects certainly informed the design team’s decision on programmatic organization. The project has major underground power lines servicing downtown that runs through the south end of the site accompanied by a high pressure natural gas line and requires a 46’ wide x 19’ tall easement that runs the entire depth of the site. Because of the large floor plate and the public amenities planned for the first level, the 2nd level floor finish height was elevated to 23’ to allow for increased daylighting and an overall perception of openness. Elevator and stair locations were re-examined and finally placed nearest the cross walk from City Hall and at the southwest corner nearest the pedestrian bridge location. The site traffic volume required two points of ingress/egress which flanked either side of the centrally located retail/restaurant and office for parking staff. A “Davis” ramp design allowed maximum efficiency in structural simplicity along with maintaining a compact footprint that aligned with the retail/restaurant street front dimensions. Beginning the ramp at the rear also allowed for maximizing a vehicular queuing line at each exit to Main Street. High tension overhead power lines ran along the site’s street frontage. The massing of the garage was pushed away from the property line while the lower retail/restaurant component was pulled to the sidewalk addressing the street while providing a second level viewing deck. The parking service office utilized the under ramp and other support rooms were organized along the perimeter edges clustered with vertical circulation.

It was important to the design team that a form of public art be incorporated into the structure that contributes to the aesthetic consciousness of the public corridor down Main Street. An artistic façade element was incorporated along the entire street frontage and is an interpretation of the architectural poetics of the City Hall’s south façade, “... waterfall in the desert.” The garage scrim could be viewed as its “stream”. The scrim design was intended to be static with a perception of having kinetic properties, similar to seeing images of flowing fabric in the wind or the perception of speed of an active urban street. Aluminum was selected because of its light weight properties and its ability to have its natural material is the finish with issues of corrosion. The organic pattern of the scrim was created by a series of two modularized bent metal units with 3 variations of perforated transparencies. The buildings south and north facade extends the implied pattern of the scrim by the use of galvanized metal highway guardrails. This artifact of the automobile was also designed and detailed as pedestrian column mounted lights and creates a visual portal to the south elevator and stair to the 3rd level bridge connection. The vertical metal wrap along north side of the east façade defines the elevator stairs and mimics the same metal panel finish that is seen on the City Hall’s west elevation. The retro-powder blue of the elevator shares the same branding color as the adjacent Symphony Park. The paprika red color of retail/restaurant picks up the same hue of the near by Justice Center.
The scrim design was intended to be static with a perception of having kinetic properties, similar to seeing images of flowing fabric in the wind or the perception of speed of an active urban street.
Major underground power lines accompanied by a high pressure natural gas line that run the entire depth of the site informed parts of the design solution.
The galvanized metal highway guardrails, which are intended as a symbolic artifact of the automobile, were also designed and detailed as pedestrian column mounted lights.
solar powered, enhancing the fabric of the city...