

BRICK
SOUTH EAST
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Association

Spring Street
Parking Garage
Greenville, SC

Architects:
The Design Team of
Craig Gaulden Davis
Greenville, SC
and
LS3P Associates Ltd.
Charlotte, NC

General Contractor:
M.B. Kahn
Construction Co.,
Argo Division
Greenville, SC

Masonry Contractor:
M.B. Kahn
Construction Co.,
Argo Division
Greenville, SC

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New Greenville Parking Garage Strikes Happy Medium

When Greenville city officials decided that downtown needed a new parking garage, they were faced with an immediate challenge. While building codes dictate that all parking structures must be open for ventilation purposes, city zoning ordinance requires that no cars be visible from the street.

Enter the design team of David Moore, of Craig Gaulden Davis, and Patterson Campbell, of LS3P Associates. Together, they designed a seven-story parking structure that adds 912 off-street parking spaces without disrupting the flavor and scale of downtown Greenville.

“Using brick was the best way to express this project’s architectural rhythm while also relating to the context of downtown Greenville.”

David R. Moore II, AIA, Craig Gaulden Davis





BRICK
Southeast
 a Brick Industry
 Association

800.62.BRICK

Suite 800
 8420 University Executive Park
 Charlotte, NC
 28262

www.gobrick
 southeast.com

“The city council was adamant that the structure should not look like a parking deck,” says David Moore. “Therefore, it was very important that the design team approach this project with sensitivity to the surrounding context and architectural tradition of the area.”

The garage was originally designed to fill an entire city block. In order to maximize the efficiency of the site, the design team proposed holding the ends of the garage approximately 40 feet from the side streets. This way, the city had an opportunity to develop streetscapes with mixed-use commercial and residential development.

In order to reconcile the opposing demands of building codes and city ordinances, the team decided to utilize a pre-cast concrete skeleton with an open grid design. Closure brick was selected to wrap the pre-cast concrete columns along the entire height of the structure, thereby covering up the gray of the concrete, the electrical

and plumbing conduit (that was too costly to imbed into the concrete), and the field-welded connections common in pre-cast structures. Vertical ornamental aluminum grills were mounted between the brick piers to allow adequate ventilation while concealing cars from public view.

“Because the design team wanted the structure to blend with the context of downtown without being a literal interpretation of classical architecture, we felt the design should relate to the vocabulary of traditional design by utilizing a *base* at street level, a *middle*, and a *cornice*,” says Moore. “Brick was a great way to break down the mass of the building and give it richness, warmth and depth.”

To delineate the facade, a stacked bond was used on concrete piers to reinforce the modularity of the elevation, articulate the structure, and communicate a more modern feel. Using a horizontal control joint

at each level provides a subtle break in the structure’s height. Adding an additional row of detached brick columns along the sidewalk creates a loggia for pedestrians. The horizontal aluminum grill panels jutting out from the top of the building’s façade expresses a cornice element. Together, these elements create a scale and rhythm that help break up the large façade and relate to the pedestrian scale of the street.

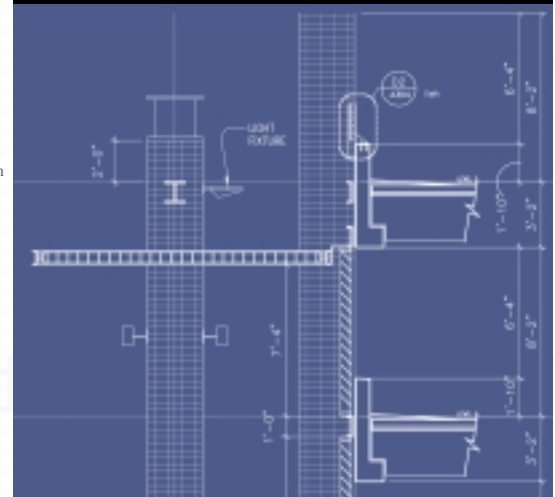
“I really like the over-all scale of this project,” Moore says. “Using brick on the piers and columns really expresses an architectural rhythm that was important to the success of this project.”

The public, as well as city officials, are overjoyed with the architectural team’s creative solution to a unique challenge. “Our client is very pleased,” says Moore. “The garage not only met their expectations, it exceeded them. The client couldn’t be happier!”

THE DETAIL FILE

Take a closer look at how the Architect detailed this section.

Of course, this depiction is not to be construed as an exact detailing recommendation by the Brick SouthEast.



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