



"Car Space: Chicago".EUA (ingles)

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The American love affair with the car began slowly enough. Although the internal combustion engine was first patented in 1860, historian James J. Flink points out that it wasn't until 1895, when the Paris-Bordeaux-Paris long distance motorcar race was widely covered in the American press, that Americans began to recognize how a car might accommodate both distance and speed¹. Americans also quickly foresaw the opportunity for individual mobility and freedom that a car would provide, and "(b)y 1927... (America) could already boast one car for every five Americans."² By 1995, car ownership stood at approximately one car for every 1.37 Americans.³

El asunto americano del amor por el automóvil comenzó lentamente. Aunque el primer motor de combustión interna fue patentado en 1860, el historiador James J. Flink precisa que no fue hasta 1895, cuando la raza interurbana del coche de Pari's-Burdeos-Pari's fue cubierta extensamente en la prensa americana, que los americanos comenzaron a reconocer cómo un coche pudo acomodar distancia y speed¹. Los americanos también previeron rápidamente la oportunidad para la movilidad y la libertad individuales que un coche proporcionaría, y "(los 1927... (America) b)y podrían jactarse ya un coche para cada cinco Americans."² antes de 1995, propiedad del coche parada en aproximadamente un coche para cada 1.37 Americans.³

The most obvious spatial impact of the car on the American landscape has been the extensive system of highways, and their concomitant

housing developments, malls, parking lots, etc.; this development is often called "sprawl". However, cars create space in cities in other, equally influential ways, particularly through demands for places to park those cars.

The provision of parking in architectural projects that began with the Inland Steel building in 1958 reflected a major shift in both the cultural and architectural landscapes. Culturally, America was becoming an increasingly car-centered nation, exemplified by the suburban commuter. As a result, architecturally the car became a distinct spatializing force. Two early projects, Inland Steel and Marina City, illustrate the two dominant approaches to housing cars in the urban architectural project in Chicago: underground parking (Inland Steel) or podium parking (Marina City). Underground parking is perhaps the 'easiest' response, in that it can be hidden away, with seemingly little impact to overall architectural massing, aesthetic, or urban issues; however, it is also an exceedingly expensive method of accommodating the car in Chicago where the water table is high due to the proximity of Lake Michigan.

1 Flink, James J. *America Adopts the Automobile, 1895-1910*. (MIT Press: Cambridge, MA), 1970. p21.

2 Hall, Peter. "The City on the Highway," *Cities of Tomorrow Updated Edition*. (Blackwell Publishers: Oxford, England), 1996. p275.

3 Pickrell, Don and Paul Schimek. "Trends in Personal Motor Vehicle Ownership and Use: Evidence from the Nationwide Personal Transportation Survey." April 23, 1998. http://ntl.bts.gov/card_view.cfm?docid=5145 (Accessed 24 March 2006)