PLAN VIEW (N.T.S.)

STANDARD ITEMS FOR A PC-449L STEEL BUILDING

1. 100 AMP LOAD CENTER
2. 115V DUPLEX, 230V OUTLET
3. 40 WATT LIGHT FIXTURE
4. 22" DEEP SHELF
5. 3" OVERHANG EXTERIOR ROOF (OPTIONAL)
(REFER TO DUPASTEEL SPECIFICATIONS FOR TYPICAL CONSTRUCTION)
1. 15' DEEP STEEL COUNTER WITH STORAGE DRAWER BENEATH
2. 24' WIDE SLIDING ALUMINUM DOOR WITH LOCK
3. DUPLEX OUTLET
4. 1-1/4' HOLE IN COUNTER
5. 20V, FLUORESCENT LIGHT WITH SWITCH AND LAMP
6. FAN FORCED HEATER
7. CIRCUIT BREAKER PANEL, MAIN BREAKER INCLUDED
8. 2' X 2' ANCHOR CLIP, 4-REPS, ONE EACH CORNER, ANCHOR BOLTS NOT INCLUDED

NOTE: PAR-KUT BOOTHS ARE OF SINGLE UNIT WELDED GALVANIZED STEEL CONSTRUCTION, FACTORY ASSEMBLED AND DELIVERED SET UP. BOOTHS ARE GLAZED, INSULATED, WIRED, AND FINISH PAINTED ONE COLOR OF CHOICE. (FROM PAR-KUT STANDARDS) FAILURE TO SECURELY ANCHOR BOOTHS MAY RESULT IN OVERTURNING OF UNIT AND SERIOUS INJURY TO OCCUPANT.
PARK

$5

IN VATERA

$1.50

VII DAY

$2.00
ARCHITECTURE AS FRAUD

PARK is a relocatable, portable parking booth which will migrate to numerous sites around Chicago over a one year period, from April 2000 to April 2001. By ‘parking’ at these sites, the booth implicates the land it sits on. It implies that you may park. It implies that you should pay. It implies surveillance, that your car is being monitored, that it will be safe. And it implies ownership of space. PARK points to space as retail value, where value is driven by proximity. Proximity to freeway interchanges, malls, restaurants, schools, businesses etc. Parking itself is a billion dollar a year ‘interim’ industry, built on what is most often a temporary use of land. Owners are speculators. They wait for the land to ‘ripen’, and in the meantime use it for parking until the property can be bought by a developer and taken to a ‘higher and better use’. What does it mean to place the booth in a neglected lot vs. a lot already occupied by another booth vs. a lot currently used for cars but where parking is normally free? The fact that PARK is open to the public implies that whoever enters the booth could become the ‘keeper’ of the space, the one who accepts payment, who assumes responsibility. PARK is a structure in the service of transportation that suspiciously migrates. It seems appropriate that booths, as architecture, are not unlike cars, as architecture. Both juxtapose the enclosed sense of a private, personalized structure with the contrary fact of being surrounded by windows, leaving the person on permanent display. The role of parking attendant forces conflicting, simultaneous states of vulnerability and security. He/she is both surveyor and surveyed.

Parking booth structures are innocuous but pervasive. I find in that a strange dignity. PARK celebrates the stubbornness of tiny, single-person architecture amidst the skyscrapers.

NAVIGATION

PARK will be permanently open to the public. Its location will be tracked on a wall map outside Temporary Services, 202 S. State Street, Suite 1124, and at the Temporary Services web site: http://www.megsinet.net/~nobudget/temp_serv.html

At the back of this guide is a LOCATIONAL INVENTORY of all the single-story asphalt parking lots around downtown Chicago which use attendant booths. Parking lots are indexed by management company. Lots can be either owned and operated, leased or managed. Larger companies such as AllRightCPS and General/InterParking usually do all three. Smaller companies tend to be owner-operators. The photographs included in this guide are indexed in the back. For your convenience, booth ASSEMBLY INSTRUCTIONS have also been included

PERTINENT WEB LINKS
Par-Kut: www.par-kut.com
Porta King: www.portaking.com

Thanks to: Brett Bloom, Melinda Fries, Kenneth Morrison, Paul Theriault, Joe Nica, Mike O’Connell, J Cookson, Julie Pompero, Brian Rullman, Andrew and Tim
ASSEMBLY INSTRUCTIONS

SUPPLIES

steel
  2x2 angle iron - (4) 72'  
  (2) 32'  
  (2) 42'

1x1 angle iron - (1) 72'  
  (2) 7'  
  (2) 32'  
  (2) 4'  
  (2) 25'  
  (4) 23'

+ miscellaneous steel sizes for sliding door track

wood
  (2) sheets exterior grade 1/2' plywood
  (2) boards of 2x4

plexi
  (2) 4' x 32' & (2) 3' x 32'
(2) 2 metal wheels

liquid nails

WD-40

clear coat polyurethane spray

ASSEMBLY

Basic Steel Structure
Weld together 2 rectangular troughs from the 2' angle iron, each at 32' x 42' These are the base and roof of the booth.

Next connect the roof and base by welding in the 4 vertical lengths of 72' angle iron. Weld these verticals on the inside corners of the roof & base.

Now construct the cross bars that will separate the wood and the plexi. Between 2 of the verticals, at 4' up, lay in two pieces of the 1' angle iron. Lay them in side by side so they form a 'T' with its leg facing towards the inside of the booth and clamp them together. Weld in the cross bar. Repeat the same for 2 other sides of the booth, leaving one of the 42' sides open. (This will be the doorway side)

Next weld the 72' 1' angle iron lengthwise down the doorway side. This will form the division between solid wall and the sliding door.

Sliding Door
This door will slide across the front side of the booth, from left to right, on an inner track. 1st weld the door itself out of the 1' angle iron so that it is a 72' x 25' rectangle. Next weld a J shaped 'hooked' bar out of angle iron along the top side of the door and attach 2 wheels.

LOCATIONAL INDEX

AllRight Parking/CPS Parking 312 578 1660
  SW corner - Illinois & Clark
  SW corner - Lake & Clinton
  N side Fulton, b/w Braun Bottles & Metra tracks

photo 2

photo 7

photo 10

SE corner - Lake & Jefferson

photo 21

S side Clark & Polk

SE corner - Polk & Financial

E side Wells, b/w Polk & Harrison

NE corner - Balbo & Balbo & Webash

NE corner - Balbo & State

NE corner - Harrison & State

NE corner - Wabash & 4th

E side Wabash, b/w 9th & 10th

SW corner - 13th & Michigan

SE corner - State & Plymouth

N side 8th, b/w Wabash & State

Ameritech Building
SE corner - Randolph & Franklin

Amtrak
SE corner - Jackson & Clinton

Chicago Police Department
SE corner - Madison & Laflin
NE corner - State & Roosevelt

General Parking/InterParking 312 341 0011

SW corner - Randolph & Franklin

S side Franklin, b/w Randolph & Lake

SW corner - Kinzie & Canal

S side Van Buren b/w Franklin & Wacker

Van Buren & Canal, by old post office

SW corner - Van Buren & Sangamon

U side Wabash, b/w Adams & Monroe

Hunter Parking, Inc.
N side Harrison, b/w Wells & Financial Plaza
NE corner - Harrison & Financial Plaza

Loop Auto Parks
524 S. Wabash, b/w Harrison & Congress

Malcom X College
N side Jackson, b/w Dass & Ogden

Mid City Parking 312 664 1400
under Congress b/w Jefferson & Desplaines
NU corner - Clark & Polk

Miller Parking 312 372 1339
NU corner - Lake & Jefferson

116 N. Jefferson, b/w Randolph & Washington
NU corner - Green & Jackson

P.N. Parking
SE corner - Desplaines & Monroe

Peoples Auto Parking 312 648 9770
SE corner - Monroe & Jefferson

continued →
one to either side of this piece. On the wall of the
booth, weld a track for the wheels to slide across. Once
the door is hung, weld in the 'T' shaped cross bars to match
the height of the other cross bars.

Roof
The roof is a removable wooden cap that rests on top of the
steel frame.
Cut 4 lengths of 2x4s to fit on the outside of the steel
structure and screw them together. Cap with a piece of
exterior grade plywood cut to size.

Booth Side Panels
Cut 5 panels from the exterior grade plywood to fit into
the sliding door, and the 4 sides of the booth. Glue them
in place from the inside using liquid nails or similar
adhesive. Clamp and set to dry.

Window Panels
Using clear silicone caulk, glue the plexi inside the
sliding door and the 4 sides of the booth. Clamp and set
to dry.

Paint or treat the steel with clear coat anti-rust spray.
Prime all the wood, walls and raft, with oil based primer,
then paint with an oil based enamel.
Use the WD-40 to oil the track that the door slides on.