

More spaces for students

Autos to stack parking deck

by Sherrill Braswell
Staff Writer

Proposed changes in parking zones and regulations, including the rezoning of two parking lots and the opening up of the four-story South Campus parking deck, will cause considerable improvement in the UNC parking system. Traffic and Motor Vehicle Registration Director William D. Locke said Tuesday.

The four-story South Campus parking deck is scheduled to open in the second week of June. The deck will provide 621 parking spaces for N.C. Memorial Hospital and the School of Dentistry employees, patients and visitors.

The deck was scheduled to be opened June 1, but delays in construction have postponed the opening date, Locke said.

Patient and visitor use of the parking deck will relieve the congested parking situation at the hospital and make parking available to the hospital employees, Locke said.

More than 200 of the parking deck's spaces will be reserved for patients and visitors and 300 spaces for hospital employees, he said.

Fifteen spaces will be set aside for handicapped people on the third deck. The spaces are more than 15 feet wide so handicapped people can maneuver their automobiles and get in and out of their automobiles with ease, Locke said.

The UNC parking deck plan replaces a controversial \$3.95 million 1972 plan which had called for two multi-level garages, one south of Manning Drive and the other in the Bell Tower Parking Lot.

This plan was opposed by then-Student Body President Joe Stallings, who proposed two fringe lots at Horace Williams Airport and on Mason Farm Road as well as the parking deck across from N.C. Memorial Hospital.

Stallings' objections centered around increased student parking fees for an improvement mainly designed for the faculty.



1975: South campus parking deck

Staff photo by Gary Lobraico

Stallings also contended his proposal would get the maximum use of the number of spaces at a minimum of cost, interfere with the aesthetics of the campus as little as possible and preserve as much space as possible while staying close to the then-existing land priorities.

The Park Place lot, located on South Boundary Street on the eastern edge of

campus, will be converted July 1 to student parking, making 120 more spaces available to residents of nearby women's dorms.

The lot was previously staff and faculty parking. "We didn't get much use out of Park Place as a staff parking lot," Locke said. "We are hoping that the girls in the nearby dorms will make better use of it."

On the west side of the campus, the

parking areas behind the public health building, pharmacy building, Nash Hall and the Wilson Court parking lot will be zoned for the use of people working in those buildings only.

"That particular area was very critical," Locke said, explaining the change. "Hospital employees were also parking in this area and many found it impossible to find adequate parking along with the people that were working in these buildings."

The price of all campus parking stickers will remain the same: \$54 for an academic year and \$9 for a summer session.

In another parking policy change, campus police will begin July 1 24-hour enforcement of parking spaces reserved for state cars and handicapped people, Locke said.

This measure was put into effect because of the large number of students who were illegally parked in these reserved areas. This was especially true in the case of students parking in spaces reserved for handicapped people, Locke said.

Other parking spaces will still be enforced from 7:30 a.m. until 5:30 p.m., unless otherwise designated by signs.

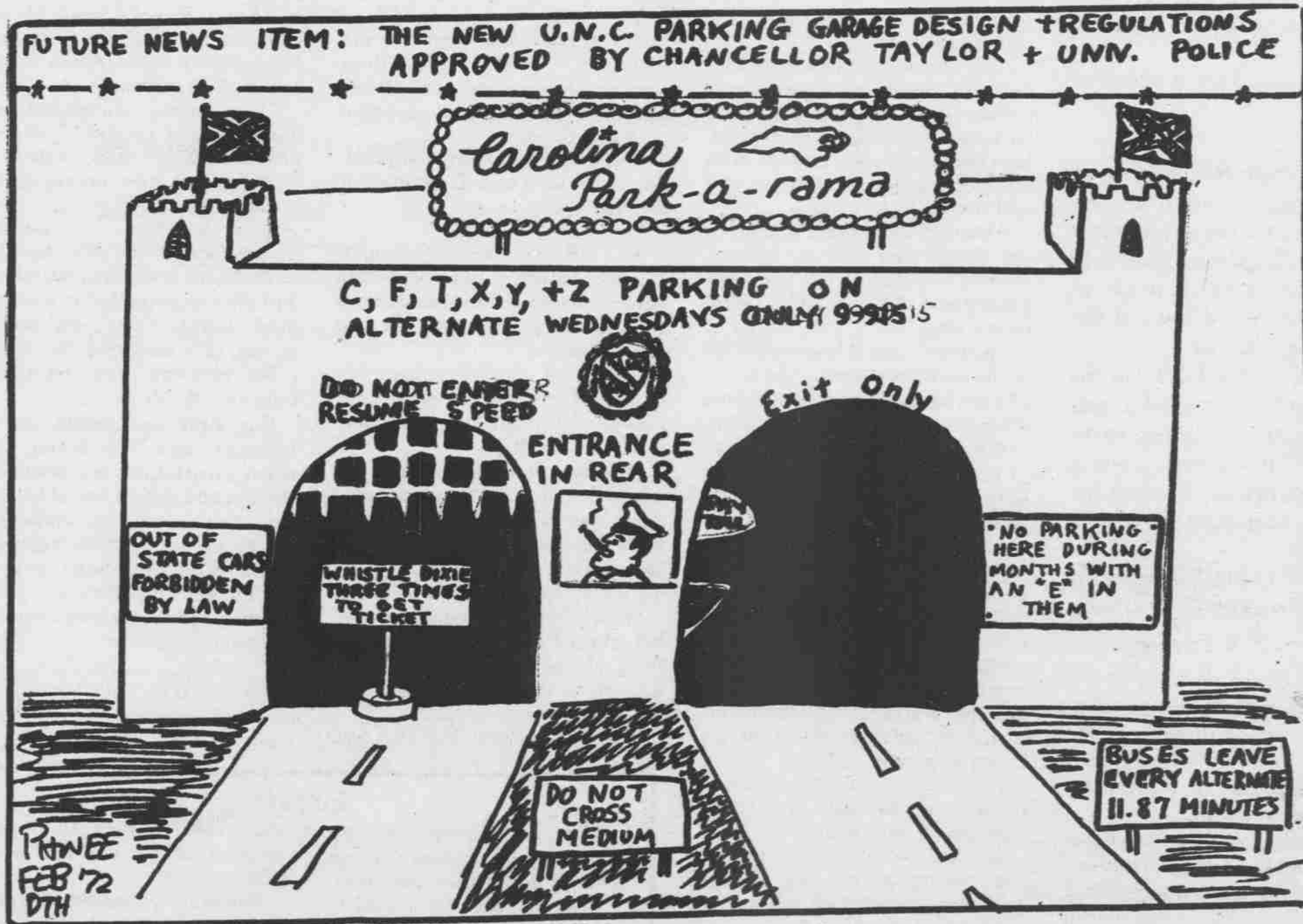
Until recently, the collection of fines for parking violations has been a real problem, Locke said. But a new fine collection system has been established to alleviate the problem.

Now students and University employees have 72 hours to appeal a ticket. If the person does not appeal, he is sent a letter stating that he has 10 days to pay the fine.

If the fine is not paid in this time period, it is added to the student's account with the University or deducted from the employee's pay check, Locke said.

In the case of a non-student or non-employee, the traffic office has had to go to the Chapel Hill Police Department and use the computer that is hooked up with motor registration records in Raleigh. After locating the owner of the automobile, the traffic office could only resort to civil action if that person refused to pay the fine, he said.

The traffic office would like to get its own computer hookup to speed the process, but Locke said he did not think they would be able to get one because of the operating regulations involved.



1972: DTH view of proposed parking deck