

Same as it
ever was
Partly cloudy, high 80

Enjoy life north of the
border — Page 4

Join the club: Teams
for everyone — Page 7

Big Buddy
applications
due today
4:30 p.m., Campus Y

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Count 'em and weep

Mark Davis, a medical school employee, hands Lori Palazzo, a Transportation and Parking Services cashier, 6,540 pennies as

payment for his parking fines. Davis said he paid with pennies to protest the "ridiculous and inconsistent" parking policies at UNC.

State plans to build arts center

By CEDRIC RICKS
Staff Writer

The N.C. General Assembly has appropriated \$450,000 to plan a UNC performing arts center, UNC officials said Tuesday.

The site of the center remains undecided, said Dennis O'Connor, acting provost. Suggested sites include areas along Raleigh Road, he said.

The proposed center would be used by performing artists and various campus departments, O'Connor said.

Departments like the music department and the School of Radio, Television and Motion Pictures are facing space-related problems which the new center might help, said Stephen Birdsall, associate dean in the College of Arts and Sciences and chairman of the center's planning committee.

"Think about the facilities on campus," Birdsall said. "We do not have a top quality auditorium for music performances primarily. Hill Hall was not designed for music performances, even though the music department does a good job. It has poor acoustic facilities. The college's first priority for requests has been the improvement of the RTVMP's facilities for some time."

Other areas on campus have poor acoustics or are too large or too small for certain kinds of performances, like the Smith Center, Birdsall said.

O'Connor said that if a performing arts center is to be built, it would have to be accessible to various departments. "We would like to be sure that if a performing arts center is built, it will be built with those programs in mind, in addition to the needs of the larger community," he said.

The primary concern in designing the center is making sure that it can respond to the needs of the community, O'Connor said. "The expenditure of the taxpayers' dollars is a very

important responsibility, and before requesting funds to construct a performing arts center it is very important to be sure that it serves the needs of the campus community," he said. "It is important to be sure that it is a top priority of the campus — that's what we'd like to do in the next year and a half."

Designing the center and determining who it will serve are some issues which the center's planning committee will decide, said Birdsall.

"Our goal (the committee's) has been to work with an architect and prepare a plan for an acoustically first-rate auditorium, with adequate support space for performing artists and which would provide a satisfying experience for the audiences that might attend the performances," Birdsall said.

Money has been allocated only for planning the center. The next stage is the General Assembly funding the construction of the center. "Sometimes it (construction) is done right away, after planning, sometimes it might not be done for a number of years," Birdsall said.

Jay Robinson, vice president for public affairs, said the legislature has not yet allocated funds for the construction of the center, but it probably will since it has already allocated a lot of money for planning the project.

"I would question the wisdom of putting forth planning money and then changing your mind," he said. "Once they have agreed that the project is worth consideration, it would not be wise to say 'We didn't really need that.'"

The proposal for a performing arts center is not a new idea, Robinson said. The center has had strong support from the faculty for years. "This is not something just dreamed

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Parking issues to be discussed

By BRIAN McCOLLUM
Staff Writer

Faculty and staff members of the Traffic and Parking Advisory Committee said Tuesday that they will listen closely to student concerns about eliminating sophomore parking before a Sept. 30 vote on seven parking policy proposals.

Student government requested on Sept. 8 that the committee postpone a vote on the proposals to give students more time to research alternatives. Student leaders are holding forums this week to get

student reaction and help develop counterproposals to present to the committee.

If the proposal becomes reality, resident sophomore parking would be eliminated at the beginning of the 1989-90 school year. Sophomores would then be eligible for commuter parking in fringe lots only.

Student leaders have expressed concern about the possible elimination of parking for sophomore residents, saying they fear junior parking might be the next to be eliminated.

They have also questioned how effective the measure would be, since only 21 parking spots on North Campus would be opened up by eliminating sophomore parking.

Committee member Tim Coggins, associate director of the law library, said the seven committee members will be interested in what the students have to say.

"I anticipate that the committee is going to be receptive to the students' ideas," he said. "I think their proposals will get a fair shake."

Ensuring that students, faculty and

staff are all given equal consideration is a top priority, said Coggins, who made the original motion to allow the committee vote to be delayed.

"What I'd like to see come out of the meeting is a consensus view," he said. "We're going to have to work together on it."

Coggins said his personal goal is to see proportional distribution of parking spaces on campus. Faculty should not be given priority over students, he said.

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Congressman Price beatable in election, opponent Fetzer says

By KYLE HUDSON
Staff Writer

Even though he is running against an incumbent, Republican congressional candidate Tom Fetzer said Tuesday night he can win in November because voters are tired of big-spending liberals like his opponent.

After about 50 College Republicans opened their meeting by reciting the Pledge of Allegiance, Fetzer spoke briefly on his bid to take the 4th District House seat from Democrat David Price, who he said is a weak incumbent.

"Price is a very low-profile congressman," Fetzer said. "We're not running against someone who is entrenched."

Fetzer said he and Price are campaigning on a "razor-thin margin" of error because neither has tremendous name recognition. "This thing could be decided by a couple hundred votes," he said. "Whoever makes the last mistake will be the loser."

He will become more popular as people discover where Price really stands on the issues, Fetzer said.

"David Price is a member of the liberal wing of the Democratic Party that places its faith in the government," he said. "That's a bankrupt philosophy."

Price will also be handicapped by the national Democratic ticket's tilt to the left, he said.

"(Michael Dukakis) is the most

radically liberal man ever to seek the presidency; he's a liberal's liberal."

Fetzer saved most of his criticism for the Democratic powers in Congress, not for Price himself. The Democratic policies of the past two decades, not Ronald Reagan, are responsible for the mammoth budget deficit, he said.

"Twenty years ago, we declared war on poverty, and poverty's whipped us."

Fetzer said Reagan's tax cuts are not to blame for the deficit, and raising taxes is not the answer to the problem.

"I don't believe in a tax increase," he said. "The federal government has enough money — believe me, \$1 trillion is enough."

Fetzer also blamed the deficit on Democrats in Congress. The nation would have a balanced budget today if Congress had only raised spending 2.5 percent each year since 1981, he said.

The government should return to a system of "zero-based budgeting" in which government departments would have to justify every single dollar that they request, Fetzer said.

"If you took a look at the budget like I have, you'd vomit," he said.

If he is elected, he will propose a bill to require members of Congress to take an annual pay cut of the same percentage as that year's budget deficit, he said.

Lumbees work for tribal recognition

Editor's note: This is the first in a three-part series commemorating Indian Heritage Week.

By MICHAEL SPIRTAS
Staff Writer

As Lumbee Indians fight for recognition at a national level, they work for more political power, better education and health care and prosperity in their community.

Concentrated in Robeson County, the Lumbees have yet to be federally recognized as a tribe. The Lumbee Act of 1956 recognized the Lumbees as an Indian group but barred them from receiving federal assistance from the Bureau of Indian Affairs (BIA).

The Lumbees' quest for recognition, which began in 1888, has been

American Indian Heritage Week

victimized by political and historical forces beyond their control, said James Hardin, executive director of the Lumbee Regional Development Association (LRDA). Most Indian groups received recognition due to treaties they signed with the then-expansionistic United States government, Hood said.

But the Lumbees, who live in the eastern United States, were absorbed into the union before the treaty process was in full use.

The 1956 Act came about when

many U.S. lawmakers wanted to reduce the amount of aid given to Indian groups. Due to this movement, referred to as a "process of termination," the Lumbees were again denied full recognition, Hood said.

In 1987, the Lumbees applied to the BIA for federal recognition, but that application could take up to ten years to be reviewed. So Rep. Charles Rose, D-N.C., has introduced a bill to the House of Representatives asking to grant recognition to the Lumbees without undergoing BIA review.

The best reason for the Lumbees to be recognized by a congressional act lies in the regulating process of the BIA, which states that no group

that has been previously denied funding may receive recognition, said Mike Maultsey, legislative aide for Rose.

In addition, it would cost the BIA \$150,000 to review the application, Maultsey said.

The Lumbee community is greatly in need of the housing, health services, and education that recognition would provide, said Connee Brayboy, editor of the Carolina Indian Voice.

Drugs are the biggest threat to the Lumbees' future, Brayboy said.

The average Lumbee male has a life expectancy of ten years fewer than white males, Hardin said, so the community needs the BIA's health

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Area planners concerned about I-40 link

By LARRY STONE
Staff Writer

The new Interstate 40 link between Chapel Hill and Hillsborough is nearing completion, but the excitement of travelers is not shared by Orange County planning officials.

A part of the segment connecting Chapel Hill and Hillsborough will begin handling traffic Thursday, but problems for the governments of the area are just beginning. The problem issue is commercial development.

N.C. Department of Transportation spokesman Bill Jones said the first portion of the highway, from the U.S. 15-501 interchange to New Hope Church Road, will open Thursday.

The segment from New Hope Church Road to Interstate 85 will be finished later this year. "The contract completion date for the other four miles is November 15," he said.

Crews are currently handling clean-

up work, including painting and putting up signs and guard rails, as well as some paving close to Hillsborough, Jones said.

The total cost for the road will reach \$62.6 million, including the stretch of road from Durham to Chapel Hill which opened in the summer of 1987.

The new section will join the U.S. 15-501 exit to Hillsborough, which lies on I-85, opening another corridor to the west.

Now, residents of the area must travel the two-lane highways N.C. 54 or N.C. 86 and merge with I-85 at Graham or Hillsborough. In the past, these roads have become almost bumper-to-bumper during vacation times at UNC.

David Little, spokesman for the N.C. Department of Travel and Tourism, said the new link will continue the state's image as a leader

in good roads.

I-40 will also improve the travel experience for people in the state, Little said.

"If people have a difficulty in getting around, they have bad feelings toward the state and they may not come back," he said.

But the extension of I-40 brings up some serious questions for those people in Orange County who are entrusted with planning.

The current plan calls for almost all of the land near the three new interchanges — N.C. 86, New Hope Church Road and Old 86 — to be used for residential purposes.

Brad Torgan, a comprehensive planner for Orange County, said, "Much of the area is governed by an agreement between Chapel Hill, Carrboro and the county called the Joint Planning Agreement, which limits development in the areas."

The agreement includes a rural buffer zone which leaves an area of land with a very low density of housing, Torgan said. The main purpose of the strict zoning is to keep the urban qualities of Chapel Hill and Hillsborough separated.

"Certainly, the addition of commercial development around the interstate would help the county, but we have to ask at what costs," Torgan said.

Orange County is currently in the midst of a Rural Character Study to determine whether the development standards should become more flexible.

On the surface, however, it appears the common picture of interstate exits as a place for gas, fast food and other services would not be possible here.

A developer who owns land at the

See I-40 page 3

No one who had any sense has ever liked school. — Lord Boothby