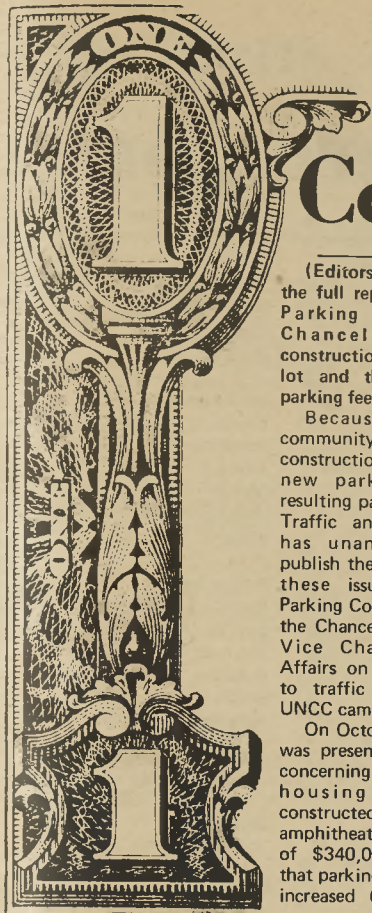


Traffic and Parking



Committee Recommendations

(Editors note: The following is the full report of the Traffic and Parking Committee to the Chancellor, opposing the construction of the new parking lot and the recent increase in parking fees.)

Because of the University community's concerns about the construction and location of a new parking lot, as well as resulting parking fee increases, the Traffic and Parking Committee has unanimously decided to publish their recommendations on these issues. The Traffic and Parking Committee, appointed by the Chancellor, is advisory to the Vice Chancellor of Business Affairs on all matters pertaining to traffic and parking on the UNCC campus.

On October 12, 1973, a report was presented to our committee concerning a proposed parking lot housing 800 cars to be constructed behind the existing amphitheatre at an estimated cost of \$340,000. It was estimated that parking fees would have to be increased 66% from \$12.00 to

\$20.00 per car.

The members of our committee recommended that the lot not be built until it could be shown that there is a need for a new lot at that location. The committee was concerned that enrollment growth at UNCC is primarily in the evening and late afternoon programs when there is more than ample parking space available. The committee recommended that the UNCC math department's operations research classes submit a report showing the number of existing empty parking spaces during peak hours. In December of 1973, the results were submitted to our committee showing that after parking spaces at the Smith Building were eliminated by the new Earth Science Building, there remained between 525 and 575 empty parking spaces during peak hours.

In December of 1973, representatives from the Traffic and Parking Committee and the math department's operations research team, realizing the

urgency of the matter, met with Vice Chancellor Moelchert. At that meeting the committee's concerns were reiterated.

On January 8, 1974, Vice Chancellor Moelchert reported to our committee that the Board of Trustees had approved the plans for the new lot and a parking fee increase from \$12.00 to \$20.00 per year. The operations research class made an additional study on empty parking spaces to verify their previous findings. The study showed that there were 700 empty parking spaces during peak periods. Of course, at other times empty parking spaces were substantially in excess of this amount.

Of equal concern is the location of the new lot. If a need exists, it would appear to be in the dormitory - gymnasium area of our campus.

The committee again recommended that any plans for the construction of new parking facilities and parking fee increases be held in abeyance for the following reasons:

1. In light of present and projected enrollment trends, there is no demonstrated need for additional parking facilities in the near future.

2. The Traffic Consultants retained by the University have not had an opportunity to express their views on this matter. 3. The energy crisis and recent car pooling arrangements can only lessen the need for parking facilities at this time.

On February 1, 1974, Vice Chancellor Moelchert met with our committee and following a discussion of this matter, Vice Chancellor Moelchert informed the committee that plans for the new lot were proceeding. We believe that in the best interest of the University community that the actions proposed for the new parking lot are premature and have not been supported by analysis or tangible evidence.

Houston Planners Hired

by charlotte porter

A Houston planning firm was on campus last week to meet with students, administrators, and the Long Range Planning Committee and formulate a plan for meeting the university's goals and expectations for enrollment.

Representatives of the firm of Qaudill, Rowlett, and Scott (CRS) met with students Tuesday night to go over the projected goals of the university, the concepts of the school, and how to meet them as the university grows.

During the meeting, the students had an opportunity to review the goals of the university and make comments on the university's concept of the direction of the institution.

One of the major points of contention was the student's assertion that the university goal of expanding into the community should be put off as a nice idea until problems on the campus are taken care of.

Students also asserted that the university's goal of being an urban institution was a bit far fetched, given the consideration that all appearances of urbanity are quite a few miles away.

The CRS representatives listened, took notes, and promised to review the situation.

After a week of discussion, the CRS planners met again with members of the Long Range Committee to give a rundown of the final operation objectives they had formulated.

The institutional goals included

orientation of the university toward an urbanizing society, to prepare students for careers as well as continued education, and internationalizing studies. The key institutional goal reflected the concerns of the students who had met with the planners - for the university to establish its roots in undergraduate education before moving elsewhere.

The mission statements were a reflection of what the university should keep in mind while striving for accomodating a projected enrollment of 20,000 full time equivalent students.

Mission statements included an

involvement of the community and undergrad education as the first priority. The planners have given undergraduate education the number one priority, followed by service and, finally, research.

Project goals included establishing the importance of the individual student and helping him realize a sense of self, developing services convenient to the students (altering the zoning laws to allow businesses to move into the campus area), centralizing the colleges for efficient student movement, helping with faculty interaction, and putting the library as the center of campus,

both for the dormitories and the academic buildings.

Project concepts include the idea that if dorm students leave the campus on weekends, why not bring in the community at that time?; interface between all students; space for a faculty/student interaction; establishment of a United Religious Department; to establish a home base for commuters on campus, someplace where the commuters can relax, nap, etc; to hide parking but make it as convenient as possible; to develop a community atmosphere which would include drugstores, foodstores, and entertainment near campus; to use the dorms as learning centers; and to develop housing alternatives, including faculty and married students residences.

All the information the planners gathered during their two weeks here will be compiled into book form and sent to the university for further review.

The planners will return in a few weeks with some studies of what the physical implications of the goals and concepts may be.

Fees

A rise in student fees has been proposed and accepted, and students can expect this increase next fall. Dr. Doug Orr, Vice Chancellor for Student Affairs, emphasizes that each of the increases is in response to increasing costs or improvements in service.

The health service fee rises from twenty dollars a year to thirty five. This increase will go toward another full time doctor in the infirmary, and several additional nurses. Many students have discovered the health facilities, putting a heavy load on Dr. Davis. Students, in a survey, were offered the choice between longer waits in the infirmary, versus a raise in fees, and the latter was preferred. This fee is among the lowest in the area. The additional persons will join the staff this July or next fall.

The food service fee has been raised from 525 to 540 dollars for the seven day plan, and from 475 to 490 dollars per year for the five day plan. The price of a dorm spot increases from 400 to 425 dollars per year. These increases were made on recommendation from the Director of Resident Life and the Dean of Student Life, together with Dr. Orr's office. The rising cost of food, and more significantly utilities, has necessitated this price increase.

The price of a parking sticker will increase from twelve to twenty dollars, as recommended by the budget office. Most of the fee goes toward maintenance of the present facilities, although part will contribute toward a new parking lot to be built below the amphitheater.

Finally, the commencement fee will go from ten to fifteen dollars.

