**The following discovery draft has been prepared as a learning tool with the purpose of providing opportunities for group and classroom discussion. By using the analytical and critical reading skills central to W132, you will find in this early draft both elements that identify, support, and advance the potential argument and elements that require revision. Please note that this writer has prefaced the draft with a working enthymeme and used subheads to identify main points that appear in the enthymeme, techniques useful to many writers as they draft.**

**Discovery Draft: Researched Argument—Parking at IUPUI: More than an Inconvenience**

**Working Enthymeme:** Administrators should recognize that IUPUI’s parking shortage creates many problems because those problems, damage to academics, frustration and crime in parking lots, an unwelcoming appearance to the campus all hurt the IUPUI community.

**Parking at IUPUI is a problem**

Many people, most of whom have parking places reserved for administrators, tend to downplay the importance of the perennial parking problem at IUPUI, but parking is a problem larger than “where can I put my car?” Putting the car someplace is key, but when finding that place takes too long or creates too many inconveniences, the parking problem morphs into a much larger and widespread one.

In the fall of 2003, the *Indianapolis Star* published an article by Barb Berggoetzz that acknowledged parking as a major problem on campus. Growing student enrollments and new construction projects had “gobbled up nearly 1,400 surface parking spaces.” The article also reported that IUPUI officials figure they can issue 2 ½ to 3 times the permits for each space. Last fall, said Berggoetz, they were issuing more than 3 permits for each space, and she added that during the 2003-4 academic year, the campus would lose nearly 1,100 more spaces to construction projects.

One example that shows how serious the problem is illustrated by this story. A few years ago, IUPUI Writing Program secretary Vicki Hale, was interrupted by a loud voice: A part-time instructor announced that he had been driving around looking for a parking place for forty minutes. He went on to say that he could not teach if he could not park. He had
to park in a No Parking zone. Today, would be the last ticket he ever got. “I quit!” he stated. With that, he put a stack of books and folders filled with papers on her desk and walked out. He never returned to the office or to his classroom.

In a letter to *The IUPUI Sagamore*, sophomore Shea Ramsey points out the contrast between community at IUPUI and the events and opportunities at the University of Evansville. She implies that the less-than-impressive atmosphere here at IUPUI, which affects academics and other aspects of students’ expectations of college life, is tied to parking. She agrees with points made by Berggoetz when she notes, “…so much of commuters’ potential free time is spent driving around, looking for parking, then rushing to class” (7).

**Parking Problems hurt academics**

At the University of California Berkeley several years ago, faculty engaged in a discussion of the ancillary effects of parking in the student newspaper, the *Berkeleyan*. In an article by D. Lyn Hunter, the damaging of scholarship at the university was the topic. Richard Abrams, professor of history, had called an academic meeting, but when few people showed up, he pursued the matter and discovered that most failed to attend because “it’s too hard to find parking on campus.” Abrams notes that “The campus

**Parking Problems create crime and discord among students**

In the spring of 2004, an IUPUI student’s car was damaged as the result of a parking dispute. According to the IUPUI Police accident report, “the victim said he pulled into the parking space not knowing someone else was waiting for it. He then saw the suspect get out of her car, walk behind his vehicle and make a 10-inch scratch on the bumper with her keys.” Capt. Bill Abston was apparently not too surprised: he suggested that “students
should be prepared for parking to be an issue whenever they come to the campus” (Posick 3).

“Keying” a car is not a matter of high crime. But IUPUI parking lots could see escalating danger from the frustration of parking shortages. The Daily Utah Chronicle, the newspaper of the University of Utah, reports that student Jane McBroom was aroused from her study in the library by a student yelling at her for taking his parking place. The police reports for that campus indicate a number of more serious encounters related to parking including a fistfight between two women and two occasions when drivers hit another person believed to have interfered with their parking. IUPUI police records offer no such reports of violence, but we are not immune to outbreaks of frustration that go beyond damage to automobiles into damage to people.

In fact, parking lots are dangerous places. Many robberies take place in parking lots and especially in big high rise garages, exactly the kind of parking facilities IUPUI is now building. The Natatorium garage and others on campus have had their share of problems. And even though campus police offer an escort service, very few people take advantage of it, even at night when such protection would be a good idea and probably very welcome to the students who walk blocks in the dark to an isolated car that they left far from everything earlier in the day. Any IUPUI student wishing an escort can call the IUPUI Police at 274-SAFE.

**IUPUI’s many parking lots detract from its appearance and use up green space**

It’s no surprise that parking lots and garages have to be built somewhere, and those places are likely to be any patches of empty space still available. The green space lost to parking lots are places that can promote socializing, study, and even improve the air quality of the campus.
Richard Dober’s book, *Campus Landscape: Functions, Forms, Features*, melds his forty years of prize-winning work and his familiarity with hundreds of campus layouts into a comprehensive reference for “anyone interested in advancing the art of campus landscape” (Dober). Readers soon discover that no element of the campus landscape raises Dober’s ire in the way that parking does. He says “autosprawl” is a disease, “the unconscionable acceptance of parking in locations and with designs that debase, if not devastate, the campus landscape…” it’s a “vexing, vicious issue” (144-5).

Rather than an automobile-diseased place, he wants to see the American campus as a place where “Buildings and grounds are integrated into a green precinct that is pleasant to see, well defined physically with a specific sense of place” (xxiii). An introductory anthropology class completed a project that indicated that IUPUI students do not see their campus the way Dober would like to.

Faculty member Paul Mullins asked his students to “construct a map that defines the campus’ space…”(Posick 4). Their maps most often focused on two elements, parking and food. According to student Daniel Branstrator, not only should these maps send a message to administrators that they should work to make sure that places to study are more important than places to park when students think about their campus, but the maps also indicate that “it is important for campus architects to get student input on the appearance of the campus” (Mullins qtd in Posick). Additionally, Mullins said that many maps indicate that the campus is “dominated by cement…They often leave out the river, canal, and all the plants and trees.” It’s not that the river and trees aren’t there, but they play such a small role in the daily routine events of IUPUI students’ lives that they do not come to mind when students think about their campus. I’ll bet that IU Bloomington students would draw very different maps and that trees and green space would be present.
But IUPUI is not Bloomington and never will be. Our campus is very different, and we have to make adjustments that help us all to achieve our goals for attending this university. Finding solutions to the many problems that parking creates is a more important task than many people consider. Richard Dober quotes the National Safety Council: “Every phase of the parking problem has a distinct relation to every other phase” (143). And he also notes that “For the community college student—balancing the demands of job, homelife, and classes—convenient parking could be the critical factor in satisfying educational aspirations” (146).

Solutions to the IUPUI Parking Problem

First, one way IUPUI has addressed the parking problem is by turning the surface lot across from the Vermont street garages into a garage. That change should provide more parking.

Dober makes several suggestions that might be helpful at IUPUI. The first is that new buildings should include underground parking, a solution used successfully by another urban campus, the University of Cincinnati (148).

Another interesting underground parking solution is to create a single level garage with “the upper surface landscaped as a lawn with trees” (Dober 152). At Westminster College in Utah, the upper surface of a parking lot is “being engineered for play fields. Under surface parking is cost effective, given the economics of land acquisition for combinations of fields and surface parking.” IUPUI administrators should take a look at this “cost effective” way of combining parking and green space.

When looking at IUPUI parking, we can’t ignore the current satellite parking plan which uses Bush Stadium. But people don’t make use of it. The lots are already free, so economics won’t come into play. At some schools, such as Missouri State, freshmen have to
park in distance lots and only upper classmen can buy on-campus parking permits

(Berggoetz)

Rick Kinnell suggests “mixed use parking structures.” These structures include a mix of parking, retail businesses, restaurants, and university services on the ground level of the garages. IUPUI Parking Services is an example of a badly-placed “mixed use,” but at least it shows that someone was thinking about using garages for more than shelving cars. Maybe the bookstore could be located on the ground level of a garage, or the (now installed at a secret location) bursar or registrar.

All these solutions are possibilities for IUPUI. Maybe none of them will be exactly what will be chosen but knowing about them might help administrators find a good solution. First, however, they have to understand the depth and importance of the problem of parking at IUPUI. It’s more than an inconvenience.