

# Council decides not to rezone Hillel property

By GENE GRYG0  
Daily Collegian Staff Writer

The State College Municipal Council last night approved the State College Planning Commission's recommendation that the Hillel Foundation property, 224 Locust Lane, not be rezoned to allow the construction of a parking lot on the site.

On Oct. 15, the planning commission recommended that the Hillel property not be rezoned because the action constituted spot zoning, and would set a bad council precedent of purchasing property and then increasing the value of the property by rezoning.

Council member Fred J. Honsberger proposed a motion last night that the

area not be rezoned and that the council look for other sites for parking space.

"I want to say that we favor the concept of looking for parking places. We have to get those cars out of there," he said.

The council could consider adding more decks to the Fraser Street parking lot, council member James Deeslie said. The feasibility and the cost of the project would have to be investigated first, he said.

"There could even be shops in the lower level," he said.

The main building on the Hillel Foundation property could be used for better purposes than a parking lot, council President Mary Ann Haas said.

"Really, the complaint that this would be an example of spot zoning is valid," she said after the meeting.

"It would be interesting to see what happens to that property," she said.

On the issue of vacating McAllister Alley, from College Avenue to Calder Way, the council defeated a motion that called for a listing of the options it could take on the issue, and passed another motion by 4-1, with one abstention, that approved the concept.

William Tucker and Pat Daugherty, owners of the Tavern Restaurant, 220 E. College Ave., want the council to allow them to block off the alley and turn it into a walkway for pedestrians.

"It would enhance the entrances to our

business, and business would improve at no cost to the borough. It would eliminate a safety problem at the intersection at Calder Way and McAllister Alley," Daugherty said.

Municipal Manager Carl B. Fairbanks said that at last month's meeting, the planning commission liked the proposal.

"It was a proposal at the planning commission meeting that was appealing," he said.

Council member Joseph Wakeley's proposal that the manager compile a report on the options available to the council was defeated 4-2. He voted against the second proposal and Honsberger abstained from voting.

"All I'm saying is, what are the alter-

natives? What are you afraid of? Of not doing anything?" Wakeley said.

In response to Wakeley, council member Daniel Chaffee said, "But you either do something or not do something. The issue is how we are going to do this."

Early in the council's discussion of the McAllister Alley change, Deeslie and council member Felicia Lewis said they favored the proposal.

Honsberger said he favors the walkway.

"The walkway will solve a safety problem, and it's a nice amenity. The owners are going to pay the cost of building up the area and not at taxpayers' expense. As long as the owners do that, that's great," Honsberger said.

In other business, the council:

- Tabled action on amendments to the municipal's Sign Ordinance and sent them back for review by the Community Appearance and Design Review Board.
- Deeslie said the Downtown Business Association will be helping the board in rewriting the amendments.
- Tabled approval of State College's share, \$372,541, of the Centre Regional Council of Governments 1982 budget of \$1.15 million. Fairbanks said the council's share is up 3.5 percent compared to last year.
- Approved a change in parking on the 300 block of West Nittany Avenue from the north side of the street to the south side.

## Deeslie listens to students, senator says at endorsements

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of using some of the money to upgrade street and lighting conditions.

But Barch said the only thing the council could do about Sun's slums would be to raise the standards of the housing code, an action both Lewis and Deeslie support.

Parvensky also objected to the senate's support of Deeslie.

"Judging from what I've heard from him and from what people tell me, he's one of those 'look at our fair city and what we've done'," he said. "When I asked him about the SMSA money, I got the same kind of answer as I got from Felicia Lewis."

However, Senate President John Bravacos said Deeslie was receptive to student views when Deeslie was a member of the planning commission, and students approached him about paving the property behind Hillel to make a parking lot.

"His feelings on that were formed very much by students," Bravacos said. "He's very receptive to student concerns and student issues."

Suzanne Harbolis, local liaison for

USG's department of political affairs and president of the College of Young Republicans, spoke out in favor of the "one, two, three" ticket — Republican council candidates Gary Wiser, John Dombroski and Ralph Way.

"The three of them work extremely well together in terms of their background," she said. "As the one-two-three ticket, it pulls the really important elements of any campaign together."

To help students who live in Hastings, Snyder, Stone and Stuart Halls in East get to the polls in Lemont, USG will be taking students out from 11 a.m. to 2 p.m. and 5:30 p.m. to 7:30 p.m. today, she also said.

East Halls is a part of College Township, so students must vote in Lemont.

The senate also voted in favor of the Senate Reapportionment Committee's recommendation that fraternity senator seats should not be eliminated and combined with town senator seats.

The senate also accepted the committee's recommendation that Nittany Halls have its own senator and be separate from Pollock Halls.

## Bellefonte council will not fund X bus route

By L.A. HILL  
Daily Collegian Staff Writer

BELLEFONTE — After Dec. 31 of this year, Bellefonte Centre Line riders must find alternate forms of transportation as a result of the Bellefonte Borough Council's vote last night to not fund Centre Line's X route.

About 100 Bellefonte residents packed into the Bellefonte Council Chambers to hear the fate of the X route, that's livelihood was in the hands of the council.

The route had been funded by a federal grant received by Centre County two years ago, but the funds will run out at the end of this year. Because Bellefonte voted against funding the route, the Centre Area Transportation Authority will not have the money to serve Bellefonte.

In a 5-3 vote, the council rejected funding the route for a trial period of one year at a cost of \$5,700, if the county would not step in to fund about \$2,700.

Borough President William Schultz said, "It so happens that this particular issue as it was presented was not acceptable."

"As the elected officials we have a responsibility for all of you, and those who are not present; and we have always made decisions on that premise," he said.

CATA General Manager Paul Oversier said that with the elimination of the X route, which serves 54,000 people a year, CATA will try to "shuffle things around" to avoid cutting back on the bus drivers' hours.

Of the citizens who voiced their opinions at last night's meeting, not one advocated eliminating the X route, but Schultz said, "I had to make it (the decision) on the total exposure I've had over a period of time."

However, most of the citizens present said they were willing to absorb an increase in property taxes in order to keep the X route.

"While the bus service is not being used by every resident I think all of your constituents would be willing to put forth one mill (which would increase property taxes by \$5 a year) to have the option," said Weldon Sams, Bellefonte.

Likewise, Rick Jacobs, also of Bellefonte, said that although there has been a lot of talk about the route only serving two percent of the population, most community services, such as the community pool, street lights and the schools, only serve a small amount of the population.

Alice Lutz, Bellefonte, said, "I get nothing from the schools, but I still pay my taxes."

Many citizens at the meeting said the council must consider the senior citizens' position.

Jim Saxon, who said he represents most of the elderly citizens of Bellefonte, said the bus service helps elderly citizens remain independent.

"It's unsafe for some elderly to drive, and the bus is their only transportation," he said.

Margaret McGarry, Bellefonte, said, "Our grocery

stores are all out of town, and we have no way to get to them without bus service."

Jack Stevens, Bellefonte, asked what the borough will do when the energy crunch comes, and it has no bus service.

"If we lose the bus service now where will we get another service?" he asked. "We are getting our best deal from CATA right now."

### Constantine health same

Norman Constantine, former Nittany Lion mascot, remained in poor condition as the result of an automobile accident, said Nancy Redd, a spokeswoman for the University of Pennsylvania Hospital, yesterday.

Redd said Constantine remained in intensive care in the hospital.

Constantine, Nittany Lion mascot from 1978 to 1980, was injured when he was struck by an automobile on Oct. 18.

According to the Philadelphia Inquirer, police described the hit-and-run vehicle as believed to be a "buckskin (gold) metallic 1977 General Motors model — a Chevrolet, Oldsmobile, Pontiac or Buick."

Police are seeking any information leading to the driver's identification, the article said.

—by Brian E. Bowers

## Cab service vital to community, Boyle says

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The council bought the cab company from private owners in 1979 and turned its operation over to the Centre Area Transportation Authority. After CATA asked to be relieved of responsibility for the cabs, the council voted to keep the cabs for a year on a trial basis.

Boyle, Deeslie and Lewis said they are in favor of keeping the cabs unless a qualified private buyer is found.

"The cab service is vital," Boyle said. "It's the community's responsibility to run it until someone else will."

"No transportation system is going to be profitable. Sometimes there are more important things than fiscals."

Deeslie said the cab company's service has improved since it has been run by the municipality. The company had two cabs when the council bought it, but it now has

six cabs, he said, adding that service expanded to 24 hours a day in September. Also, cabs can now be dispatched from the bus station on North Atherton Street.

Lewis said, "The important thing is the service should be provided. If private owners can't provide the service, the local government has to step in."

Dombroski, Wiser, and Searly said they think the cab service should be sold to private owners.

Wiser said he does not think the 24-hour service will offset the company's financial deficit.

Searly said, "Taxis are a full-time service. They should not be part-time. They should be run by private owners, and they should be 24-hour."

Dombroski said, "When private enterprise operates something, tax money is

generated. When (government) operates something, you spend tax money."

Dombroski also said he thinks additional parking garages for downtown should be privately funded.

"I'd like to see studies on the need of more garages," he said. "I'd like to see if they could not be financed by private enterprise and see if they could be self-supporting."

Searly agreed with Dombroski that the new garages should be privately owned.

"It's unfair to operate at the expense of other taxpayers," he said.

Deeslie said he thinks parking garages should be built, but he is in favor of building decks rather than a garage like the Pugh Street garage. With decks, the initial platform could be built now, and

later, decks could be added as they are needed.

Lewis agreed that garages should be built.

"We're moving in that direction," she said. "It would be short-sighted not to consider it seriously."

Boyle said, though, that he thinks the garages should not be built at all.

"State College is getting themselves in deeper and deeper," he said. "State College is now based on the automobile for transportation. By encouraging the use of more cars, they'll have the same problem in a few years."

The effect of the Consumer Party has almost become an issue itself, because this is the first election in which the party can participate as an official party in State College.

The party sued the Centre County

Commissioners for ballot status and won the decision in September in the Centre County Court of Common Pleas.

Lewis said she does not think the Consumer Party will have much of an effect in this first election.

Wiser and Deeslie agree that the party will probably not have much of an effect in its first election.

Dombroski said, however, that he thinks the party will pull some votes away from both the Republicans and Democrats.


Boyle, the Consumer Party candidate, said he thinks this election could be the turning point for the party.

The purpose of this election is not just to win, Boyle said, although he thinks he is a viable candidate. He said the purpose is also to raise issues not raised by other candidates.

### police log

- R.B. Powell of Boalsburg told the State College Police Department on Saturday that a chair, a piece of slate, a wood stove, a heater and a battery were missing from Nittany Mountain Trail Rides, Oak Hall.
- Paul Rodgers, 242 S. Atherton St., told State College police Sunday that a cassette player, five cassettes and a Pioneer receiver were missing from his home.
- The items are valued at about \$320, police said.
- Charles Cook, 736 E. Foster Ave., told State College police Sunday that two car speakers were missing from his car.
- The speakers are valued at about \$69, police said.

—by Francine Kaufman



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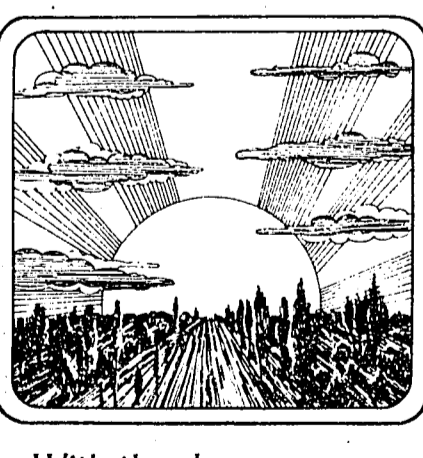
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