Students to lose off-campus parking

BY JAY ALLING
Summer Mustang Editor

A residential, preferential parking district near Cal Poly's south perimeter will have little effect on the campus.

This is the view of Cal Poly Parking and Transportation Manager Owen Phillips, who said the residential district approved last week by the City Council can be offset by parking already available on campus.

The district–made up of Grand Avenue, Freeling Street, Bond Street, Hathaway Avenue, Longview Lane and Black Street—restricts parking there to residents with proper decals. The decals can be purchased by home owners in the district for $3. Guest passes can be reserved for $3.

Council voted 4-1 for the district upon request of residents who will be affected. Councilmember Allen Bond was the lone dissenter.

San Luis Obispo Police Chief Roger L. Newman said Wednesday the department often receives complaints of illegal parking from home owners in the district. He added because the streets are narrow, driving in the district has been hazardous when parking space is full.

"We have had a lot of problems and a lot of complaints and I think it is worthwhile trying to eliminate up there," said Newman.

The police chief said merits of the district will be evaluated at the end of the year. There is no way of predicting cost and effectiveness of the zone until then, he added.

However, Phillips estimated about 300 people related on Cal Poly's periphery in the district daily. Of those, he said about 30 percent will purchase stickers for on-campus parking.

The impact will not be great," said Phillips, referring to the transition of parking on campus. "We do have adequate space, but the spaces are not where people want to park."

Phillips said the Cal Poly master plan calls for eventually making additional parking by paving over the baseball field near the Robert H. Kennedy Library.

New president takes trail west toward Cal Poly

Like the offers of the mid-1960s, newly appointed Cal Poly President Warren J. Baker has pushed up and left California.

Baker, along with his family, loaded two cars last week and left Detroit for Cal Poly. He said they will probably arrive here Saturday or Sunday.

For more than two months, Baker said he has continued to teach at Michigan State University, and he also said he has to tie up most of his work in the president's office.

"I haven't talked to the students very much other than the few days I spent on campus," he said. "The quality of the student body seems to be very worthwhile."

Baker said he was also impressed with Cal Poly's approach to education.

"They have a cooperative education philosophy, especially in the arts."

His children are looking forward to living in California, although they have never been here before.

"I think it's a mistake to make changes too quickly," he added.

In addition to appointments already scheduled, Baker said he wants to meet with faculty, students and other members of the community before he begins his first week in the president's office starting Monday.

Unlike Baker, who has four children: Carrie, 16; Kristen, 15; Christopher, 13; and Brian, 11.

"My oldest daughter will be a junior in high school this fall and it has been a little difficult for her," Baker said. "I'm sure she'll adjust."

The Bakers said they plan to move into the president's house on campus by Monday when a moving van will arrive with their possessions.

According to Richard Tartaglia, Plant Operations chief, an automated system is in place to charge maintenance work such as general ground work and even maintainers' down time will be kept on record and estimated and evaluated at the end of the year. There is no way of predicting cost and effectiveness of the zone until then, he added.

Ticket violation crackdown

If you've got a bunch of full parking tickets in your car you may want to pay them or be prepared to pay $10 more per ticket.

San Luis Obispo Police Chief Roger L. Newman and Poly Director of Public Safety Richard Brug said the university and city have cooperated with the San Luis Obispo County Municipal Court to develop an automated system for following up on delinquent drivers.

"It's a state policy," said Brug. "They have been wanting to do this for a long time."

Brug said the new policy is cost-effective and that it is one of the few ways the department can get back some of the time that goes unpaid on the tickets.

"We also don't want to arrest people for parking violations," said Brug. "This seems like the best way to do it."

Notices of intent will allow vehicle owners approximately 30 days from the mailing date to make payments of the new delinquency amount or to appeal the citation.

Once processing has begun, about 10 days before the mailing date, payment of original delinquency amounts will not be accepted, said Brug.
Zoned out

A recent SLO City Council vote took advantage of students who are away for the summer. By a 4-1 vote, the council approved a ban on most parking near the south perimeter of Cal Poly’s campus.

The district—formed by Grand Avenue, Hathaway Avenue, Black Street, and Street, Longview Lane and Frederick Street—will prohibit vehicles from parking there without special decals. The decals are to be purchased by residents of the district for $5 a year. Guests passes may also be bought by the residents.

The council vote is disappointing in several ways. About two-thirds of the Cal Poly students are gone for the summer. They had no opportunity to speak out against the district. This is a stilt-the-base-while-he’s-not-looking approach to government.

But, that is nothing new to the council which last summer approved the enforcement of the controversial R-1 zoning law while students were away.

This is not to suggest Council business should stop until Cal Poly students return from vacation. Rather, it means council should have more consideration for the students on issues so obviously important to them.

Equally upsetting is the thoughtless logic applied to the parking problem.

Residents of the district complained at the meeting last week that they were unable to park in front of their own houses. While this is an understandable complaint, the homes within the district all have driveways where the residents can park. A two-car family would have no trouble finding space—their driveways are clear.

It was found that the home owners needed extra room for a third or fourth car, then space in front of their home should be made clear. All the houses in the district could have one or two spaces adjacent to their home designated for use by permit only. Arbitrarily sectioning off crucial parking next to the campus just adds to impacted lots there.

Also, the prime time of near-campus parking use is the same as when the majority of classes are offered—during the morning and afternoon. These are the times when, presumably, the residents of those streets are working. When they come home from work, after 6 p.m., most of the parking spaces would be empty.

An analogy to the parking situation would be if residents downtown petitioned to have all parking in front of their own houses designated solely for their use. Not only would the business owners be upset, but it would thousands of shoppers who paid to have the streets paved and maintained. People living downtown, they would say, will have to take the good with the bad.

So goes living next to Cal Poly.

What the residents next to the campus should really be upset about is the mandatory five dollar fee for the purchase of spaces so they may park in front of their own homes.

The extra expenses, along with creating additional paperwork and increased costs patrolling for violators, constitutes one of the most outrageous laws since R-1.

The council should amend their ban so as not to prohibit all parking in the district. A few spots, sectioned off in front of each house would better meet the demands of Cal Poly and home owners. The council should meanwhile refrain from action so crucial to the needs of Cal Poly until the majority of students return.

Letters

Corporal connection

Editor:

The recent editorial concerning Chrysler Corporation contained several errors which deserve to be corrected.

A little research, just a walk downtown, would reveal that Chrysler is the only U.S. manufacturer offering a modern, domestically produced subcompact, and that Chrysler’s full line offers more high fuel mileage than GM or Ford.

Also, I do not believe you can prove Chrysler is a "phony business advertising scheme." I do believe this is what is called "spin" in journalism class.

Furthermore, Chrysler is not a private corporation, say share of its stock have been available from your stockbroker for quite some time.

Lastly, your editorial ended with a value judgment with which I cannot agree. Chrysler is not in its own. Our government subsidizes the automakers in a disregard of profits regulation. One cannot steal this profit from the benefit of a capitalist system. If our increasingly mismanaged government instead of running the auto industry, it must also be prepared to disbursed the losses it incurs by its own management. It simply makes more sense to risk a depression by allowing the market to reflect to restructure by workers to the roots of the unemployable.

Our Delmites
BY RHONDA BOZARTH

Cal Poly radio station, KCPR, was denied its usual share of Interdivisionally Related Activitie (IRA) funding for the 1979-80 year after the ASI Finance Committee decided it would not support the station, according to Director of Business Affairs James Landreth.

The decision was formally made by a joint session of the Finance Committee and the IRA Advisory Board in May. Landreth said four of the eight members on the IRA board were also on the Finance Committee. He said those student members "were adamant about KCPR not getting the funding," while the other three administrators and one faculty representative making up the Board were "lukewarm." Landreth said they had to go along with the student representatives in order to get a majority.

According to the former president of the IRA Board and member of the Finance Committee Larry Robinson, the Finance Committee felt KCPR did not need any IRA funds since it received $3,000 from an emergency request of the IRA board about two months earlier. "We felt that we had other priorities," Robinson said. He said the Finance Committee felt it had an obligation to financially support athletics more heavily since it was suffering state budget cuts, as well as fine arts, which has not received any IRA funding recently.

According to Landreth, the Finance Committee felt KCPR was overstating its financial position. He said there was a controversy over the kind and quality of stereo speakers recently purchased by the station, and said the feeling was KCPR bought a "Cadillac" instead of a "Ford."

Dave Zimmerman, general manager of KCPR, sent a memo to the Dean of the school of Communicative Arts:

"We were depending on the IRA fund to get us through the year," Zimmerman said. "We felt the IRA committee should help support us since we are serving students and not just the Journalism Department," he said.

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"We were depending on the IRA fund to get us through the year," Zimmerman said. "We felt the IRA committee should help support us since we are serving students and not just the Journalism Department," he said.

It cost KCPR nearly $2,000 to operate for the 1979-80 year, not including the $1,500 it received in emergency funds.

Zimmerman has asked Vice President of Academic Affairs Hazel Jones what could be done to aid the station financially and she said the station could ask for contingency funding from the IRA fund. But Zimmerman said if that were approved, KCPR could only expect to get a $1,500 out of a $7,500 balance in that account.
Crystal Gayle performs to lukewarm crowd at fair

BY JIM HENDRY
Summer West Writer

 "Two hours for a dime, a prize every time," the calliope yelled at the slow-moving crowd as they passed his portable booth. Only a few, however, stopped to take the long-haired Barker up on his head-shaking challenge. Most people were heading towards the County Fair's Main Grandstand to see the evening's premier attraction, Crystal Gayle.

Dressed in the Outstanding Female Country Vocalist by the Country Music Association and the Academy of Country Music in 1977 and 1978, Gayle's performance was greeted by a large audience even on a Wednesday night in Paso Robles.

Shivering a little in the on-off air, Gayle praised her band for delivering a hurried country-pop set without a hint of an encore. In fact, some people started leaving before the lights were turned on. It wasn't Gayle's fault, however, it was just that everybody figured that when her "Don't It Make My Brown Eyes Blue" there was nothing else. They were right.

But the crowd couldn't be disappointed with all of Gayle's performance as she highlighted songs from all of her albums including the platinum "We Must Believe in Magic."

Gayle's Nashville-based backing band performed with the smooth air of experienced country performers as the group played loud, but not too loud. After all, about half the crowd was over 40.

After only a little over an hour, Gayle raised off-stage to only light applause as most of the crowd poured back out onto the fairgrounds for a quick corndog, a beer and a ride in the pick-up back home.

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