C. C. 106

City of Cambridge

NOTICE OF PUBLIC HEARING

The Cambridge City Council Committee on Ordinances will conduct a public hearing on Wednesday, August 15, 1979 in the City Council Chamber, City Hall, Cambridge, Massachusetts for the following purposes:

7:00 P. M. The Committee will discuss an amendment to the Zoning Ordinances relative to Off-Street Parking Facilities.

7:30 P. M. The Committee will discuss Chapter Twenty-three of the General Ordinances entitled "Regulations Pertaining to Controlled Rental Housing Units."

All interested individuals are invited to attend and be heard at this time.

For the Committee,

Councillor Lawrence W. Frisoli
Chairman.

C. C. 106

PUBLIC NOTICE
RELATIVE TO ZONING.

1st Pb

City of Cambridge

MASSACHUSETTS

Office of the City Clerk.

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Tercentenary Edition and amendments thereto, that a public hearing will be held by the Committee on Ordinances, comprised of the entire membership of the City Council, on Monday, August 6, 1979 at 6:00 P. M. in the City Council Chamber, City Hall, Cambridge, Massachusetts on a petition by the Planning Board to amend the text of the Zoning Ordinance as it applies to off-street parking facilities. This hearing is required due to the refiling of the petition, previously heard by the Planning Board.

The petition will change row 4.330 of the Table of Use Regulations so that the use classification "automobile parking lot or parking garage for private passenger cars, where not an accessory use,..." now designated as allowed in Business B and C, Office and Industrial districts and as requiring a special permit from the Board of Zoning Appeal, in Residence B and C and Business A-1 and A districts would be redesignated as requiring a special permit from the Planning Board.

A new use classification will be created by adding a row 4.33p to the Table of Use Regulations so that accessory parking facilities for private passenger cars which will also contain spaces for short-term rental or lease to the general public, will be allowed in Residence B and C, Office, Business and Industrial districts, only if granted a special permit from the Planning Board.

Article 6.000 of the ordinance would also be amended to provide procedures for special permit review of commercial off-street parking facilities which are developed for use by the general public.

Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

By order of the City Council,

ATTEST:- Paul E. Healy, City Clerk.

RECEIVED BY
OFFICE OF CITY CLERK
JUL 20 9 19 AM '79
CAMBRIDGE, MASS.

PUBLICATIONS PARKING FACILITIES

FIRST PUBLICATION NO. 2011.

City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-nine

AN ORDINANCE

In amendment to an ordinance entitled: "The Zoning Ordinances of the City of Cambridge."

Be it ordained by the City Council of the City of Cambridge as follows:

The Zone Map accompanying ordinance passed to be ordained September 26, 1979 entitled: "The Zoning Ordinance of the City of Cambridge" is hereby amended as follows:

1. In Section 4.10, General Classification Rules, insert the following before the last sentence in subsection 4.12:

"It is not the intent of this section to require duplicate special permit reviews. Therefore, uses designated "SP" which are included within a planned unit development application shall be approved or denied within the planned unit development process established by Section 12.30. However, conditionally permitted uses which are located in a planned unit development, but which are included in the PUD application, shall require separate special permit review in accordance with the procedures of Section 10.40.

2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office, Business, and Industry districts so that it reads as follows:

"o. Automobile parking lots or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on.

RES. B	RES. C	OFF. 1, 2, 2A, 3 3A	BUS. A-1	BUS. A	BUS. B	BUS. C	IND. A-1 A-2	IND. A	IND. B-1	IND. B	IND. C
PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB

3. In section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:

"p. Accessory parking lot or parking garage for private passenger cars which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking area unless such activity is specifically permitted in the district by section 4.35, 4.36 or 4.37.

Open Space	Res.	Res. Bus.	Res. C	Office	Bus.
A-1, A-2	B	1,2,3,3A	1,2,3,3A	A-1	A
No Bus. B	No Bus. C	PB Ind. A-1,A-2	PB Ind. A	PB Ind. B-1	PB Ind. B	PB Ind. C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsections to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by-case consideration of the traffic impacts in relationship to surround street capacities, public transportation facilities and population densities."

5. Insert the following sentence in Section 6.21 after the first sentence:

"Such plans shall also indicate whether the parking spaces shall be used by tenants or occupants of the uses to which the parking is accessory or by members of the general public for a fee."

6. Add the following subsection to Section 6.000:

"6.46 Criteria for Grant Special Permits for Parking Lots or Garages with spaces available to the general public for a fee.

In reviewing the plans for any parking facility requiring a special permit under Section 4.33o or 4.33p, the special permit granting authority shall give consideration to evidence presented on the following:

a. that the facility will help satisfy a demonstrated need for off-street parking in the area in which it is to be located.

b. That the average daily traffic generated by the parking facility will not increase the total amount of traffic on adjacent streets to such a degree that the reasonable capacity of any such street or intersection will be exceeded;

c. that access and egress to the facility will be provided with minimal danger to existing pedestrian and vehicle flows and will not cause substantial increases in congestion.

d. that the location of such parking facility will not attract unnecessary vehicular traffic to an area otherwise served by public transportation; and

e. that such parking facility shall satisfy all design standards and other pertinent requirements of this Article 6.000.

Passed to a second reading at the City Council meeting held on August 6, 1979 and on or after August 20, 1979 the question may be on passing to be ordained.

ATTEST:—Paul E. Healy, City Clerk.

PUBLISHED: _____

EDITION: Page 19

DATE: Friday, August 10, 1979

C. C. 106

Ruling of the Chair re Votes from Committee to Remove

City of Cambridge

MASSACHUSETTS

In City Council 8/6/ 1979

	YEA	NAY	ABSENT	PRESENT
Mr. Crane	✓			
Mr. Duehay		✓		
Mr. Frisoli	✓			
Ms. Graham		✓		
Ms. Preusser		✓		
Mr. Sullivan	✓			
Mr. Vellucci		✓		
Mr. Wylie		✓		
Mayor Danehy			✓	

3 5 1

Ruling Challenged — Ruling not Sustained 6 Vote

C. C. 106 C. Vellucci

City of Cambridge

MASSACHUSETTS

In City Council 8/6 1979

Off Street Parking

	YEA	NAY	ABSENT	PRESENT
Mr. Crane		✓		
Mr. Duehay	✓			
Mr. Frisoli		✓		
Ms. Graham	✓			
Ms. Preusser	✓			
Mr. Sullivan			✓	
Mr. Vellucci	✓			
Mr. Wylie	✓			
Mayor Danehy			✓	

5 2 2 0

Passed to Ord Committee

FIRST PUBLICATION NO. 2011.

City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-nine

AN ORDINANCE

In amendment to an ordinance entitled: "The Zoning Ordinances of the City of Cambridge."

Be it ordained by the City Council of the City of Cambridge as follows:

The Zone Map accompanying ordinance passed to be ordained September 26, 1979 entitled: "The Zoning Ordinance of the City of Cambridge" is hereby amended as follows:

1. In Section 4.10, General Classification Rules, insert the following before the last sentence in subsection 4.12:

> "It is not the intent of this section to require duplicate special permit reviews. Therefore, uses designated "SP" which are included within a planned unit development application shall be approved or denied within the planned unit development process established by Section 12.30. However, conditionally permitted uses which are located in a planned unit development, but which are included in the PUD application, shall require separate special permit review in accordance with the procedures of Section 10.40.

2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office, Business, and Industry districts so that it reads as follows:

> "o. Automobile parking lots or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on.

RES. B	RES. C 1,2 2A,3 3A	OFF. 1, 2, 3, 3A	BUS. A-1	BUS. A	BUS. B	BUS. C	IND. A-1 A-2	IND. A	IND. B-1	IND. B	IND. C
PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB

3. In section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:

> "p. Accessory parking lot or parking garage for private passenger cars which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking area unless such activity is specifically permitted in the district by section 4.35, 4.36 or 4.37.

City of Cambridge

Open Space	Res. A-1, A-2	Res. B	Res. C 1,2,3,3A	Office 1,2,3,3A	Bus. A-1	Bus. A
No	NO	PB	PB	PB	PB	PB

Bus. B	Bus. C	Ind. A-1, A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsection to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by-case consideration of the traffic impacts in relationship to surround street capacities, public transportation facilities and population densities."

5. Insert the following sentence in Section 6.21 after the first sentence:

"Such plans shall also indicate whether the parking spaces shall be used by tenants or occupants of the uses to which the parking is accessory or by members of the general public for a fee."

6. Add the following subsection to Section 6.000:

"6.46 Criteria for Grant Special Permits for Parking Lots or Garages with spaces available to the general public for a fee.

In reviewing the plans for any parking facility requiring a special permit under Section 4.33o or 4.33p, the special permit granting authority shall give consideration to evidence presented on the following:

a. that the facility will help satisfy a demonstrated need for off-street parking in the area in which it is to be located.

b. That the average daily traffic generated by the parking facility will not increase the total amount of traffic on adjacent streets to such a degree that the reasonable capacity of any such street or intersection will be exceeded;

City of Cambridge

c. that access and egress to the facility will be provided with minimal danger to existing pedestrian and vehicle flows and will not cause substantial increases in congestion.

d. that the location of such parking facility will not attract unnecessary vehicular traffic to an area otherwise served by public transportation; and

e. that such parking facility shall satisfy all design standards and other pertinent requirements of this Article 6.000.

Passed to a second reading at the City Council meeting held on August 6, 1979 and on or after August 20, 1979 thequestion may be on passing to be ordained.

ATTEST:- Paul E. Healy, City Clerk.

FIRST PUBLICATION NO. 2011.

City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-nine

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2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office, Business, and Industry districts so that it reads as follows:

> "o. Automobile parking lots or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on.

RES. B	RES. C 1,2 2A,3 3A	OFF. 1, 2, 3, 3A	BUS. A-1	BUS. A	BUS. B	BUS. C	IND. A-1 A-2	IND. A	IND. B-1	IND. B	IND. C
PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB

3. In section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:

> "p. Accessory parking lot or parking garage for private passenger cars which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking area unless such activity is specifically permitted in the district by section 4.35, 4.36 or 4.37.

City of Cambridge

Open Space	Res. A-1,A-2	Res. B	Res. C 1,2,3,3A	Office 1,2,3,3A	Bus. A-1	Bus. A
No	NO	PB	PB	PB	PB	PB

Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsection to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by-case consideration of the traffic impacts in relationship to surround street capacities, public transportation facilities and population densities."

5. Insert the following sentence in Section 6.21 after the first sentence:

"Such plans shall also indicate whether the parking spaces shall be used by tenants or occupants of the uses to which the parking is accessory or by members of the general public for a fee."

6. Add the following subsection to Section 6.000:

"6.46 Criteria for Grant Special Permits for Parking Lots or Garages with spaces available to the general public for a fee.

In reviewing the plans for any parking facility requiring a special permit under Section 4.33o or 4.33p, the special permit granting authority shall give consideration to evidence presented on the following:

a. that the facility will help satisfy a demonstrated need for off-street parking in the area in which it is to be located.

b. That the average daily traffic generated by the parking facility will not increase the total amount of traffic on adjacent streets to such a degree that the reasonable capacity of any such street or intersection will be exceeded;

City of Cambridge

c. that access and egress to the facility will be provided with minimal danger to existing pedestrian and vehicle flows and will not cause substantial increases in congestion.

d. that the location of such parking facility will not attract unnecessary vehicular traffic to an area otherwise served by public transportation; and

e. that such parking facility shall satisfy all design standards and other pertinent requirements of this Article 6.000.

Passed to a second reading at the City Council meeting held on August 6, 1979 and on or after August 20, 1979 thequestion may be on passing to be ordained.

ATTEST:- Paul E. Healy, City Clerk.

RECEIVED BY
OFFICE OF CITY CLERK
AUG 1 3 37 PM '79
CAMBRIDGE, MASS.

CITY OF CAMBRIDGE MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

July 31, 1979

To The Honorable, the City Council

SUBJECT: Parking Facility Zoning Amendment

Dear Councillors:

In accordance with Chapter 40A of the General Laws, on July 17, 1979 the Planning Board held a public hearing on a proposed amendment to the Cambridge Zoning Ordinance. This petition is an amended version of a petition originally filed with the City Council in January, 1979. The amendment, petitioned by the Planning Board, would change the table of use regulations to make commercial parking facilities a conditionally permitted use. In all districts, except the Open Space and Residence A districts, a Planning Board special permit would be required for non-accessory parking lots and parking garages and for accessory parking facilities which also contain rental spaces for persons other than those occupying the use to which the parking facility is accessory. The table below summarizes how the petition would change the use regulations for such parking facilities.

District	Current Zoning	Planning Board Petition
Open Space	Prohibited	Prohibited
Res. A-1 and A-2	Prohibited	Prohibited
Res. B	BZA Special Permit (SP)	Planning Board SP
Res. C-1, 2, 2A, 3, 3A	BZA SP	Planning Board SP
Office 1, 2, 3, 3A	Allowed	Planning Board SP
Business A-1, A	BZA SP	Planning Board SP
Business B, C	Allowed	Planning Board SP
Industry A-1, A-2, A, B-1, B, C	Allowed	Planning Board SP

The petition also lists several criteria for the special permit granting authority to consider in reviewing applications and authorizes the Planning Board to check compliance with all other pertinent parking requirements in the Ordinance.

At the July 17th public hearing, no one testified either in favor of or in opposition to the petition.

Off-street parking facilities can create numerous adverse environmental consequences including air quality degradation, noise, traffic congestion and visual deterioration of an existing neighborhood. The impacts of a parking garage or parking lot may be significant for properties located along the streets leading to the parking facility as well as for those located next to it. A special permit review process provides an opportunity to avoid, or at least mitigate, some of the adverse impacts.

In addition to giving the Planning Board special permit granting authority in districts where commercial parking facilities have been allowed, the petition will also transfer that authority to the Planning Board in those districts which have previously required a special permit from the Board of Zoning Appeal. The Planning Board feels that the authority to issue special permits for parking facilities should be limited to only one review agency. This will avoid the potential problem of an applicant for a parking facility special permit having to go before two boards because the lot is located in two zoning districts with different use table designations.

The Planning Board recommends that this petition be APPROVED.

Respectfully submitted,

For the Planning Board

Arthur C. Parris

Arthur C. Parris
Chairman

ACP:jp

Cambridge, January 23, 19 79
Revised March 14, 1979

To the Honorable, the City Council of the
City of Cambridge:

The undersigned respectfully pray that the text of the Zoning Ordinance of the City of Cambridge be amended as follows:

1. In Section 4.10, General Classification Rules, insert the following before the last sentence in subsection 4.12:

"It is not the intent of this section to require duplicate special permit reviews. Therefore, uses designated "SP" which are included within a planned unit development application shall be approved or denied within the planned unit development process established by Section 12.30. However, conditionally permitted uses which are located in a planned unit development, but which are not included in the PUD application, shall require separate special permit review in accordance with the procedures of Section 10.40.

2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Residence B & C, Office, Business, and Industry districts so that it reads as follows:

"o. Automobile parking lots or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried out.

Res. B	Res. C 1, 2, 2A, 3, 3A	Off. 1, 2, 3, 3A	Bus. A-1	Bus. A	Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB

3. In Section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:

"p. Accessory parking lot or parking garage for private passenger cars which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking area unless such activity is specifically permitted in the district by Section 4.35, 4.36 or 4.37.

Open Space	Res. A-1, A-2	Res. B	Res. C 1, 2, 3, 3A	Office 1, 2, 3, 3A	Bus. A-1	Bus. A
No	No	PB	PB	PB	PB	PB

Bus. B	Bus. C	Ind. A-1, A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsection to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by-case consideration of the traffic impacts in relationship to surround street capacities, public transportation facilities and population densities."

5. Insert the following sentence in Section 6.21 after the first sentence:

"Such plans shall also indicate whether the parking spaces shall be used by tenants or occupants of the uses to which the parking is accessory or by members of the general public for a fee."

6. Add the following subsection to Section 6.000:

"6.46 Criteria for Granting Special Permits for Parking Lots or Garages with spaces available to the general public for a fee.

In reviewing the plans for any parking facility requiring a special permit under Section 4.33o or 4.33p, the special permit granting authority shall give consideration to evidence presented on the following:

a. that the facility will help satisfy a demonstrated need for off-street parking in the area in which it is to be located;

b. that the average daily traffic generated by the parking facility will not increase the total amount of traffic on adjacent streets to such a degree that the reasonable capacity of any such street or intersection will be exceeded;

c. that access and egress to the facility will be provided with minimal danger to existing pedestrian and vehicle flows and will not cause substantial increases in congestion.

d. that the location of such parking facility will not attract unnecessary vehicular traffic to an area otherwise served by public transportation; and

e. that such parking facility shall satisfy all design standards and other pertinent requirements of this Article 6.000.

Respectfully submitted,

For the Planning Board

Arthur C. Parris

Arthur C. Parris
Chairman

C. C. 106

PUBLIC NOTICE
RELATIVE TO ZONING.

City of Cambridge

MASSACHUSETTS

OFFICE OF THE CITY CLERK.

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Tercentenary Edition, and amendments thereto, that a public hearing will be held by the Committee on Ordinances, comprised of the entire membership of the City Council on Monday, March 26, 1979 at 5:30 P. M. in the City Council Chamber, City Hall, Cambridge, Massachusetts on a petition of the Planning Board to amend the text of the Zoning Ordinances of the City of Cambridge as follows:-

1. In Section 4.10, General Classification Rules, insert the following before the last sentence in subsection 4.12:-

   "It is not the intent of this section to require duplicate special permit reviews. Therefore, uses designated "SP" or "PB" which are included within a planned unit development application shall be approved or denied within the planned unit development process established by Section 12.30.

2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office 1, 2, 3, 3A, Business B, Business C, Industry A-1, Industry A-2, Industry A, Industry B, Industry B-1 and Industry C districts so that it reads as follows:-

   "o. Automobile parking lot or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on

OFF. 1,2,3,3A	Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB	PB

3. In Section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:-

   "p. Accessory parking facility for private passenger cars, whether a parking lot or parking garage, which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking facility unless such activity is specifically permitted in the district by Section 4.35, 4.36 or 4.37.

Open Space	Res. A-1,A-2	Res. B	Res. C 1,2,3,3A	Office 1,2,3,3A	Bus. A-1	Bus. A
No	No	PB	PB	PB	PB	PB

City of Cambridge

Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsection to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by=case consideration of the traffic impacts in relationship to surrounding street capacities, public transportation facilities and population densities."

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c. That access and egress to the facility will be provided with minimal danger to existing pedestrian and vehicle flows and will not cause substantial increase in congestion;

d. That the location of such parking facility will not attract unnecessary vehicular traffic to the area.

Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

For the Committee,

Councillor Frisoli, Chairman,
Committee on Ordinances.

City of Cambridge

Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB

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Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

For the Committee,

Councillor Frisoli, Chairman,
Committee on Ordinances.

C. C. 106

PUBLIC NOTICE
RELATIVE TO ZONING.

City of Cambridge

MASSACHUSETTS

OFFICE OF THE CITY CLERK.

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2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office 1, 2, 3, 3A, Business B, Business C, Industry A-1, Industry A-2, Industry A, Industry B, Industry B-1 and Industry C districts so that it reads as follows:-

   "o. Automobile parking lot or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on

OFF. 1,2,3,3A	Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB	PB

3. In Section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:-

   "p. Accessory parking facility for private passenger cars, whether a parking lot or parking garage, which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking facility unless such activity is specifically permitted in the district by Section 4.35, 4.36 or 4.37.

Open Space	Res. A-1,A-2	Res. B	Res. C 1,2,3,3A	Office 1,2,3,3A	Bus. A-1	Bus. A
No	No	PB	PB	PB	PB	PB

ZONING PETITION STATUS REPORT - UPDATE 2/15/79

Petition	Current Status	Planning Bd. Hearing	Planning Bd. Report Received	City Council Deadlines: Ordinance Committee Hearing	City Council Deadlines: Second* Reading	City Council Deadlines: Ordination
Councillor Vellucci's Mellen Street	Ordained 2/12/79 (with Wylie amendment)					
Pinballs	Ordained 2/12/79					
Townhouses	Reported out of Committee 2/12/79	Past	Yes	Past	3/19/79	4/16/79
Second St./ Fulkerson St.	Reported out of Committee2/12/79	Past	Yes	Past	4/9/79	5/7/79
Councillor Duehay's Ash Street	Planning Bd. Hearing Scheduled	3/6/79	No	3/28/79	5/7/59	6/4/79
Parking	Planning Bd. Hearing Scheduled	3/6/79	No	4/4/79	5/7/79	6/4/79

*Dates Based on Cambridge Chronicle Advertising Deadlines

All that 'Glitter' is VIPs at play

By DAN McLAUGHLIN
Staff Writer

If you have an old suit or dress that dates back as far as the roaring 20s, and you'd like to wear it again — you'll get a chance tonight in Cambridge.

You can relive the music and scenery of every decade from the '20s to the '70s in a series of skits featuring school committee members and city councilors at the Common Place Community Center, 130 Prospect St., from 8 to 1 a.m.

It's called "Glitter Night" and those attending are asked to wear costumes of their favorite decade.



Deirdre Morris of Cambridge will heip relive the music and scenery of every decade from the 20s to the 70s tonight during "Glitter Night" at the Common Place Community Center. She is shown in a Joan Crawford style fur coat of yesteryear.

Bill and Deirdre Morris of 37 Highland Ave., Cambridge, came up with the idea for "Glitter Night."

The Morrises, who are members of the Longfellow Community School Council, one of the sponsors of the affair, said they conceived the idea to:

"Help promote a greater sense of community, have an evening's entertainment, explore a fantasy and have a kind of end of winter celebration at low cost.

"We'd also like to see this as an opportunity to integrate the Port section of Cambridge with the Mid-section," Bill added.

He is a teacher in the Cambridge Public Schools and Deirdre is an artist.

Their home is filled with old mission oak furniture and velvet covered Victorian loveseats and chairs. A Joan Crawford style fur coat hangs on a sewing model in the foyer.

The Morrises collect old things and Deirdre, in particular, collects old clothes and jewelry.

They are going to to use their personal hobby as the theme for "Glitter Night", a fund-raising event for Mid-Cambridge Area 4 agencies.

Some of the examples they have planned include a 1920s decade set in a speakeasy with flappers, college boys, "sleazy gentlemen" with girlfriends, and singing and dancing of the period.

The '30s wil feature the Apollo Theatre in Harlem where, according to Bill, "Much of the glitter in fashions for women in that period originated."

The '50s will feature American Bandstand with Dick Clark and Jerry Lee Lewis (alias Cantabrigians imitating them). There also will be a small Coconut Grove Nightclub re-created with roulette tables, and Mylar wallpaper.

Among Deirdre's clothes are a satin cape trimmed with sequins that dates back to the '40s, several chiffon dresses from the '50s, and a '40s dress with a Mexican motif.

Various small antique dealers in the area will help fill in any gaps by lending clothes and furniture.

And the cost of the tickets dates back a few years too — $1 each.

Teacher panels to study problem of teen suicide

Preventing suicide among teenagers and younger children will be the topic of a four-week, in service workshop for Cambridge public school teachers starting at 3 p.m. March 22, at the King Elementary School.

It is designed to raise teachers' awareness regarding the second greatest cause of death among adolescents (the first is automobile accidents) according to Schools' Assistant Director of Pupil Services Patrick Murphy.

He said the workshop is an outgrowth of an introductory workshop conducted during an afternoon session seminar on Jan. 10, when authorities on teenage suicide from Harvard, the Fayerweather School and Cambridge Hospital, discussed the issue with Cambridge teachers.

The upcoming workshop will focus on the magnitude of the teen suicide problem and the clinical and development perspectives of adolescent depression and suicide.

Sara Benet of Project Assist, and Psychiatrist Robert Louis will be the discussion leaders.

Sally Casper, co-director of the Samaritans, a suicide prevention group, and representatives from Harvard Bureau of Study Council will make presentations during the second session set for March 29.

The discussion will center around the film "Suicide at 17", a review of the role of the helping person, and role play activity.

The workshop on April 5 and 12, will deal with resources available to teachers in recognizing and confronting suicidal symptoms, avoiding crisis reaction and teaching about depression and suicide.

The discussion teams include Drs. Eleanor Weeks and John Carper from the Cambridge and Boston City hospitals, and representatives from Project Place, CODE and the Samaritans.

Dr. Calvin Frederick, chief of Disaster Assistance and Emergency Mental Health for the National Institute of Mental Health, said there has been a startling increase in the suicide rates among younger age groups, over two decades.

"The suicide rate in each of the age groups, 10 to 14, and 15 to 19, has tripled during this period," Dr. Frederick said. "In the 15 to 19-year age group, the rate has doubled in the last 10 years alone.

"It is clear that a concerted effort must be made at the federal, state and local levels to find solutions to this tragic problem," he said.

"The magnitude of the problem is too great for any one segment of the population alone to address it . . . every interested group should appoint itself a committee . . . to address this insidious disorder."

Murphy said that while teenage suicide in Cambridge is not a major problem, he has no reason to doubt it is any less a problem here than in other urban communities of 120,000 people.

He said determining the exact cause of many teenage deaths or the motivation in deaths occurring from overdose, combination drug and alcohol use, and teenagers killed while alone in automobile accidents, is not an exact science.

What is known, he said, is that suicide is the second greatest cause of death among young people.

Murphy added that the goal of the Cambridge workshop is to equip teachers with every possible resource to curtail this tragedy.



State House visitors, members of Cub Scouts Pack 703 of St. Catherine's Parish, Somerville, are welcomed by state Rep. Marie Howe of Somerville, forst row, center. Shown, flanked by guides in Colonial costumes are, from left, 1st row; Assistant Den Leader Nancy Varadaro, Rep. Howe and Den Leader Patricia Nixon; 2nd row: Joseph Vardaro, Robert Nixon, Bernie Brown and Mark Hovasse; 3rd row: Jimmy Hickey, John Reilly, Micheleen DeCarolis; John Howe, Ron DeCarolis and David Hovasse; 4th row: Louis Hickey, Paul Fitzgerald, Jimmy Cataldo and Danny Keating; 5th row: Mrs. Riley, Doric Dame Mrs. DeCarolis, Mark Ferranzi and Fran Hovasse.

Somerville officials address problems

Dogs, energy not just rubbish

By JOHN CONNOLLY
Staff Writer

Energy consumption, a dog kennel and trash collection.

Sounds like a lead-in to a riddle Johnny Carson's character "Carnac the Magnificent" would answer to.

But, actually, they are just some of the topics which were addressed by the Somerville Board of Aldermen at its regularly scheduled meeting Thursday night.

Energy consumption was introduced in a resolution by Alderman-At-Large Salvatore Albano. He would like to see the city take certain steps concerning the energy problems to make Somerville public buildings more conducive to this need.

Albano, along with Ward Four Alderman Vito Vaccaro and Andrew Puglia of Ward Seven, recently conducted an inspection tour of public buildings in the city.

"On our inspection tour, energy consumption was an important issue for us to look into, "Albano stated. "The situation, as we see it, is a disgrace.

"The cost to the city in this area has escalated and it's about time we did something about it," he continued. "The mayor should submit a plan as to how he is dealing with the energy problem and its effect on Somerville when he presents his budget."

Man's best friend is the dog, but in Somerville the dog's best friend may or may not be Ward Five Alderman Michael Capuano.

Thursday night, Capuano offered a resolution which, if accepted, would establish a dog kennel in the city.

"This really is just a resolution asking the mayor to conduct a feasability study into a dog kennel, "Capuano explained. "This could become a real money maker for the city. I'm no expert on this but I think it should be looked into."

Alderman Vito Vaccaro asked his colleague, "Where would you build a dog kennel in the city?"

Answering his own question, Vaccaro informed Capuano he had spoken to several officials including the dog officers on the matter and almost all suggested the DPW yard which ironically is located in Ward Five — Capuano's home ward.

A smile slowly crept across Capuano's face and he responded somewhat softly, "We've got enough problems down there."

One of the problems he pointed to shortly afterwards is with trash and rubbish collection. Capuano has told board members at several recent meetings that his yard is experiencing trouble in this area with regard to poorly equipped trucks and/or broken trash collection vehicles.

His new ordinance would require every rubbish truck to be equipped with a broom and shovel "to be issued to workers and that they be instructed when and how to use them."

"It's a ridiculous situation and I'm going to ask for this every week until I get something done about it," he stressed.

PUBLIC NOTICE
RELATIVE TO ZONING

City of Cambridge

MASSACHUSETTS
OFFICE OF THE CITY CLERK

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Tercentenary Edition, and amendments thereto, that a public hearing will be held by the Committee on Ordinances, comprised of the entire membership of the City Council on Monday, March 26, 1979 at 5:30 P.M. in the City Council Chamber, City Hall, Cambridge, Massachusetts on a petition of the Planning Board to amend the text of the Zoning Ordinances of the City of Cambridge as follows:—

1. In Section 4.10, General Classification Rules, insert the following before the last sentence in subsection 4.12:—

"It is not the intent of this section to require duplicate special permit reviews. Therefore, uses designated "SP" of "PB" which are included within a planned unit development application shall be approved or denied within the planned unit development process established by Section 12.30.

2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office 1, 2, 3, 3A, Business B, Business C, Industry A-1, Industry A-2, Industry A, Industry B, Industry B-1 and Industry C districts so that it reads as follows:—

"o. Automobile parking lot or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on

OFF.	Bus.	Bus.	Ind.	Ind.	Ind.	Ind.	Ind.
1,2,3,A	B	C	A-1,A-2	A	B-1	B	C
PB	PB	PB	PB	PB	PB	PB	PB

3. In Section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:—

"p. Accessory parking facility for private passenger cars, whether a parking lot or parking garage, which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking facility unless such activity is specifically permitted in the district by Section 4.35, 4.36 or 4.37.

Open	Res.	Red.	Res. C	Office	Bus.	Bus.
Space	A-1,A-2	B	1,2,3,3A	1,2,3,3A	A-1	A
No	No	PB	PB	PB	PB	PB

Bus.	Bus.	Ind.	Ind.	Ind.	Ind.	Ind.
B	C	A-1,A-2	A	B-1	B	C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsection to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by-case consideration of the traffic impacts in relationship to surrounding street capacities, public transportation facilities and population densities."

5. Insert the following sentence in Section 6.21 after the first sentence:

"Such plans shall also indicate whether the parking spaces shall be used by tenants or occupants of the uses to which the parking is accessory or by members of the general public for a fee."

6. Add the following subsection to Section 6.000:

"6.46 Criteria for Grant Special Permits for Parking Lots or Garages with spaces available to the general public for a fee.

In reviewing the plans for any parking facility requiring a special permit under Section 4.33o or 4.33p, the special permit granting authority shall give consideration to evidence presented on the following:

a. That the facility will help satisfy a demonstrated need for off-street parking in the area in which it is to be located;

b. That the average daily traffic generated by the parking facility will not increase the total amount of traffic on adjacent streets to such a degree that the reasonable capacity of any such street or intersection will be exceeded;

c. That access and egress to the facility will be provided with minimal danger to existing pedestrian and vehicle flows and will not cause substantial increase in congestion;

d. That the location of such parking facility will not attract unnecessary vehicular traffic to the area.

Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

For the Committee,
Councillor Frisoli, Chairman,
Committee on Ordinances.

Rep. Howe files 3 bills for elderly

Somerville Rep. Marie Howe, D-Somerville, has filed three bills in the Legislature designed to aid the elderly.

The bills would increase the personal care allowance nursing home residents who receive public welfare may keep from their checks, direct the Department of Community Affairs to pay for the delivery of home heating oil for elderly, and establish a "fuel stamp program" to be administered by the Department of Public Welfare.

"With today's rising costs, I feel that the elderly who live in nursing homes should be granted an increase in money allotted for their personal expenses," said Howe of the increase from $35 to her proposed $48.

Howe disclosed that persons 65 or older who do not live in public or owner-occupied housing are eligible for the home heating oil delivery suggested by one of her bills.

Other elderly, 60 or older, would become eligible for her "fuel stamp program" provided they do not earn more than $6,500.

Noteworthy.
From the Camerata to the BSO, Ellen Pfeifer bends a trained ear on the Boston music world. In the ARTS SECTION.

Pup had to find the top—but then?

Curiosity may kill the cat but it also got a friendly canine in trouble Thursday evening.

In fact, it took the combined efforts of the Somerville dog officer, Somerville firefighters, local residents and children from the Mystics Housing project to free the pooch from his precarious perch atop "McCarty's ledge," along Canal Lane at the rear of the project.

Apparently, the tan-and-white collie, estimated to be around two or three years old, somehow found his way out onto a 35-40 foot high ledge at the rear of the project. The dog was faced with the dilemma of having to find its way down the steep incline of mud, water and slippery broken pieces of cement or remain trapped behind a six-foot high iron fence (topped with barbed wire) on the other side.

Somerville Dog Officer James Liston and Somerville firefighters attached to Ladder Two, including Lt. Dan Sarno, and firefighters Bryant McGahan, Robert Lyons and James Byrnes arrived at the scene after residents notified police of the dog's barking.

"The area was very muddy and dangerous, especially where it was washed out," explained Lt. Sarno. "We put up a 35-foot ladder over the fence but couldn't seem to coax him down.

"It's a real dangerous area because the cement is slippery, broken and cars have made ruts in the mud resulting in bad footing," he added. "We just couldn't get up the ladder with the collie."

Liston said the dog must have worked his way up the left side of the "mountain" since water had washed out the other side turning it into a quagmire of mud and broken rocks.

Liston said these conditions extended the rescue to almost an hour.

"I guess the dog sneaked up there during the day and couldn't find his way out through the fence which is cement along the bottom," Liston offered as the reason for the dog's predicament.

Finally, the dog found a path down the side of the hill he came up and bounded for freedom.

"The dog started jumping up and down and the kids were hugging and patting him," Liston related. "Thank God, he didn't jump. There was one fella there from the Mystics who did a good job at keeping the dog calm."

Liston added that while the dog had a Medford license, officials could not contact the owner because the license number had faded.

— JOHN CONNOLLY

In Brief: *Red Line meeting set*

MBTA meeting— Residents of Davis Square and other concerned citizens along the route of the MBTA's Red Line extension into Somerville are invited to attend a meeting Monday at 7:30 p.m. in the aldermanic chamber at Somerville City Hall. Representatives of the MBTA, contractors and Somerville Engineering, the go-between city consultants, will be there to present new information and discuss problems of the construction plan.

Antique show— The Buckingham Browne and Nichols 13th annual Antiques Show and Sale will be held today from 11 a.m. to 9 p.m. and Sunday from noon to 6 p.m. in the school's gymnasium, Gerry's Landing Road, Cambridge. Twenty-four well known antique dealers will take part in the sale offering objects such as formal and country furnishings, painting, 18th century silver, pewter, Oriental and English pote pottery, jewelry, iron and brass.

New Boys Club aired— The directors of the Somerville Boys Club recently discussed plans to relocate and build a new facility. The Lelley Playground site, at Summer and Craigie Streets, has been mentioned as a possible site because of its size, central location and level ground, but other sites have been considered. A community meeting on the matter will be held Thursday at 8 p.m in City Hall. Interested residents are urged to attend.

New York Stock Exchange (continued)

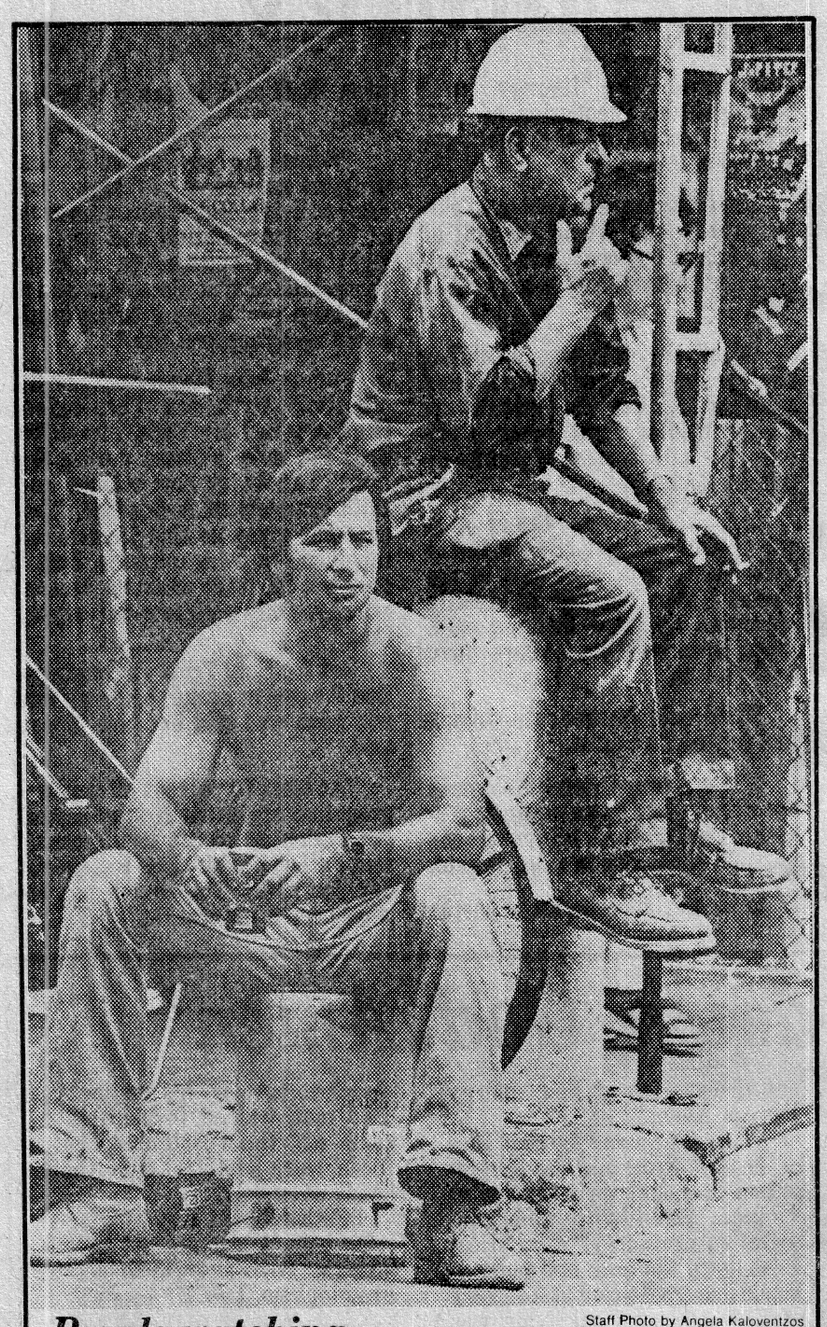
NENutl .40 16 33 37 36¼ 37 + ½
NEnP pf2.76 .. 20 27⅝ 27⅝ 27⅝ - ⅛
NEngT 3.16 8 17 34⅝ 34⅛ 34⅛ - ⅜
NYSEG 1.68 7 63 17½ 17⅜ 17⅜ - ⅛
NYS pf 8.80 .. z10 84 84 84 - 1
NYS pf 2.12 .. 1 21¼ 21¼ 21¼ + ¼
Newhall .66 9 1 25½ 25½ 25½ .....
Newmt .80 20 696 u26½ 26 26 - ¼
Newt pf 4.50 .. 3 u82½ 82 82 - ¼
Newpark .. 8 248 10 9⅝ 9¾ + ¼
NiaMP 1.44 7 190 14¼ 14⅛ 14⅛ .....
NiaMpf 4.85 .. z30 46 46 46 - ½
NiaMpf 6.10 .. z30 58 58 58 - ½
NiagSh 1.01e .. 4 10¼ 10¼ 10¼ + ⅛
Nicor 2.40 6 48 28¾ 28¼ 28⅜ .....
Nicor pf 1.90 .. 1 28¼ 28¼ 28¼ + ¼
NorfWn 1.84 7 257 23⅜ 22⅞ 23⅛ + ⅜
Norlin 1.60 4 23 19⅜ 19⅛ 19⅛ - ⅛
Norris 1.40 5 89 22¾ 22½ 22⅝ - ⅛
NACoal .56 7 21 20⅛ 20 20⅛ + ¼
NoAmtg .. 48 3¼ 3⅛ 3⅛ .....
NoAPhl 1.50 5 33 27 26⅜ 26¾ + ½
NoCAir .20 4 74 6⅝ 6⅜ 6⅜ - ¼
NoCAir wt .. 18 1⅞ 1¾ 1⅞ + ⅛
NoestUt 1.02 7 243 9⅜ 9¼ 9¼ .....
NCalSL .70 5 102 u17¾ 16⅝ 17 + ⅛
NIndPS 1.50 10 144 15½ 15⅜ 15⅜ .....
NorNGs 2.60 6 240 40¼ 39½ 39½ - ⅞
NoNG pf6.40 .. z50 86¼ 86¼ 86¼ + 1¼
NoNC pf8.48 .. z50 99 99 99 + ¾
NoStFw 2.16 7 153 25¼ 24⅝ 24⅝ - ⅜
NSPw pf3.60 .. z10 38⅜ 38⅜ 38⅜ .....
NSPw pf6.80 .. z920 74½ d74½ 74½ - ½
NorTel .80 11 743 u39 38⅝ 38¾ + ⅛
Nthgate .. 75 4 5¼ 5 5¼ + ⅛
Nortrp 1.80 6 177 36½ 35¾ 35¾ .....
NwstAirl .80 9 527 26⅞ 26¼ 26⅝ + ⅜
NwtBcp 1.16 7 349 24⅛ 23⅝ 23⅝ - ⅜
NwtEnr 2.40 6 456 30⅝ 30½ 30⅝ + ⅛
NwtInd 1.75 6 x414 27⅜ 26¾ 27 + ⅛
NwtInd wt .. 30 32½ 31¼ 31⅜ - ⅜
NwtPp pf2.50 .. 8 25⅝ 25¼ 25⅝ + ⅛
NwtPp pf2.36 .. 38 26⅛ 25½ 26⅛ + ½
NwMlf 1e 9 16 10 10 10 .....
NwStW 1.40 7 11 31¼ 30¼ 31¼ + 1¼
Norton 1.15 7 27 25¼ 24⅝ 24⅝ - ⅜
NorSim .92b 6 1041 16¼ 15⅞ 16 + ¼
NortS pf1.60 .. 1 36¼ 36¼ 36¼ + 1
Nucor .36 7 255 u40 38½ 38¼ - ¼
OKC 1.20 12 427 u31½ 30½ 31⅜ + ⅞
Oakind .40 16 534 u23 22⅜ 22⅞ + ⅝
OcciPet 1.25 .. 1241 19¾ 19½ 19⅝ .....
OcciPet wt .. 127 7⅛ 6⅞ 6⅞ - ¼
OcciP pf2.16 .. 4 31½ 30¾ 30¾ - ¼
OcciP pf3.60 .. 3 63 61⅞ 61⅞ - ⅛
OcciP pf 4 .. 1 61½ 61½ 61½ + 2
OcciP pf2.50 .. 9 22¾ 22⅝ 22⅝ .....
OcciP pf2.12 .. 12 19½ 19½ 19½ + ⅛
OcciP pf2.30 .. 9 20⅞ 20¾ 20¾ - ⅛
Ogden 1.80 5 76 29¾ 29 29¾ + 1
Ogdn pf 1.87 .. 11 45 44½ 45 + 1⅞
OhioEd 1.76 14 342 16⅞ 16 16⅛ + ⅛
OhEd pf 4.40 .. y80 42½ 41½ 41½ + ⅞
OhEd pf 4.56 .. z50 43 d42 42 - 1½
OhEd pf8.20 .. z20 76 76 76 - 1
OhEd pf 9.12 .. x200 87⅞ 87½ 87⅞ + 3
OhE pf 10.48 .. z500 101 101 101 .....
OhP pf 8.04 .. z100 75¼ 75¼ 75¼ + ¼
OhP pfA 14 .. z110 116¾ 116⅜ 116¾ + ¾
OklaGE 1.60 9 438 17¾ 17½ 17¾ .....
OklaNG 1.60 6 23 22 21⅝ 22 + ⅜
Olin .88 7 363 18⅞ 18⅝ 18¾ + ⅛
Omark 1.12 5 68 29¾ 29¼ 29½ .....
Oneida .84 7 42 22¼ 21½ 21¾ - ¼
Opelika .84 6 x14 10⅛ 10 10⅛ .....
OranRk 1.52 7 15 15 14⅞ 14⅞ - ⅛
Orange .20 4 69 6¾ 6⅝ 6⅝ .....
OrionC .30 7 x284 9⅛ 8¾ 9⅛ + ½
OutMar 1.40 5 108 19¼ 18⅛ 18½ .....
OutletCo .. 5 48 20½ 20⅛ 20⅛ - ⅛
OvernDr .84 6 39 15¾ 15½ 15½ .....
OvrnTr 1.10 4 4 17½ 17½ 17½ .....
OverSh .50b 5 147 21½ 21¼ 21½ + ⅜
OwenC 1.20 7 153 28¼ 27⅞ 28 + ¼
OwenIll 1.26 5 129 19¾ 19⅝ 19¾ + ⅛
OwnIl pf4.75 .. 1 64 64 64 + ½
Oxfrdin .68 5 4 9⅞ 9⅝ 9⅞ + ⅛

P·Q·R

PHH Gp .64 9 459 17¼ 16⅛ 17⅛ + 1¼
PPG 1.84 6 175 26¾ 26¼ 26⅜ - ⅜
PSA 5 31 15⅛ 15 15 .....
PacAS 1.24 .. 30 12⅝ 12½ 12½ + ⅛
PacGE 2.32 8 1953 24¾ 24⅝ 24¾ .....
PacLtg 2 7 34 21⅝ 21½ 21⅝ + ⅛
PacLm 2.20 13 24 45 44⅛ 45 + ½
PNwTel 1.64 7 601 18¼ 18⅛ 18¼ .....
PacPet 1.14 12 5 54⅜ 54⅜ 54⅜ - ⅛
PacPw 1.92 8 87 21 20¾ 21 + ¼
PacTT 1.40 8 69 14¾ 14½ 14⅝ .....
PacTin .80 6 26 14⅜ 14⅛ 14⅛ - ⅞
PaineW .44 4 115 7⅞ 7¾ 7¾ + ⅛
PaiW pf 1.30 .. 3 13 12⅞ 13 + ⅛
PalmBc 1.20 5 98 17¾ 17⅜ 17¾ + ½
Pamida .12 10 48 4⅜ 4⅛ 4¼ .....
PanAm 2 1228 6 5¾ 5¾ - ⅛
PanEP 2.80 7 29 46⅞ 46¼ 46¾ - ¼
Paprcft 1.14b 8 32 19 18⅜ 19 + ⅞
Pargas 1.08 12 14 13⅜ 13⅛ 13⅛ .....
ParkDr s .24 7 203 20¼ 20 20⅛ + ¼
ParHan 1.10 8 121 26 25¼ 26 + ⅝
ParkPn .60b 10 94 u29⅞ 29 29⅝ + ¾
PatPtl 25 101 11⅜ 10⅞ 11 - ¼
PayInsnw .50 9 21 18⅛ 17⅞ 18 - ⅛
Peabdy .28b 8 x70 21⅛ 20⅜ 20⅜ - ⅝
Pengo .. 128 6⅜ 6⅛ 6¼ - ⅛
Pengo rt .. 439 ¼ d ⅛ ⅛ - ⅛
PenCen .. 886 19⅜ 18½ 19⅛ - ¼
PennCn prA .. 19 10 9⅞ 9⅞ - ⅛
PenCn prB .. 353 6 5⅜ 5⅝ - ⅛
PenDix .. 82 3⅞ 3½ 3⅞ + ⅜
Penney 1.76 7 440 30⅝ 30 30⅛ + ⅛
PaCo pf 4.62 .. 5 56½ 55¼ 56½ + 1½
PaPL 2.04 7 77 20¾ 20⅝ 20¾ .....
PaPL pf4.50 .. z160 46½ 45¼ 45¼ - ¼
PaPL pf8.60 .. z50 85 84¾ 84¾ - 1¼
PaPL pf8.40 .. z210 81¾ 81¼ 81¼ + ½
PaPL pf 13 .. z50 114½ 114½ 114½ + ½
PaPL pf 8 .. z10 78 78 78 - ⅛
PaPL pf8.70 .. z10 85½ 85½ 85½ + 1
Penwlt 2.20 7 134 32⅜ 31⅞ 31⅞ + ⅛
Penw pf 2.50 .. 7 48 47½ 48 + 1
Penw pf 1.60 .. 3 20½ 20⅛ 20⅛ - ⅛
PennzoI 2.20 9 729 u35 34⅜ 35 + ¾
CentTel 9s98 8.98 1001⅛ - ⅛
ChPap 4½84 cv 95 +3
ChrtCo 10s9s98 12.2 87⅛ + ¼
ChsBk 4⅞93 cv 70½ .....
ChsBk 8¾86 9.13 95¾ + ¼
ChsC 6½96 cv 77¼ + ⅛
ChsC 9.75s99 9.73 99⅝ - ¼
C&O 4½92 7.14 63 + ½
ChO 3½96E 3.98 87¾ .....
CPoV 9¼15 9.63 96 + 1
CPoWas 7¾ 9.36 82¾ + ¼
Chrysl 8⅞95 11.7 76 + ½
Chrysler 8s98 11.7 68⅛ - ⅛
ChrvF 7¾86 9.76 75½ .....
ChrvF 7s79 7.14 98 .....
ChrvF 10s81 10.6 94¼ - 1⅜
ChrvF 9½83 10.7 89 - ⅛
ChrvF 9s86 10.7 84¼ + ½
ChrvF 8⅞82 10.1 87½ - 1½
ChrvF 8⅞84 10.5 84½ - ½
ChrvF 9⅜87 11.4 82 - ¾
Citicp 6s80 7.06 93¾ - ⅛
Citicp 9.75s89 9.70 100 + ⅛
Citicp 5¾00 cv 73½ - ½
Citicp 11.05s98 .. ..
Citicp 11.05s04 11.0 100½ + ¼
CitSv 6⅛97 6.95 88 - ⅛
CtyInv 7½90 cv 96 + ¼
CtyInv 9s96 11.0 81¾ - ½
CtyInv 9½97 10.9 83½ + ½
ClkEq 10¼79 10.3 99½ + ½
Clevel 7½90 8.68 82 - ⅛
ColuG 4¾81 5.39 88⅛ + ½
ColuG 9s89 9.68 99⅜ - ⅛
CmlCr 8s81 8.35 95¾ .....
CmlCr 8.35s86 9.22 90½ - ⅞
CmwE 7¾03J 9.51 80⅛ - ¼
CmwE 9s79 9.05 99⅜ .....
CmwE 8⅜80 8.74 98⅜ + 1⅛
CmwE 8¾05 9.66 90½ - ¼
CmwE 9s83 9.04 99½ .....
CmwE 8s82 8.48 94¼ + ¼
CmwE 8½07J 9.37 86⅜ + 1½
CmpSci 6s94 cv 76 + ¼
ConnM 6¾90 cv 80 + ¾
ConnM 6s96 cv 67½ .....
ConEd 5s90 7.84 63¾ + ½
ConEd 5s90r 7.88 63⅜ .....
ConEd 4½93 7.96 58 + 1
ConEd 9¾s 10.1 93 .....
ConEd 7.9s01 9.87 80 - ⅞
ConEd 7.9s02 10.0 78⅝ - 1
ConEd 7¾03 10.0 77⅜ + ¼
ConEd 9¼04 10.1 90 + ⅜
ConEd 9s95 9.52 94½ + ⅛
CnNG 7¾98 9.28 83½ - 1⅛
CnNG 9¼95 9.58 96½ - ½
CnPw 4¾91 7.30 63¼ - 1¾
CnPw 6⅞98 9.25 74¼ + ⅞
CnPw 6⅝98 9.27 71⅝ + ⅜
CnPw 7⅝99 9.80 77¾ - ½
CnPw 8⅝00 10.0 86⅜ - ¼
CnPw 7½02O 9.60 78⅛ + ⅛
CnPw 9¾80 9.88 98⅝ - ⅜
CtlAir 3½92 cv 50⅝ .....
CtlGp 8½90 9.11 93¼ - ¼
CtIC 8.05s89 8.01 100⅜ + ⅜
CtIC 8½85 8.99 94½ .....
CtlIlR 7⅝79 8.02 95 +27-32
CtlCal 10s82 10.0 100 .....
CoopL 7½91 cv 121 .....
CrnPd 4⅝83 5.56 83 - ⅜
Cous 6.5s82f .. .. 68½ + 1½
Crane 7s94 9.92 70½ .....
Crane 8s85 8.69 92 + 1⅜
Crane 10½94 10.7 98 - ¼
CrdF 10½81 10.6 99½ - ½
CrdF 10½81 10.2 99⅝ - ⅛
Cresnt 5½80 cv 94 +1
CrocN 5¾96 cv 76½ - ½
CrocN 8.6s02 9.74 88¼ .....
Crucbl 6?92 8.87 77⅜ - 1¼
CyprM 8¾85 9.61 91 - 1
DPF 5½87 cv 69½ + ¾
Dayc 5¾94 cv 70⅜ - ⅛
Dayc 6s94 cv 73 - ½
Dayc 6¼96 cv 87 - ¼
Deere 7.9s87 8.66 91⅛ - ⅜
Deere 8s02 9.10 87⅞ - 1½
DetEd 6.4s98 9.27 69 .....
DetEd 9s99 10.3 87 .....
DetEd 7½03 10.1 74½ + 1⅛
DetEd 9⅞04 10.4 95¼ + ¾
DetEd 12½79 12.4 100 19-32.
DetEd 12¾82 12.2 104¼ - 2
Distri 4½02 cv 107 .....
Divers 5?93 cv 56 + ⅛
Divers 9?91 12.5 79¼ - ½
Divers 9½97 10.9 83½ + ½
Dow 4.35s88 5.13 84¾ + ⅜
Dow 8?2000 9.36 94¾ + ⅞
Dow 8.92000 9.36 95 .....
Dow 8½05 9.40 90⅜ + 1½
duPnt 8s81 8.27 96⅝ .....
duPnt 8.45s04 9.15 92¼ - ⅝
duPnt 8s86 8.47 94⅜ .....
duPnt 8½06 9.07 93⅝ + 1
DukeP 7¾02 9.50 81½ + ⅜
DukeP 7¾03 9.62 80½ - ⅞
DukeP 8½03 9.40 86⅜ + 1⅜
DukeP 9¾04 9.89 98½ + ⅛
DukeP 13s79 12.9 101 + 23-32
DukeP 8⅜06 9.80 85⅜ - ¼
DukeP 8½07 9.78 83 - ¾
DuqL 3⅜83 4.58 79 .....
DuqL 8¾00 9.83 89 + ½
DuqL 9s06 9.84 91⅜ .....
EGG 3½87 cv 75 .....
EasAir 5s92 cv 55 - ¼
EasAir 4¼93 cv 52¾ .....
ElPas 8½95 cv 103¼ .....
ElPas 6s93A cv 100½ + ½
Englh 5¼97 cv 118½ - ½
Exxon 6s97 8.00 75 + ⅞
Exxon 6½98 8.24 78⅞ + ⅛
ExxP 8.05s80 8.26 97⅜ + ⅜
ExxP 7.65s83 8.13 94 + ⅞
FMC 4¼92 cv 70 .....
Fairch 4¾92 cv 113½ - ¼
RyanH 1 6 83 16½ 16½ 16½ - ¼
RyderS .80 6 229 22⅜ 22 22 + ¼

S·T·U

SCA .35t 13 460 9 8⅝ 8⅝ - ⅛
SCM 1.10 4 50 18½ 18⅛ 18⅛ - ⅛
SPSTec .50 7 53 16 15¾ 16 + ½
Sabine .56 27 80 32⅝ 32 32¼ - ⅛
Safgdln .32 11 x51 11⅝ 11⅜ 11⅜ - ⅜
Safewy 2.60 8 145 43 42 43 + 1
SagaCp .44 5 74 10⅛ 10 10 - ⅛
SJoMn 1.30 14 143 27⅜ 27¼ 27¼ + ¼
StJoLP 1.26 7 1 12½ 12½ 12½ .....
StLSaF 2.50 5 77 38½ 37⅞ 37⅞ - ¾
SPaul 1e .. 15 10¾ 10½ 10¾ + ⅛
StRegP 1.80 8 168 31⅜ 30⅛ 31⅜ + 1⅛
Salant .40 5 78 6½ 6⅜ 6½ .....
Sambos .60 6 415 9⅛ 8⅞ 9 .....
SDieGE 1.44 8 287 15⅞ 15⅜ 15⅞ + ⅛
SJuanR 1.05t 20 64 15⅞ 14¾ 14¾ - ⅜
Sanders .40 9 114 19½ 19¼ 19⅜ + ¼
SFeInd 2.20 6 246 35½ 34⅞ 35⅛ + ⅛
SFeIn pf .50 .. 3 9¾ 9¾ 9¾ + ⅛
SFeInt .72 10 406 27¼ 26¾ 26¾ - ¼
SCApf 3.50 .. z10 40⅛ 40⅛ 40⅛ .....
SCA pf 4 .. 2 61 60½ 60½ + 1
RTE .60 6 7 11⅝ 11⅜ 11⅜ - ¼
RLC .56 4 166 13½ 13¼ 13½ + ⅜
RalsPur .58 8 2530 12⅛ 11⅞ 12 + ⅛
Ramad .12e 29 5567 12⅛ 11⅜ 11½ - ⅜
Ranco .76 7 22 14⅞ 14¾ 14¾ .....
RapAm .40e 3 84 16¼ 16 16 + ⅛
RapA pf 3 .. 2 57 57 57 + 1
Raybt 1.60b 7 57 35⅞ 35 35⅛ + ⅜
Raymndln 1 4 40 15 14⅝ 14⅞ .....
Raythn 1.60 10 384 46¾ 46¼ 46¾ + 1⅜
ReadBat 1 7 x170 21 20⅝ 21 + ½
RltRef 1.93 8 9 15½ 15¼ 15⅜ + ¼
Redman .03 4 78 4⅞ 4⅝ 4⅝ - ⅛
ReeceCp .60 7 57 8⅞ 8⅝ 8⅞ .....
ReevsB 1.80 4 6 29⅜ 29½ 29½ - ⅛
ReichCh .74 9 14 12 11⅝ 11¾ - ⅛
RelnEl 1.60 9 294 36½ 35¼ 36⅛ + 1
RelEl pf 3 .. 1 100 100 100 +12
RelnGp 1.60b 4 186 39¼ 39 39 + ½
RelG pf 2.20 .. 8 59 58½ 58½ .....
RelG pf 2.60 .. 4 25 24¾ 25 + ⅛
ReInn pf2.68 .. x1 25¾ 25¾ 25¾ .....
ReynM pf4.50 .. 3 76 75 76 .....
ReynM pf2.37 .. 1 41½ 41½ 41½ - ½
RichCo 1.20 5 9 19⅛ 18⅞ 19⅛ + ⅜
RichMer 1.06 9 606 22¾ 22⅜ 22¾ + ⅜
RiegelT 1.50 5 40 16⅞ 16¾ 16¾ - ¼
RioGran 1 6 18 27¼ 26⅞ 26⅞ - ⅛
RioGr pf .80 .. 51 14½ 14¼ 14¼ - ¼
RiteAid .42 50 20⅛ 19¾ 20⅛ + ¼
Robshw 1.30 6 70 19¾ 19¾ 19¾ .....
Robtsn 1.90 6 6 29¼ 29½ 29¼ + ⅛
Robins .40 8 96 9⅛ 8⅞ 8⅞ - ⅛
RochG 1.44b 7 44 17 16⅞ 16⅞ - ⅛
RochTl 1.56 7 330 18⅝ 18½ 18¼ .....
Rockowr 1 5 656 13¼ 12⅞ 13 .....
Rockwl 2.40 6 71 36½ 36¼ 36¼ .....
RohmH 1.52 9 53 37 36⅝ 36⅞ - ⅛
RohrInd .. 5 64 15½ 14⅝ 14⅞ - ⅛
Rollins .60 8 55 16⅞ 16¾ 16¾ - ⅛
Rolm 32 124 60⅞ 57¾ 60⅛ + 3⅜
Rolm wi .. 16 31 30 30½ + ½
Ronson .. 49 3⅝ 3⅜ 3⅜ .....
Roper s .90 5 92 10⅛ 10 10 - ⅜
Rorer .76 12 300 17⅛ 16¾ 16¾ .....
Rosario .50a 12 30 23 22⅝ 23 + ¼
Rowan .10 12 437 22¾ 22¼ 22¼ - ⅜
RC Cos 1.04 82 x110 14¼ 13⅞ 14 + ⅜
RoyID 4.85e 7 89 67 66½ 67 + ⅛
Rubbrm .76 10 25 24⅝ 24⅛ 24⅝ - ⅜
RussTog .88 8 41 10¼ 10⅛ 10¼ + ⅛
SNETel 3.20 6 9 38⅛ 37¾ 37¾ - ¼
SouPac 2.40 7 83 29 28¾ 28¾ - ⅛
SouRy 3.20 6 57 51 50¾ 51 .....
SoRy pf n2.60 .. 5 27 27 27 + ¼
SoUnCo 1.76 8 30 23⅝ 23¼ 23¼ - ¼
SoutInd .72b 9 405 25¾ 25¼ 25¼ - ⅜
SouRoyl 1 15 311 56¼ 53⅜ 53¾ - 2¼
SwtAir s .28 5 192 u17¾ 17 17½ + ⅛
SwtFore .30 5 399 17½ 16¼ 16¼ - ¾
SwtFl pf1.50 .. 145 32⅞ 31¾ 31¾ - 1
SwtPS 1.28 9 62 14¼ 14⅛ 14⅛ - ⅛
SpartF .40 7 23 15½ 15¼ 15¼ - ⅛
Sparton .60 13 x14 14¼ 14 14 - ⅜
SpectPh 16 132 23¼ 22⅝ 23¼ + ½
SperryH 1 5 34 15½ 15½ 15½ .....
SprryR 1.32 8 1446 47¾ 47⅜ 47⅜ + ¼
SprngsM 1.05 7 20 16¾ 16⅛ 16½ + ⅛
SquarD 1.50 8 58 23⅛ 22¾ 22¾ - ⅛
Squibb 1.08 13 387 33⅞ 33¼ 33⅜ - ⅛
StaRite n.70 6 10 11½ 11½ 11½ + ⅜
Staley 1 16 52 20½ 20¼ 20¼ - ¼
StBrnd 1.36 9 264 23⅞ 23⅝ 23⅞ + ¼
StdBr pf3.50 .. z40 41½ 41½ 41½ + 1
StdPrr .50 3 3 9¾ 9¾ 9¾ + ¼
StFeInt .72 10 406 27¼ 26¾ 26¾ - ¼
StGtWel .88 7 18 13⅞ 13½ 13½ - ½
SaurIFE .. 52 7⅜ 7⅛ 7⅜ + ⅛
SavAStp 18 35 7½ 7⅜ 7⅜ - ⅛
SavOnD .40 7 23 9 8⅞ 8⅞ - ⅛
SaveEIP 1 4 3 11⅜ 11¼ 11⅜ + ¼
SaveF pf 1.28 .. 3 12 12 12 .....
Savin .50 4 228 14⅛ 13⅞ 14 + ½
Saxon 7 207 5⅛ 4⅞ 4⅞ .....
Schaefer .. 5 3⅝ 3½ 3½ - ⅛
SchrPlo 1.24 8 415 29½ 28⅞ 28⅞ - ⅛
Schlitz .40 26 72 10⅝ 10⅜ 10½ .....
Schlmb 1.65 17 722 103⅜ 100 100¾ - 2¼
SCOA s .80 8 96 u21½ 20¾ 20⅞ + ⅛
ScotLad .36r .. 150 4⅞ 4⅝ 4¾ + ⅛
ScotFet 1.60 6 137 25⅛ 25⅛ 25⅛ + ⅛
ScottF .64 7 70 19¼ 19 19⅛ + ⅛
ScottP .84 7 1902 17¾ 17⅜ 17⅝ + ⅜
Scottys .32 8 85 11⅞ 11⅝ 11⅝ - ⅛
Scovill 1.40 6 67 19½ 19¼ 19⅜ .....
Scudder 16 11 8⅜ 8¼ 8⅜ + ⅛
Scud pf .81e .. 17 9 8⅞ 8⅞ .....
SeaCA pf1.46 .. 14 12⅝ 12½ 12⅝ + ⅛
SeaCont .42 5 299 18⅞ 18 18⅛ - ⅛
SeabCL 2.20 5 71 25⅞ 25¼ 25⅜ .....
SeabWA .40b 5 401 12 11⅜ 11½ - ⅛
Seafst 1.12 7 57 25⅜ 25¼ 25⅜ + ⅛
Seagrm 1.12 11 134 30¼ 30 30 - ⅛
Seagrv .27e 8 55 15⅛ 14¾ 15 + ¼
SealPw 1.10 6 15 20¼ 20 20¼ + ¼
SearleG .52 10 2574 14 13½ 14 + ⅝
Sears 1.28 8 1345 20⅜ 19⅞ 19⅞ - ¼
Seatrain 6 141 7¾ 7½ 7¾ + ¼
Sedco .64 8 143 27⅛ 26¼ 26⅜ - ⅝
SelgLt 1.20b 6 21 12¼ 12⅛ 12¼ + ⅛
SvCpInt .28 6 1 8⅜ 8⅜ 8⅜ - ⅛
Shakspr .52 6 7 9 8¾ 9 + ⅛
Shaklee .74 6 30 14¾ 14⅝ 14⅝ .....
Shapell .15 3 22 27¾ 27½ 27¾ + ¼
ShearH .40 3 189 11⅛ 10½ 10½ - ¼
ShellOil 2 7 1066 37⅜ 36½ 36¾ + ¾
ShellT 1.33e 12 185 u58¼ 57 57½ + 2½
ShelGlo .70 4 28 10½ 10⅜ 10⅜ .....
Shrwin 29 23 22⅜ 22⅛ 22⅛ - ⅛
SierPac 1.22 7 15 13¾ 13½ 13⅝ .....
Signal .80 6 244 23¾ 23 23½ + ⅜
SignOil 1.80 6 13 32 31½ 31½ - ½
SimPrec .24 14 364 18 16¾ 16¾ - ½
SimpPat .56 12 1964 12⅝ 12 12¼ + ¼
Singer 80 4 151 14⅛ 13⅞ 14 .....
Singr pf 3.50 .. 8 31⅜ 31⅜ 31⅜ + ⅛
Skil Cp .40e 11 65 29¼ 29¼ 29¼ - ¼
Skyline .48 7 135 10¾ 10½ 10½ - ⅛
SmithA 1.40 3 20 18⅞ 18¼ 18⅞ + ⅜
SmithInt .92 9 483 45⅞ 45¼ 45⅞ + ⅝
Smtkln 2.40 17 151 92½ 91¼ 91¼ - ¾
SmithTr .80 4 x29 15½ 15¼ 15¼ + ¼
Smucker 1 7 27 19¼ 19⅛ 19¼ .....
SnapOn 1.28 13 38 39⅝ 38⅝ 39⅜ + ½
SonyCp .10e 14 200 8⅝ 8½ 8½ .....
SooLin s 7 29 19¼ 18⅞ 18⅞ + ⅛
SoAlTr .. 13 4⅛ 4 4⅛ + ⅛
SCrEG 1.68 8 299 17¼ 17⅛ 17¼ .....
SouthAir .60 7 1 39¾ 39¾ 39¾ .....
SoetBk .60 6 149 13⅜ 12¾ 13¼ + ⅛
SoetPS 1.17t 7 9 7¾ 7¾ 7¾ - ⅛
SoCalE 2.48 8 754 26¾ 26⅜ 26¾ + ⅛
SouthCo 1.54 10 1363 14 13¾ 13⅞ - ⅛
SoInGE 1.52 6 14 18¼ 18⅛ 18¼ + ⅛
SoNRes 1.25 7 123 35⅞ 35¼ 35⅝ + ¼
SouthNE 3.20 6 9 38⅛ 37¾ 37¾ - ¼
SouPac 2.40 7 83 29 28¾ 28¾ - ⅛
SouRy 3.20 6 57 51 50¾ 51 .....
SoRy pf n2.60 .. 5 27 27 27 + ¼
SoUnCo 1.76 8 30 23⅝ 23¼ 23¼ - ¼
SoutInd .72b 9 405 25¾ 25¼ 25¼ - ⅜
SouRoyl 1 15 311 56¼ 53⅜ 53¾ - 2¼
SwtAir s .28 5 192 u17¾ 17 17½ + ⅛
SwtFore .30 5 399 17½ 16¼ 16¼ - ¾
SwtFl pf1.50 .. 145 32⅞ 31¾ 31¾ - 1
SwtPS 1.28 9 62 14¼ 14⅛ 14⅛ - ⅛
SpartF .40 7 23 15½ 15¼ 15¼ - ⅛
Sparton .60 13 x14 14¼ 14 14 - ⅜
SpectPh 16 132 23¼ 22⅝ 23¼ + ½
SperryH 1 5 34 15½ 15½ 15½ .....
SprryR 1.32 8 1446 47¾ 47⅜ 47⅜ + ¼
SprngsM 1.05 7 20 16¾ 16⅛ 16½ + ⅛
SquarD 1.50 8 58 23⅛ 22¾ 22¾ - ⅛
Squibb 1.08 13 387 33⅞ 33¼ 33⅜ - ⅛
StaRite n.70 6 10 11½ 11½ 11½ + ⅜
Staley 1 16 52 20½ 20¼ 20¼ - ¼
StBrnd 1.36 9 264 23⅞ 23⅝ 23⅞ + ¼
StdBr pf3.50 .. z40 41½ 41½ 41½ + 1
StdPrr .50 3 3 9¾ 9¾ 9¾ + ¼
StFeInt .72 10 406 27¼ 26¾ 26¾ - ¼
StGtWel .88 7 18 13⅞ 13½ 13½ - ½
SaurIFE .. 52 7⅜ 7⅛ 7⅜ + ⅛
SavAStp 18 35 7½ 7⅜ 7⅜ - ⅛
SavOnD .40 7 23 9 8⅞ 8⅞ - ⅛
SaveEIP 1 4 3 11⅜ 11¼ 11⅜ + ¼
SaveF pf 1.28 .. 3 12 12 12 .....
Savin .50 4 228 14⅛ 13⅞ 14 + ½
Saxon 7 207 5⅛ 4⅞ 4⅞ .....
Schaefer .. 5 3⅝ 3½ 3½ - ⅛
SchrPlo 1.24 8 415 29½ 28⅞ 28⅞ - ⅛
Schlitz .40 26 72 10⅝ 10⅜ 10½ .....
Schlmb 1.65 17 722 103⅜ 100 100¾ - 2¼
SCOA s .80 8 96 u21½ 20¾ 20⅞ + ⅛
ScotLad .36r .. 150 4⅞ 4⅝ 4¾ + ⅛
ScotFet 1.60 6 137 25⅛ 25⅛ 25⅛ + ⅛
ScottF .64 7 70 19¼ 19 19⅛ + ⅛
ScottP .84 7 1902 17¾ 17⅜ 17⅝ + ⅜
Scottys .32 8 85 11⅞ 11⅝ 11⅝ - ⅛
Scovill 1.40 6 67 19½ 19¼ 19⅜ .....
Scudder 16 11 8⅜ 8¼ 8⅜ + ⅛
Scud pf .81e .. 17 9 8⅞ 8⅞ .....
SeaCA pf1.46 .. 14 12⅝ 12½ 12⅝ + ⅛
SeaCont .42 5 299 18⅞ 18 18⅛ - ⅛
SeabCL 2.20 5 71 25⅞ 25¼ 25⅜ .....
SeabWA .40b 5 401 12 11⅜ 11½ - ⅛
Seafst 1.12 7 57 25⅜ 25¼ 25⅜ + ⅛
Seagrm 1.12 11 134 30¼ 30 30 - ⅛
Seagrv .27e 8 55 15⅛ 14¾ 15 + ¼
SealPw 1.10 6 15 20¼ 20 20¼ + ¼
SearleG .52 10 2574 14 13½ 14 + ⅝
Sears 1.28 8 1345 20⅜ 19⅞ 19⅞ - ¼
Seatrain 6 141 7¾ 7½ 7¾ + ¼
Sedco .64 8 143 27⅛ 26¼ 26⅜ - ⅝
SelgLt 1.20b 6 21 12¼ 12⅛ 12¼ + ⅛
SvCpInt .28 6 1 8⅜ 8⅜ 8⅜ - ⅛
Shakspr .52 6 7 9 8¾ 9 + ⅛
Shaklee .74 6 30 14¾ 14⅝ 14⅝ .....
Shapell .15 3 22 27¾ 27½ 27¾ + ¼
ShearH .40 3 189 11⅛ 10½ 10½ - ¼
ShellOil 2 7 1066 37⅜ 36½ 36¾ + ¾
ShellT 1.33e 12 185 u58¼ 57 57½ + 2½
ShelGlo .70 4 28 10½ 10⅜ 10⅜ .....
Shrwin 29 23 22⅜ 22⅛ 22⅛ - ⅛
SierPac 1.22 7 15 13¾ 13½ 13⅝ .....
Signal .80 6 244 23¾ 23 23½ + ⅜
SignOil 1.80 6 13 32 31½ 31½ - ½
SimPrec .24 14 364 18 16¾ 16¾ - ½
SimpPat .56 12 1964 12⅝ 12 12¼ + ¼
Singer 80 4 151 14⅛ 13⅞ 14 .....
Singr pf 3.50 .. 8 31⅜ 31⅜ 31⅜ + ⅛
Skil Cp .40e 11 65 29¼ 29¼ 29¼ - ¼
Skyline .48 7 135 10¾ 10½ 10½ - ⅛
SmithA 1.40 3 20 18⅞ 18¼ 18⅞ + ⅜
SmithInt .92 9 483 45⅞ 45¼ 45⅞ + ⅝
Smtkln 2.40 17 151 92½ 91¼ 91¼ - ¾
SmithTr .80 4 x29 15½ 15¼ 15¼ + ¼
Smucker 1 7 27 19¼ 19⅛ 19¼ .....
SnapOn 1.28 13 38 39⅝ 38⅝ 39⅜ + ½
SonyCp .10e 14 200 8⅝ 8½ 8½ .....
SooLin s 7 29 19¼ 18⅞ 18⅞ + ⅛
SoAlTr .. 13 4⅛ 4 4⅛ + ⅛
SCrEG 1.68 8 299 17¼ 17⅛ 17¼ .....
SouthAir .60 7 1 39¾ 39¾ 39¾ .....
SoetBk .60 6 149 13⅜ 12¾ 13¼ + ⅛
SoetPS 1.17t 7 9 7¾ 7¾ 7¾ - ⅛
SoCalE 2.48 8 754 26¾ 26⅜ 26¾ + ⅛
SouthCo 1.54 10 1363 14 13¾ 13⅞ - ⅛
SoInGE 1.52 6 14 18¼ 18⅛ 18¼ + ⅛
SoNRes 1.25 7 123 35⅞ 35¼ 35⅝ + ¼
SouthNE 3.20 6 9 38⅛ 37¾ 37¾ - ¼
SouPac 2.40 7 83 29 28¾ 28¾ - ⅛
SouRy 3.20 6 57 51 50¾ 51 .....
SoRy pf n2.60 .. 5 27 27 27 + ¼
SoUnCo 1.76 8 30 23⅝ 23¼ 23¼ - ¼
SoutInd .72b 9 405 25¾ 25¼ 25¼ - ⅜
SouRoyl 1 15 311 56¼ 53⅜ 53¾ - 2¼
SwtAir s .28 5 192 u17¾ 17 17½ + ⅛
SwtFore .30 5 399 17½ 16¼ 16¼ - ¾
SwtFl pf1.50 .. 145 32⅞ 31¾ 31¾ - 1
SwtPS 1.28 9 62 14¼ 14⅛ 14⅛ - ⅛
SpartF .40 7 23 15½ 15¼ 15¼ - ⅛
Sparton .60 13 x14 14¼ 14 14 - ⅜
SpectPh 16 132 23¼ 22⅝ 23¼ + ½
SperryH 1 5 34 15½ 15½ 15½ .....
SprryR 1.32 8 1446 47¾ 47⅜ 47⅜ + ¼
SprngsM 1.05 7 20 16¾ 16⅛ 16½ + ⅛
SquarD 1.50 8 58 23⅛ 22¾ 22¾ - ⅛
Squibb 1.08 13 387 33⅞ 33¼ 33⅜ - ⅛
StaRite n.70 6 10 11½ 11½ 11½ + ⅜
Staley 1 16 52 20½ 20¼ 20¼ - ¼
StBrnd 1.36 9 264 23⅞ 23⅝ 23⅞ + ¼
StdBr pf3.50 .. z40 41½ 41½ 41½ + 1
StdPrr .50 3 3 9¾ 9¾ 9¾ + ¼
StFeInt .72 10 406 27¼ 26¾ 26¾ -



Staff Photo by Angela Kaloventzos

People-watching

Ron Baika and fellow construction worker people-watch on a recent lunch break at their Harvard Square project.

Halt in 'T' Red Line Alewife garage asked

By DAN McLAUGHLIN
Staff Writer

Construction of the MBTA Red Line Alewife garage should be delayed because it could be too small at first and too big later, according to Bob La Tremouille, an announced candidate for the Cambridge City Council.

When he made his announcement, La Tremouille said he had been involved in the Red Line Extension planning since 1974.

He also said he intends to run an issue-oriented campaign focusing on what he considers bad public development in the city.

The candidate said since the "T" got its approvals, it has been indifferent at best.

"The "T" has forced residents and the city to sue to solve problems which really should have been settled outside of court," he said.

He suggests that the "T" delay building the massive Alewife garage until the Red Line reaches Rt. 128, and than only build if the entire garage passes environmental review.

"The "T" has promised, throughout planning for the extension, to end the extension outside Cambridge, preferably at 128," he said.

"With an ending in Cambridge, the proposed garage will be useless, filled by 7:30 a.m. every working day. It exists only to be enlarged, but if it is enlarged before the line is extended, it may be too big for a Red line ending at 128, with other garages further out, and thus remain half empty.

"Delay of the garage gives the "T" incentive to go to 128, and it constitutes no meaningful loss in the meantime," he said.

La Tremouille, who reports he is a member of the CCA, also criticized what he termed "the needless destruction of Libary Park."

He said the city council voted to destroy the park to physically connect all parts of the new high school.

"They could have put the buildings next door, replacing CHLS half at a time, and built a campus style high school, and it would have saved an important part of the city which need not have been destroyed," he said.

La Tremouille said he strongly believes in what the CCA stands for, but since CCA requires endorsement of CCA incumbents, in order to receive CCA endorsement, he cannot seek CCA endorsement.

The candidate was born in Cambridge, is a graduate of the University of Massachusetts at Amherst, class of 1968, and received his law degree from Boston University in 1973.

He is presently employed as a contractor negotiator with the Federal Government.

Educators honor two teachers named O'Brien

Helen M. O'Brien and Ellen M. O'Brien, (no relation), a retired teacher and a present teacher in Somerville, were honored recently in the field of public education.

Helen O'Brien, retired Somerville High School teacher and administrator, and former president of the 67,000-member Massachusetts Teachers Association, (MTA) recently, was named the recipient of the "Friend of Education Award" which is presented annually by the MTA.

Ellen O'Brien, presently a teacher at the Carr School on a sabbatical leave, was elected president of the MTA for the 1979-1980 school year. She will officially assume her duties on July 1.

Ellen will be the fourth Somerville teacher to be elected president of the MTA. Helen P.'Brien achieved that honor in 1969; Philomena Lombardi, current vice-principal at the Conwell School, was president in 1957; and the late Annie Woodward, Somerville High School teacher, served a five-year term as president from 1926 to 1931.



Ellen O'Brien



Helen O'Brien

Helen O'Brien, of 30 Barton Street, Somerville, is the first in the history of the MTA to receive this prestigious education award. It was presented to her at the group's annual meeting recently at the Sheraton Boston Hotel.

An English teacher at Somerville High School for many years, Helen O'Brien was elected a building master in 1965, a position she held until her retir4ment in 1971.

She began her teaching career at the old Prescott School before transferring to the high school. In 1963, she was elected personnel worker for two years.

In 1957, she accepted a Fullbright Scholarship and taught for one-year in Australia.

Ellen O'Brien is a past president of the Somerville Teachers Association.

Fire officials warn against storing extra gasoline in car trunk

Cambridge Fire Chief William Cremins has joined with State Fire Marshal Joseph A. O'Keefe in issuing a warning against the storage of gasoline in portable containers in the trunks of autos.

"We have received calls of inquiry about the possibility of storing extra fuel in the trunks of cars and I would like to emphasize that this is an extremely dangerous practice," O'Keefe said.

"Depending on the heat within the trunk, the gasoline can rapidly expand, releasing flammable vapors. Then, any type of spark can cause an explosion," he said.

"Also," O'Keefe added, "rear-end collisions, or any type of accident, could puncture the container, also causing a fire."

O'Keefe also cautioned about storage of gasoline in a private residence.

"In a building used for habitation the storage cannot exceed one quart, in an approved container, and always away from any source of heat," the fire marshal said.

"In an outbuilding not used for habitation the storage can be up to one gallon (in a Massachusetts Fire Marshal Approved Container), and again, away from any heat source," he said.

O'Keefe said that under no circumstances should gasoline be placed in either glass or other unapproved containers.

"I know the possibility of running out of gas is a worry to all of us," he said. "Yet, the possibility of an explosion, endangering the lives of loved ones certainly exceeds the need for extra gallons of gas."

Caruso will attend Okla. math parley

Joseph Caruso, head of the mathematics department for Somerville Public Schools, is one of two Massachusetts administrators selected by the Houghton Mifflin Publishing Co. to attend a Mathematics and Science Conference, July 29-August 2, at the University of Oklahoma.

According to officials, the four-day conference is designed to promote continuity in mathematics, education, and to investigate methods to stimulate learning.

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PUBLIC NOTICE RELATIVE TO ZONING.

City of Cambridge

MASSACHUSETTS
Office of the City Clerk.

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Tercentenary Edition and amendments thereto, that a public hearing will be held by the Committee on Ordinances, comprised of the entire membership of the City Council, on Monday, August 6, 1979 at 6:00 P.M. in the City Council Chamber, City Hall, Cambridge, Massachusetts on a petition by the Planning Board to amend the text of the Zoning Ordinance as it applies to off-street parking facilities. This hearing is required due to the refiling of the petition, previously heard by the Planning Board.

The petition will change row 4.330 of the Table of Use Regulations so that the use classification "automobile parking lot or parking garage for private passenger cars, where not an accessory use, . . ." now designated as allowed in Business B and C, Office and Industrial districts and as requiring a special permit from the Board of Zoning Appeal, in Residence B and C and Business A-1 and A districts would be redesignated as requiring a special permit from the Planning Board.

A new use classification will be created by adding a row 4.33p to the Table of Use Regulations so that accessory parking facilities for private passenger cars which will also contain spaces for short-term rental or lease to the general public, will be allowed in Residence B and C, Office, Business and Industrial districts, only if granted a special permit from the Planning Board.

Article 6.000 of the ordinance would also be amended to provide procedures for special permit review of commercial off-street parking facilities which are developed for use by the general public.

Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

By order of the City Council,
ATTEST:—Paul E. Healy, City Clerk.

City of Cambridge

PUBLIC HEARING

The committee on Ordinances, comprised of the entire membership of the City Council, will hold a public hearing in the City Council Chamber, City Hall, Cambridge, Massachusetts on Monday, August 6, 1979 at 6:30 P.M. on the proposed amendment to the General Ordinances of the City of Cambridge providing for the regulation of the removal of controlled rental units from the market by condominium conversion.

All interested persons in this matter may appear at this time and be heard.

By order of the City Council,
ATTEST:—Paul E. Healy, City Clerk.

PUBLIC HEARING RELATIVE TO ZONING.

City of Cambridge

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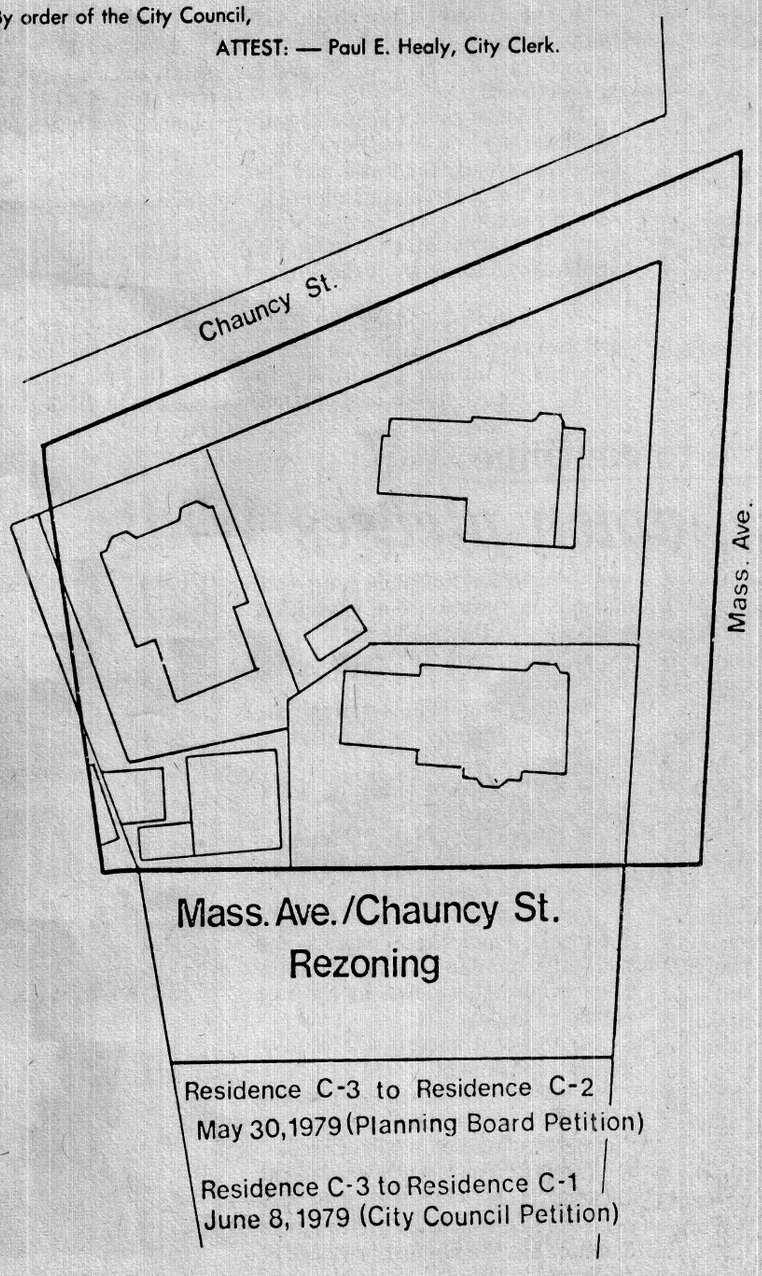
The first, a petition by the Planning Board, proposes to rezone land in the Massachusetts Avenue/Chauncy Street area from Residence C-3 to Residence C-2 as shown on the attached map.

The second petition, submitted by the City Council, would rezone the same area from Residence C-3 to Residence C-1.

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Mass. Ave./Chauncy St.
Rezoning

Residence C-3 to Residence C-2
May 30,1979 (Planning Board Petition)

Residence C-3 to Residence C-1
June 8, 1979 (City Council Petition)

SOMERfest something for everyone

If you're a person who loves games, amusements, food, entertainment, fun, laughter, song, and a chance to meet new friends, then SOMERfest '79 has something for you.

A variety of events has been organized by SOMERfest officials for the month of July including the popular second annual "Friendship Fair" to be held July 28 at Hodgkins Park.

The day-long event, brought back through the efforts of a number of kids at the city's Youth Department, will help raise funds to provide a scholarship fund for Somerville youth.

Other July events scheduled include:

Friday, July 20, 2:30-3:30, Loon and Heron Theatre at West Branch Library; 7:00-8:30, Crystal Image Band at Winter Hill Community School.

Saturday, July 21, 9-5, Dixie Cookbook Jazz Band at the fleamarket on Central Library lawn.

Monday, July 23, 7:00-8:30 Discovan on Wigglesworth Street.

Tuesday, July 24, 7:00-8:00 Discovan on Hudson Street; 8:30-9:30 Moviebus on Boston Street.

Wednesday, July 25, 7:00-8:30 Discovan on Jaques Street; 8:30-9:30 Moviebus on Webster Street.

Thursday, July 26, 1:00-2:00, pre-school Zoomobile, Central Library lawn, Highland Avenue; 2:00-3:00, eight years and up Zoomobile, Central Library lawn, Highland Avenue.

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4 Iron Curtain bishops concelebrate liturgy



Staff Photo by Angela Kaloventzos

Concelebrants from left: Bishop Dormitian, Archbiship Nicholas, Metropolitan Theodosius and Bishop David, hold bouquets given to them by parishioners.

Four bishops from behind the Iron Curtain helped celebrate the liturgy at Holy Trinity Russian Orthodox Cathedral in Boston yesterday and they did it in a language many in the congregation of 200 understood.

Throughout the two hour mid-morning services, the dialogue between priests and congregation was spoken in Russian as well as English.

At the end of the sacraments, Archbishop Kirill of Voborg, a town near Leningrad, told parishoners: "The Orthodox Church has always been dear to our hearts. But we have said prayers in particular for Holy Trinity during this liturgy."

"It's so good to hear Russian words," said one woman, who was born in Boston but like many in the congregation is bilingual.

Father David of Holy Trinity said it was the first time bishops from the mother church had visited the Boston cathedral.

Besides Kirill, Archbishops Nicholas and David of Georgia and Bishop Dormitian of Bulgaria concelebrated the liturgy with Metropolitan Theodosius of New York, primate of the Orthodox Church of America.

The bishops are in Boston to participate in the World Council of Churches 12 day conference on religion and science, now being held at MIT.

Of all the delegates attending the conference, only those from atheistic Iron Curtain countries are facing a living fight between science and faith, instead of just an intellectual crisis.

Archbishop Kirilln who at 32 is one of the youngest bishops in the Orthodox Church, said that in the Soviet Union religion is strictly regulated by laws. But, he said, those laws in recent years have been relaxed.

Kirill said he believes science and faith can co-exist.

While science demythologizes the world, gives us an accurate picture of reality, faith brings out the spiritual dimension in man, he said.

In industrial countries in particular, Kirill said, faith's role is crucial.

"Scientific and technological progress assures us of a high standard of living. But it also assures us of high consumption and we lose sight of our spirituality. Religion reminds us of that dimension and it can keep people from being swallowed up by materialism."

Father John Meyendorff, of St. Vladimir Orthodox Theological Seminary in New York, who delivered the main address during the liturgy, spoke of how science and faith complement each other. "Science has given us this tremendous capability to work miracles. But it does not have the ultimate answer of why. Only religion can supply that."

But for Holy Trinity's congregation the real message yesterday was not what was said but how it was said.

"At least 60 percent of our congregation are either first or second generation or recent immigrants," said Father David. "This is a special day for them. The church has always been a cultural tie."

Sunday prayer for the gas crisis: 'Slow us down, God. Amen'

By MICHAEL CONNIFF
Staff Writer

The priest stood at the altar yesterday with a gas can in his hand. Parishioners filed down the aisle with petitions in their palms, pushing the small pieces of paper through the spout under the priest's gaze.

Sometime soon, Jimmy Carter will receive this two-and-a-half gallon can in the mail from St. Leonard's Church, on Hanover Street in the North End. Inside the scarlet and gold "tankful of love" are the sacrifices parishioners have promised during the energy crisis.

The man behind this outpouring is the Rev. Bede Ferrara, a robust Franciscan with an eye toward publicity and a heart for his people. Bede, who once taught a course in "Creative Problem Solving" at the University of Buffalo, listened to the president's energy sermon last weekend and decided to do his part with an "Energy Mass."

This is not the first time Bede has tackled the energy mess. Last month he gave a "Mind Over Gas Invocation" at the Children's Museum of Transportation. Two spectators, Gov. Edward J. King and Sen. Paul Tsongas, requested and received inspirational copies.

The spirited priest continued the energy crusade in "Pastor's Corner," the weekly St. Leonard's newsletter. "We will be rewarded here," he wrote, "and what is nice about it, we will be rewarded hereafter too. That is what I call cooking with gas."

This week, Bede, born 55 years ago in East Boston, sweated over his Sunday sermon because he no longer uses an air conditioner. He knew this sermon would have to be different — different from his "God Squad" sermon on Super Bowl Sunday, different from Valentine Love Day or Family Appreciation Day or the church's Hanukkah celebration — this sermon would bring to life the Christian solution to the energy crisis: sacrifice.

Bede alerted the news media. He put together a press kit. United Press International sent out 500 words describing the energy mass before it happened. The networks called Bede. So did Mutual Radio. Channel 5 arrived just in time with its mini-cam.

The priest took the pulpit, flanked by a small doll, known as "Little Bede," that held a plaque: "Conserve Energy."

"You and I," Bede implored, "the grass roots people of America, must use common sense ... Instead of using cars we should be praying ... Slow us down, God, and send a card to Jimmy Carter ... Show the world the American spirit is not dead."

The hundred parishioners in place for the 9 o'clock Mass., including Rose Verrara, Bede's 91-year-old mother, brought their petitions to the gas can. When the procession filed back into the pews, the pastor, using wind power, led them through an original prayer called "Slow Us Down, God."

"May our conversation turn to conservation," they prayed. "May our speed limits on the highways not exceed 55. May our air conditioners be 78 degrees. May every light be turned off when not in use. May our cars stand still for one day of the week.

"May our public transportation be really public. May we walk instead of ride. May we carpool instead of going it alone. May we learn to slow down so we will not run out of energy.

"However, God," the parishioners and their pastor concluded. "May we oil up our minds, talents and techniques so we can speed up our discoveries of new energy sources. Amen."

When time came for the "Kiss of Peace," Bede told the congregation to salute their friends in "Peace, friendship and conservation of energy." The priest went down the aisle and pumped hands like a politician at a factory shift. The recessional hymn was "God Bless America."

"Hey father," Phil Manfra, 57, of Somerville told Bede outside the church, in St. Leonard's Peace Garden. "I'm cutting down on energy already. We're only gonna cook half a pound of spaghetti today."

Bede laughed and smiled. His young nephew, John Januario, 20, and his friend, Diane Grasso, 21, admitted they had driven to the Mass from Revere "because we were late." But they promised the priest to ride the Blue Line in the future.

Bede walked back to the church to take off his vestments. Two men waited for him in a room off the vestibule. Their faces were blotched and their hands were shaking.

"Father," said one. "We need some help. I just got out of the hospital. It costs $4.46 to get to Framingham. I — "

"You're in luck." Bede swept into the room carrying the petitions and some dollar bills donated by parishioners. "Here — here — take the money — go — we just had an energy Mass here. Go — you're in luck."

They took the money and left. Bede bustled with energy — ready for two more energy Masses at 11:30 and 7:15.

"They told me I was foolish to do this Mass," he said. "What good is one person they wanted to know. One person can do a lot. It multiplies."

N-power protests for future planned at N.H. energy fair

SEABROOK, N.H. (UPI) — While nearly 2,300 nuclear power protesters swayed to folk music yesterday at a peaceful energy fair, splinter factions were in the woods plotting more militant demonstrations at the Seabrook atomic power plant site and Wall Street.

Attracted by a long list of popular musicians and social activists, the crowd more than doubled for the second day of the Clamshell Alliance's fourth annual demonstration against the unfinished $2.6 billion Seabrook power plant.

The tenor of the gathering, held on an eight-acre grass-covered gravel pit three miles from the Seabrook site, was peaceful, almost carnival-like.

This year's two-day demonstration has focused on scores of alternative energy exhibits, rather than on civil disobedience.

Former Harvard Professor and Nobel prize winner in biology George Wald told the group that it is gradually winning the war against nuclear power.

"The nuclear power industry is dead. It smells," he said. "The government and the utilities are doing everything they can to give it artificial resuscitation."

The majority of those attending the rally in 90-degree heat had their minds on the music of folk singers Pete Seeger and Tom Rush. The demonstrators, most of them young, clapped along and chanted, "Shut down the Nukes, Shut 'em down."

But as the music floated across the reclaimed gravel pit, members of militant Clamshell splinter groups moved off into the woods to plan civil disobedience actions in the future. Reporters were barred.

Jean Alonso, 42, an organizer with the Boston Clamshell, said plans were being made for two demonstrations on Wall Street in late October.

Ms. Alonso said a peaceful rally would be held on New York's busy financial avenue for those who feel they can't risk arrest and a more direct action of civil disobedience would be staged later by those who aren't afraid to confront the authorities.

The Wall Street demonstrations are designed to "go to the underpinnings of nuclear power," by focusing attention on corporations who invest in atomic power plants, Ms. Alonso said.

"It is not designed to shut down Wall Street for good," she said.

Wearing orange arm bands, members of a Boston-based group calling itself the Coalition for Direct Action Against Seabrook tried to recruit supporters for a planned Oct. 6 takeover of the nearly-completed atomic power plant.

The Clamshell, a loosely-knit coalition of various anti-nuclear groups in New England, has avoided direct confrontations with the police during demonstrations this year and last.

However at a Clamshell demonstration two years ago, authorities arrested 1,414 protesters who plopped down in a parking lot at the Seabrook plant and refused to budge. Charges against half of those arrested were recently dropped.

Clamshell leaders were reluctant to discuss the growing rift between alliance members who feel the energy fair approach will help their cause and the more militant types who feel the only way to stop Seabrook is to block its construction.



AP Photo

Some of the anti-nuclear demonstrators at Seabrook join in song with one of the many entertainers during the Clamshell Alliance's fourth annual rally near the proposed nuclear power plant.

Hub police drive to continue

Gang crackdown pleases White

The Boston police's crackdown on teenage gangs was termed "a marked success" yesterday by Mayor White who said the campaign is "an encouraging sign for neighborhood security."

White and Police Commissioner Joseph M. Jordan, in a press conference outside District 11 in Dorchester, promised the drive would continue.

The crackdown began July 12 when 135 veteran officers from the department's Mobile Operations Patrol, mounted police and K-9 units were deployed throughout the city in areas of high youth gang activity.

White said: "The added police presence in the neighborhoods is just what is needed to convey to young people we are serious about controlling and eventually eradicating youth gangs in this city.

"The destruction and disruptiveness youth gangs represent can no longer be tolerated," White added.

Dubbed the "G-Squad, the new unit responded to 1355 gang calls during its first week of operation. Statistics on those calls are:

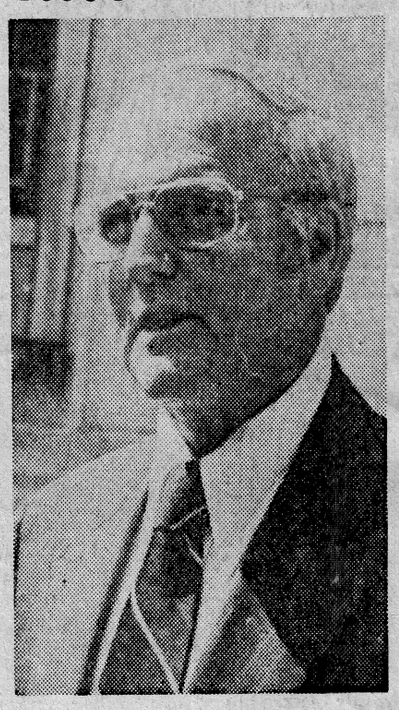
- 118 arrests for gang-related incidents.
- 70 young people taken into protective custody as a result of public drunkeness.
- 839 groups of loitering young people dispersed.
- 119 traffic violations issued to youths who were the subject of gang-related complaints.

Jordan said: "We've had positive feedbacks from these patrols and the calls on gang incidents have been remarkably down in the last couple of nights.

"If this continues, it will be quite an accomplishment."

A police spokesman said in the past some 57,000 calls a year deal "with some kind of youth crime."

The press conference was held at District 11 because that area has been the scene of many youth gangs and now has the highest presence of "G-Squad" officers.



Police Comr. Jordan.

Total of 32 bales worth $1.5M

Coast Guard finds more marijuana

The Coast Guard yesterday found another bale of marijuana floating in Massachusetts Bay.

Since last Wednesday when the first bales were found off Scituate, 32 bales with a street value of about $1.5 million have been hauled in by authorities.

A Coast Guard public information officer said the bale was found 20 miles due east of Boston by the Coast Guard cutter Cape George based in New Bedford.

The Cape George was on a regular search and rescue patrol in Massachusetts Bay when it discovered the bale, the information officer said.

A special search for the marijuana conducted by the Coast Guard was called off Saturday night, but a Coast Guard spokesman said that they would maintain searches during normal operations.

The Cape George took the bale to the Gloucester Coast Guard base to be turned over to police.

Most of the 195 pound bales were found concentrated at Minots Ledge, about a mile and a half off Scituate. Others were found scattered almost the length of Massachusetts Bay, from Salem to Scituate.

On Friday afternoon, 25 of the bales were burned at the Braintree municipal dump.

While it is not known where the marijuana came from, federal, state and local investigators have speculated that the pot may have been dropped overboard from a mother ship's crew who were afraid of being caught with evidence aboard.

Lending credence to this speculation is the fact that authorities arrested 11 persons and confiscated four tons of cannabis in two Cape Cod raids July 14 at Orleans and Wellfleet.

One of the mother ships was taken over by officials, but the other got away. It is theorized that the crew of the mother ship that sailed off heard about the arrests on shore and jettisoned its cargo, which might have floated across the bay from Cape Cod.

New Bedford man drowns in Wisconsin

MADISON, Wis. (AP) — Searchers yesterday recovered the body of Wisconsin varsity football player Wayne Souza from Madison's Lake Monona, near the spot where he was reported to have disappeared while swimming Saturday.

The body was recovered by the Dane County Sheriff's Department patrol boat at about 4:20 p.m., in 45 feet of water, sheriff's officers said. Souza, from Massachusetts, had been reported missing about 3:55 p.m. Saturday.

Souza, the son of Mr. and Mrs. John Souza Fr. of New Bedford, would have been 21 Aug. 9.

C. C. 106

PUBLIC NOTICE
RELATIVE TO ZONING.

City of Cambridge

MASSACHUSETTS

Office of the City Clerk.

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All persons interested in this matter may appear at this time and be heard.

By order of the City Council,

ATTEST:- Paul E. Healy, City Clerk.

The Gulf Companies

LAW DEPARTMENT

RECEIVED
OFFICE OF CITY CLERK
MAR 1 11 32 AM '79
CAMBRIDGE, MASS.

Edward F. Gilhooly
ATTORNEY

P. O. Box 8056
Philadelphia, PA 19101

February 27, 1979

Mr. David R. Vickery
Assistant City Manager for
Community Development
City of Cambridge
City Hall Annex
Inman & Broadway
Cambridge, MA 02139

Dear Mr. Vickery:

This will acknowledge receipt of your letter of February 20, 1979 concerning a proposed parking garage in Cambridge.

Gulf Oil Corporation feels strongly that other properties in Cambridge must be available for the type of project you propose and Gulf will certainly challenge to the fullest extent any taking of this parcel by the City of Cambridge.

Very truly yours,

Edward F. Gilhooly

Edward F. Gilhooly

EFG/bp

cc: City Council
Attention: Mr. Paul E. Healy

Copy of communication from Atty. Edward F. Gilhooly, The Gulf Companies, to David Vickery, Asst. City Manager for Community Development, re: taking of land by the City of Cambridge for a proposed parking garage.

In city Council,

March 12, 1979

QV

- Placed on File - with the Petition

3/12/79

Placed on File

C. C. 106

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RELATIVE TO ZONING.

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MASSACHUSETTS

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C. C. 106

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CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD
CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

RECEIVED BY
OFFICE OF CITY CLERK
MAR 28 3 11 PM '79
CAMBRIDGE, MASS.

March 28, 1979

To The Honorable, The City Council

Subject: Refiling Parking Facility Petition

Dear Councillors:

In January, the Planning Board filed a petition to amend certain provisions of the Zoning Ordinance dealing with commercial parking facilities. We held a public hearing on this petition in early March. Cancellation of the March 26th Ordinance Committee hearing means that the 65 day deadline for public hearings cannot be met, given the required notification procedures. Therefore, we wish to refile the petition as amended after our hearing. A copy of the amended petition and our letter of recommendation on the original petition are attached.

Respectfully submitted,
For The Planning Board

Arthur C. Parris

Arthur C. Parris
Chairman

ACP:mg
Attachment

CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD
CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

March 15, 1979

To The Honorable, The City Council

Subject: Parking Facility Zoning Amendment

Dear Councillors:

In accordance with Chapter 40A of the General Laws, on March 6, 1979 the Planning Board held a public hearing on a proposed amendment to the Cambridge Zoning Ordinance. The amendment, petitioned by the Planning Board, would change the table of use regulations to make commercial parking facilities a conditionally permitted use. In all districts, except the Open Space and Residence A districts a special permit would be required for non-accessory parking lots and parking garages and for accessory parking facilities which also contain rental spaces for persons other than those occupying the use to which the parking facility is accessory. The table below summarizes how the petition would change the use regulations for such parking facilities.

District	Current Zoning	Planning Board Petition
Open Space	Prohibited	Prohibited
Res. A-land A-2	Prohibited	Prohibited
Res B	BZA Special Permit (SP)	BZA S.P.
Res. C-1, 2, 2A, 3, 3A	BZA SP	BZA SP
Office 1, 2, 3, 3A	Allowed	Planning Board SP
Business A-1, A	BZA SP	BZA SP
Business B, C	Allowed	Planning Board SP
Industry A-1, A-2, A, B-1, B, C	Allowed	Planning Board SP

The petition also lists several criteria for the special permit granting authority to consider in reviewing applications.

At the March 6th public hearing two persons testified in favor of the petition: Dean Johnson of 8 Foster Place and Robert La Tremouille of 67 Highland Avenue. Mr. La Tremouille suggested a criterion authorizing the special permit review agency to consider an applicant's compliance with the other parking requirements of the zoning ordinance. Nobody testified in opposition to the petition.

Off-street parking facilities can create a variety of adverse environmental consequences including air quality degradation, noise, traffic congestion and visual deterioration of an existing neighborhood.

The impacts of a parking garage or parking lot may be significant for properties located along the streets leading to the parking facility as well as for those located next to it. A special permit review process provides an opportunity to avoid, or at least mitigate, some of the adverse impacts. The Board recommends that the petition as filed be amended in two ways. First, only one review agency should issue special permits for parking facilities. In the districts where a BZA special permit is now required, the two use table designations should be changed to provide for issuance of special permits by the Planning Board. This will avoid the potential problem of an applicant for a parking facility special permit having to go before two boards because the lot is located in two zoning districts with different use table designations. Second, a criterion authorizing the Planning Board to check compliance with all other pertinent parking requirements in the ordinance should be added to the petition. An amended copy of the petition is appended to this letter for your consideration.
The Planning Board recommends that this petition be APPROVED AS AMENDED.

Respectfully submitted,

For The Planning Board

Arthur C. Parris

Arthur C. Parris
Chairman

ACP:mg
Attachment

NOTICE OF PUBLIC HEARING

The Planning Board of the City of Cambridge will hold a public hearing on Tuesday, July 17, 1979 at 7:30 P.M. in the Community Development Department Conference Room, third floor, City Hall Annex, 57 Inman Street, Cambridge, Massachusetts on a petition by the Planning Board to amend the text of the Zoning Ordinance as it applies to off-street parking facilities. This hearing is required due to the refiling of the petition, previously heard by the Planning Board.

The petition will change row 4.33o of the Table of Use Regulations so that the use classification "automobile parking lot or parking garage for private passenger cars, where not an accessory use,..." now designated as allowed in Business B and C, Office and Industrial districts and as requiring a special permit from the Board of Zoning Appeal, in Residence B and C and Business A-1 and A districts would be redesignated as requiring a special permit from the Planning Board.

A new use classification will be created by adding a row 4.33p to the Table of Use Regulations so that accessory parking facilities for private passenger cars which will also contain spaces for short-term rental or lease to the general public, will be allowed in Residence B and C, Office, Business and Industrial districts, only if granted a special permit from the Planning Board.

Article 6.000 of the ordinance would also be amended to provide procedures for special permit review of commercial off-street parking facilities which are developed for use by the general public.

Copies of the complete text of this petition are on file at the Office of the City Clerk. Questions concerning this petition may be addressed to Mary Flynn at 498-9034.

C. C. 108

PUBLIC NOTICE
RELATIVE TO ZONING.

2nd Flr. Bd.

City of Cambridge

MASSACHUSETTS

OFFICE OF THE CITY CLERK.

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Tercentenary Edition, and amendments thereto, that a public hearing will be held by the Committee on Ordinances, comprised of the entire membership of the City Council on Monday, March 26, 1979 at 5:30 P. M. in the City Council Chamber, City Hall, Cambridge, Massachusetts on a petition of the Planning Board to amend the text of the Zoning Ordinances of the City of Cambridge as follows:-

1. In Section 4.10, General Classification Rules, insert the following before the last sentence in subsection 4.12:-

   "It is not the intent of this section to require duplicate special permit reviews. Therefore, uses designated "SP" or "PB" which are included within a planned unit development application shall be approved or denied within the planned unit development process established by Section 12.30.

2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office 1, 2, 3, 3A, Business B, Business C, Industry A-1, Industry A-2, Industry A, Industry B, Industry B-1 and Industry C districts so that it reads as follows:-

   "o. Automobile parking lot or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on

OFF. 1,2,3,3A	Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB	PB

3. In Section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:-

   "p. Accessory parking facility for private passenger cars, whether a parking lot or parking garage, which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking facility unless such activity is specifically permitted in the district by Section 4.35, 4.36 or 4.37.

Open Space	Res. A-1,A-2	Res. B	Res. C 1,2,3,3A	Office 1,2,3,3A	Bus. A-1	Bus. A
No	No	PB	PB	PB	PB	PB

City of Cambridge

Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsection to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by=case consideration of the traffic impacts in relationship to surrounding street capacities, public transportation facilities and population densities."

5. Insert the following sentence in Section 6.21 after the first sentence:

"Such plans shall also indicate whether the parking spaces shall be used by tenants or occupants of the uses to which the parking is accessory or by members of the general public for a fee."

6. Add the following subsection to Section 6.000:

"6.46 Criteria for Grant Special Permits for Parking Lots or Garages with spaces available to the general public for a fee.

In reviewing the plans for any parking facility requiring a special permit under Section 4.33o or 4.33p, the special permit granting authority shall give consideration to evidence presented on the following:

a. That the facility will help satisfy a demonstrated need for off-street parking in the area in which it is to be located;

b. That the average daily traffic generated by the parking facility will not increase the total amount of traffic on adjacent streets to such a degree that the reasonable capacity of any such street or intersection will be exceeded;

c. That access and egress to the facility will be provided with minimal danger to existing pedestrian and vehicle flows and will not cause substantial increase in congestion;

d. That the location of such parking facility will not attract unnecessary vehicular traffic to the area.

Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

For the Committee,

Councillor Frisoli, Chairman,
Committee on Ordinances.

RECEIVED BY
OFFICE OF CITY CLERK
MAR 8 4 16 PM '79
CAMBRIDGE, MASS.

C. C. 106

City of Cambridge

PETITION OF Planning Board

Re: Special Parking Permits

Jan. 24, 1979

Petition filed with the City Clerk

(All hearings to be completed 65 days from filing date with the City Clerk.)

7 days = Jan
28 days = Feb
30 days = March
65 days = March 30, 1979

In City Council — Jan. 29, 1979

Referred to Planning Board for report — Jan. 30, 1979

Planning Board Hearing — March 6, 1979

(CITY COUNCIL must act within 90 days of the Planning Board's hearing which would be June 4, 1979.)

25 days March
30 days April
31 days May
4 days June
90 days = June 4, 1979

City Council Hearing published Herald-Chronicle — March 19, 1979

Hearing before the City Council — March 15, 1979

Report to the City Council — March 26, 1979

Passed to a second reading
Published

Ready for Ordination
Published

COMPLETION DATE: June 4, 1979

C. C. 206

PUBLIC NOTICE 1st Pkg. Ord.
RELATIVE TO ZONING.

City of Cambridge

MASSACHUSETTS

OFFICE OF THE CITY CLERK.

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1. In Section 4.10, General Classification Rules, insert the following before the last sentence in subsection 4.12:-

   "It is not the intent of this section to require duplicate special permit reviews. Therefore, uses designated "SP" or "PB" which are included within a planned unit development application shall be approved or denied within the planned unit development process established by Section 12.30.

2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office 1, 2, 3, 3A, Business B, Business C, Industry A-1, Industry A-2, Industry A, Industry B, Industry B-1 and Industry C districts so that it reads as follows:-

   "o. Automobile parking lot or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on

OFF. 1,2,3,3A	Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB	PB

3. In Section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:-

   "p. Accessory parking facility for private passenger cars, whether a parking lot or parking garage, which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking facility unless such activity is specifically permitted in the district by Section 4.35, 4.36 or 4.37.

Open Space	Res. A-1,A-2	Res. B	Res. C 1,2,3,3A	Office 1,2,3,3A	Bus. A-1	Bus. A
No	No	PB	PB	PB	PB	PB

City of Cambridge

Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsection to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by=case consideration of the traffic impacts in relationship to surrounding street capacities, public transportation facilities and population densities."

5. Insert the following sentence in Section 6.21 after the first sentence:

"Such plans shall also indicate whether the parking spaces shall be used by tenants or occupants of the uses to which the parking is accessory or by members of the general public for a fee."

6. Add the following subsection to Section 6.000:

"6.46 Criteria for Grant Special Permits for Parking Lots or Garages with spaces available to the general public for a fee.

In reviewing the plans for any parking facility requiring a special permit under Section 4.33o or 4.33p, the special permit granting authority shall give consideration to evidence presented on the following:

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b. That the average daily traffic generated by the parking facility will not increase the total amount of traffic on adjacent streets to such a degree that the reasonable capacity of any such street or intersection will be exceeded;

c. That access and egress to the facility will be provided with minimal danger to existing pedestrian and vehicle flows and will not cause substantial increase in congestion;

d. That the location of such parking facility will not attract unnecessary vehicular traffic to the area.

Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

For the Committee,

Councillor Frisoli, Chairman,
Committee on Ordinances.

RECEIVED BY
OFFICE OF CITY CLERK
MAR 8 4 16 PM '79
CAMBRIDGE, MASS.

All that 'Glitter' is VIPs at play

By DAN McLAUGHLIN
Staff Writer

If you have an old suit or dress that dates back as far as the roaring 20s, and you'd like to wear it again — you'll get a chance tonight in Cambridge.

You can relive the music and scenery of every decade from the '20s to the '70s in a series of skits featuring school committee members and city councilors at the Common Place Community Center, 130 Prospect St., from 8 to 1 a.m.

It's called "Glitter Night" and those attending are asked to wear costumes of their favorite decade.

Bill and Deirdre Morris of 37 Highland Ave., Cambridge, came up with the idea for "Glitter Night."

The Morrises, who are members of the Longfellow Community School Council, one of the sponsors of the affair, said they conceived the idea to:

"Help promote a greater sense of community, have an evening's entertainment, explore a fantasy and have a kind of end of winter celebration at low cost.

"We'd also like to see this as an opportunity to integrate the Port section of Cambridge with the Mid-section," Bill added.

He is a teacher in the Cambridge Public Schools and Deirdre is an artist.

Their home is filled with old mission oak furniture and velvet covered Victorian loveseats and chairs. A Joan Crawford style fur coat hangs on a sewing model in the foyer.

The Morrises collect old things and Deirdre, in particular, collects old clothes and jewelry.

They are going to to use their personal hobby as the theme for "Glitter Night", a fund-raising event for Mid-Cambridge Area 4 agencies.

Some of the examples they have planned include a 1920s decade set in a speakeasy with flappers, college boys, "sleazy gentlemen" with girlfriends, and singing and dancing of the period.

The '30s wil feature the Apollo Theatre in Harlem where, according to Bill, "Much of the glitter in fashions for women in that period originated."

The '50s will feature American Bandstand with Dick Clark and Jerry Lee Lewis (alias Cantabrigians imitating them). There also will be a small Coconut Grove Nightclub re-created with roulette tables, and Mylar wallpaper.

Among Deirdre's clothes are a satin cape trimmed with sequins that dates back to the '40s, several chiffon dresses from the '50s, and a '40s dress with a Mexican motif.

Various small antique dealers in the area will help fill in any gaps by lending clothes and furniture.

And the cost of the tickets dates back a few years too — $1 each.



Deirdre Morris of Cambridge will heip relive the music and scenery of every decade from the 20s to the 70s tonight during "Glitter Night" at the Common Place Community Center. She is shown in a Joan Crawford style fur coat of yesteryear.

Teacher panels to study problem of teen suicide

Preventing suicide among teenagers and younger children will be the topic of a four-week, in service workshop for Cambridge public school teachers starting at 3 p.m. March 22, at the King Elementary School.

It is designed to raise teachers' awareness regarding the second greatest cause of death among adolescents (the first is automobile accidents) according to Schools' Assistant Director of Pupil Services Patrick Murphy.

He said the workshop is an outgrowth of an introductory workshop conducted during an afternoon session seminar on Jan. 10, when authorities on teenage suicide from Harvard, the Fayerweather School and Cambridge Hospital, discussed the issue with Cambridge teachers.

The upcoming workshop will focus on the magnitude of the teen suicide problem and the clinical and development perspectives of adolescent depression and suicide.

Sara Benet of Project Assist, and Psychiatrist Robert Louis will be the discussion leaders.

Sally Casper, co-director of the Samaritans, a suicide prevention group, and representatives from Harvard Bureau of Study Council will make presentations during the second session set for March 29.

The discussion will center around the film "Suicide at 17", a review of the role of the helping person, and role play activity.

The workshop on April 5 and 12, will deal with resources available to teachers in recognizing and confronting suicidal symptoms, avoiding crisis reaction and teaching about depression and suicide.

The discussion teams include Drs. Eleanor Weeks and John Carper from the Cambridge and Boston City hospitals, and representatives from Project Place, CODE and the Samaritans.

Dr. Calvin Frederick, chief of Disaster Assistance and Emergency Mental Health for the National Institute of Mental Health, said there has been a startling increase in the suicide rates among younger age groups, over two decades.

"The suicide rate in each of the age groups, 10 to 14, and 15 to 19, has tripled during this period," Dr. Frederick said. "In the 15 to 19-year age group, the rate has doubled in the last 10 years alone.

"It is clear that a concerted effort must be made at the federal, state and local levels to find solutions to this tragic problem," he said.

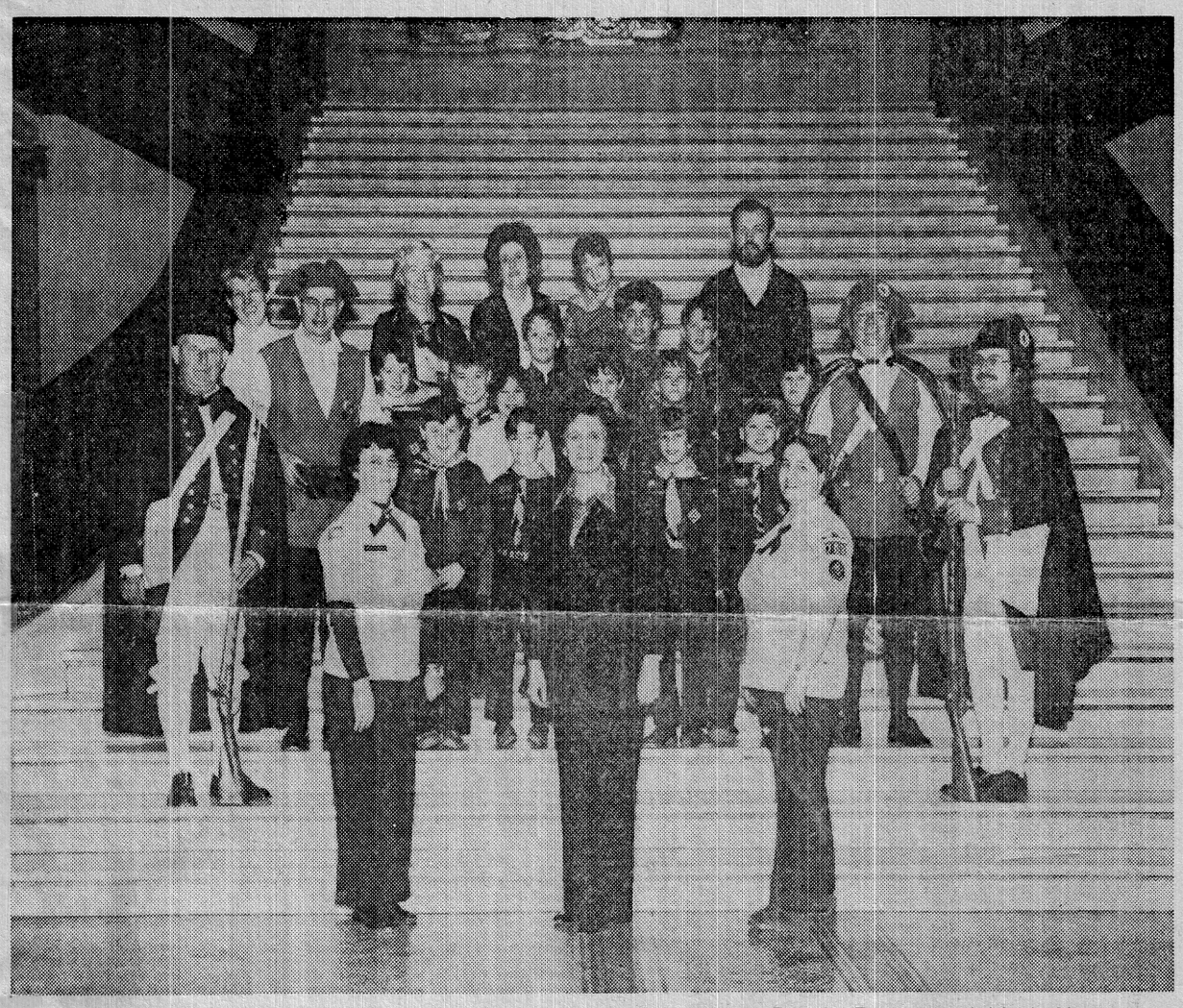
"The magnitude of the problem is too great for any one segment of the population alone to address it . . . every interested group should appoint itself a committee . . . to address this insidious disorder."

Murphy said that while teenage suicide in Cambridge is not a major problem, he has no reason to doubt it is any less a problem here than in other urban communities of 120,000 people.

He said determining the exact cause of many teenage deaths or the motivation in deaths occurring from overdose, combination drug and alcohol use, and teenagers killed while alone in automobile accidents, is not an exact science.

What is known, he said, is that suicide is the second greatest cause of death among young people.

Murphy added that the goal of the Cambridge workshop is to equip teachers with every possible resource to curtail this tragedy.



State House visitors, members of Cub Scouts Pack 703 of St. Catherine's Parish, Somerville, are welcomed by state Rep. Marie Howe of Somerville, forst row, center. Shown, flanked by guides in Colonial costumes are, from left, 1st row; Assistant Den Leader Nancy Varadaro, Rep. Howe and Den Leader Patricia Nixon; 2nd row: Joseph Vardaro, Robert Nixon, Bernie Brown and Mark Hovasse; 3rd row: Jimmy Hickey, John Reilly, Micheleen DeCarolis; John Howe, Ron DeCarolis and David Hovasse; 4th row: Louis Hickey, Paul Fitzgerald, Jimmy Cataldo and Danny Keating; 5th row: Mrs. Riley, Doric Dame Mrs. DeCarolis, Mark Ferranzi and Fran Hovasse.

Somerville officials address problems

Dogs, energy not just rubbish

By JOHN CONNOLLY
Staff Writer

Energy consumption, a dog kennel and trash collection.

Sounds like a lead-in to a riddle Johnny Carson's character "Carnac the Magnificent" would answer to.

But, actually, they are just some of the topics which were addressed by the Somerville Board of Aldermen at its regularly scheduled meeting Thursday night.

Energy consumption was introduced in a resolution by Alderman-At-Large Salvatore Albano. He would like to see the city take certain steps concerning the energy problems to make Somerville public buildings more conducive to this need.

Albano, along with Ward Four Alderman Vito Vaccaro and Andrew Puglia of Ward Seven, recently conducted an inspection tour of public buildings in the city.

"On our inspection tour, energy consumption was an important issue for us to look into, "Albano stated. "The situation, as we see it, is a disgrace.

"The cost to the city in this area has escalated and it's about time we did something about it," he continued. "The mayor should submit a plan as to how he is dealing with the energy problem and its effect on Somerville when he presents his budget."

Man's best friend is the dog, but in Somerville the dog's best friend may or may not be Ward Five Alderman Michael Capuano.

Thursday night, Capuano offered a resolution which, if accepted, would establish a dog kennel in the city.

"This really is just a resolution asking the mayor to conduct a feasability study into a dog kennel, "Capuano explained. "This could become a real money maker for the city. I'm no expert on this but I think it should be looked into."

Alderman Vito Vaccaro asked his colleague, "Where would you build a dog kennel in the city?"

Answering his own question, Vaccaro informed Capuano he had spoken to several officials including the dog officers on the matter and almost all suggested the DPW yard which ironically is located in Ward Five — Capuano's home ward.

A smile slowly crept across Capuano's face and he responded somewhat softly, "We've got enough problems down there."

One of the problems he pointed to shortly afterwards is with trash and rubbish collection. Capuano has told board members at several recent meetings that his yard is experiencing trouble in this area with regard to poorly equipped trucks and/or broken trash collection vehicles.

His new ordinance would require every rubbish truck to be equipped with a broom and shovel "to be issued to workers and that they be instructed when and how to use them."

"It's a ridiculous situation and I'm going to ask for this every week until I get something done about it," he stressed.

PUBLIC NOTICE
RELATIVE TO ZONING

City of Cambridge

MASSACHUSETTS
OFFICE OF THE CITY CLERK

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1. In Section 4.10, General Classification Rules, insert the following before the last sentence in subsection 4.12:—

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2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office 1, 2, 3, 3A, Business B, Business C, Industry A-1, Industry A-2, Industry A, Industry B, Industry B-1 and Industry C districts so that it reads as follows:—

"o. Automobile parking lot or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on

OFF.	Bus.	Bus.	Ind.	Ind.	Ind.	Ind.	Ind.
1,2,3,A	B	C	A-1,A-2	A	B-1	B	C
PB	PB	PB	PB	PB	PB	PB	PB

3. In Section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:—

"p. Accessory parking facility for private passenger cars, whether a parking lot or parking garage, which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking facility unless such activity is specifically permitted in the district by Section 4.35, 4.36 or 4.37.

Open Space	Res.	Red.	Res. C	Office	Bus.	Bus.
	A-1,A-2	B	1,2,3,3A	1,2,3,3A	A-1	A
No	No	PB	PB	PB	PB	PB

Bus.	Bus.	Ind.	Ind.	Ind.	Ind.	Ind.
B	C	A-1,A-2	A	B-1	B	C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsection to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by-case consideration of the traffic impacts in relationship to surrounding street capacities, public transportation facilities and population densities."

5. Insert the following sentence in Section 6.21 after the first sentence:

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d. That the location of such parking facility will not attract unnecessary vehicular traffic to the area.

Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

For the Committee,
Councillor Frisoli, Chairman,
Committee on Ordinances.

Rep. Howe files 3 bills for elderly

Somerville Rep. Marie Howe, D-Somerville, has filed three bills in the Legislature designed to aid the elderly.

The bills would increase the personal care allowance nursing home residents who receive public welfare may keep from their checks, direct the Department of Community Affairs to pay for the delivery of home heating oil for elderly, and establish a "fuel stamp program" to be administered by the Department of Public Welfare.

"With today's rising costs, I feel that the elderly who live in nursing homes should be granted an increase in money allotted for their personal expenses," said Howe of the increase from $35 to her proposed $48.

Howe disclosed that persons 65 or older who do not live in public or owner-occupied housing are eligible for the home heating oil delivery suggested by one of her bills.

Other elderly, 60 or older, would become eligible for her "fuel stamp program" provided they do not earn more than $6,500.

Noteworthy.
From the Camerata to the BSO, Ellen Pfeifer bends a trained ear on the Boston music world. In the ARTS SECTION.

Pup had to find the top—but then?

Curiosity may kill the cat but it also got a friendly canine in trouble Thursday evening.

In fact, it took the combined efforts of the Somerville dog officer, Somerville firefighters, local residents and children from the Mystics Housing project to free the pooch from his precarious perch atop "McCarty's ledge," along Canal Lane at the rear of the project.

Apparently, the tan-and-white collie, estimated to be around two or three years old, somehow found his way out onto a 35-40 foot high ledge at the rear of the project. The dog was faced with the dilemma of having to find its way down the steep incline of mud, water and slippery broken pieces of cement or remain trapped behind a six-foot high iron fence (topped with barbed wire) on the other side.

Somerville Dog Officer James Liston and Somerville firefighters attached to Ladder Two, including Lt. Dan Sarno, and firefighters Bryant McGahan, Robert Lyons and James Byrnes arrived at the scene after residents notified police of the dog's barking.

"The area was very muddy and dangerous, especially where it was washed out," explained Lt. Sarno. "We put up a 35-foot ladder over the fence but couldn't seem to coax him down.

"It's a real dangerous area because the cement is slippery, broken and cars have made ruts in the mud resulting in bad footing," he added. "We just couldn't get up the ladder with the collie."

Liston said the dog must have worked his way up the left side of the "mountain" since water had washed out the other side turning it into a quagmire of mud and broken rocks.

Liston said these conditions extended the rescue to almost an hour.

"I guess the dog sneaked up there during the day and couldn't find his way out through the fence which is cement along the bottom," Liston offered as the reason for the dog's predicament.

Finally, the dog found a path down the side of the hill he came up and bounded for freedom.

"The dog started jumping up and down and the kids were hugging and patting him," Liston related. "Thank God, he didn't jump. There was one fella there from the Mystics who did a good job at keeping the dog calm."

Liston added that while the dog had a Medford license, officials could not contact the owner because the license number had faded.

— JOHN CONNOLLY

In Brief: *Red Line meeting set*

MBTA meeting— Residents of Davis Square and other concerned citizens along the route of the MBTA's Red Line extension into Somerville are invited to attend a meeting Monday at 7:30 p.m. in the aldermanic chamber at Somerville City Hall. Representatives of the MBTA, contractors and Somerville Engineering, the go-between city consultants, will be there to present new information and discuss problems of the construction plan.

Antique show— The Buckingham Browne and Nichols 13th annual Antiques Show and Sale will be held today from 11 a.m. to 9 p.m. and Sunday from noon to 6 p.m. in the school's gymnasium, Gerry's Landing Road, Cambridge. Twenty-four well known antique dealers will take part in the sale offering objects such as formal and country furnishings, painting, 18th century silver, pewter, Oriental and English pote pottery, jewelry, iron and brass.

New Boys Club aired— The directors of the Somerville Boys Club recently discussed plans to relocate and build a new facility. The Lelley Playground site, at Summer and Craigie Streets, has been mentioned as a possible site because of its size, central location and level ground, but other sites have been considered. A community meeting on the matter will be held Thursday at 8 p.m in City Hall. Interested residents are urged to attend.

New York Stock Exchange (continued)

NENucl .40 16 33 37 36¼ 37 + ½
NEnP pf2.76 .. 20 27⅝ 27⅝ 27⅝ - ⅛
NEngT 3.16 8 17 34⅜ 34⅛ 34⅛ - ⅜
NYSEG 1.68 7 63 17½ 17⅜ 17⅜ - ⅛
NYS pf 8.80 .. z10 84 84 84 - 1
NYS pf 2.12 .. 1 21¼ 21¼ 21¼ + ¼
Newhall .66 9 1 25½ 25½ 25½ ....
Newmt .80 20 696 u26½ 26 26 - ¼
Newt pf 4.50 .. 3 u82½ 82 82 ....
Newpark 8 248 10 9⅝ 9¾ + ⅛
NiaMP 1.44 7 190 14¼ 14⅛ 14⅛ ....
NiaMpf 4.85 .. z30 46 46 46 - ½
NiaMpf 6.10 .. z30 58 58 58 - ½
NiagSh 1.01e .. 4 10¼ 10¼ 10¼ + ⅛
Nicor 2.40 6 48 28¾ 28¼ 28⅜ ....
Nicor pf 1.90 .. 1 28¼ 28¼ 28¼ + ¼
NorfWn 1.84 7 257 23⅜ 22⅞ 23⅛ + ⅜
Norlin 1.60 4 23 19⅜ 19⅛ 19⅛ - ⅛
Norris 1.40 5 89 22¾ 22⅛ 22⅛ - ⅛
NACoal .56 7 21 20⅛ 20 20⅛ + ⅛
NoAMtg .. 48 3¼ 3⅛ 3⅛ ....
NoAPhl 1.50 5 33 27 26⅜ 26¾ + ½
NoCAir .20 4 74 6⅝ 6⅜ 6⅜ - ¼
NoCAir wt .. 18 1⅞ 1¾ 1⅞ + ⅛
NoestUt 1.02 7 243 9⅜ 9¼ 9¼ ....
NCalSL .70 5 102 u17⅜ 16⅜ 17 + ⅛
NIndPS 1.50 10 144 15½ 15⅜ 15⅜ ....
NorNGs 2.60 6 240 40¼ 39⅝ 39⅞ - ⅛
NoNG pf6.40 .. z50 86¼ 86¼ 86¼ + 1¼
NoNG pf8.48 .. z50 99 99 99 + ¾
NoStPw 2.16 7 153 25¼ 24⅝ 24⅝ - ⅜
NSPw pf3.60 .. z10 38⅜ 38⅜ 38⅜ ....
NSPw pf6.80 .. z920 74½ d74½ 74½ - ½
NorTel .80 11 743 u39 38⅝ 38¾ + ¼
Nthgate 75 4 5¼ 5 5¼ + ⅛
Nortrp 1.80 6 177 36½ 35¾ 35¾ ....
NwstAirl .80 9 527 26⅞ 26¼ 26⅞ + ⅝
NwtBcp 1.16 7 349 24⅛ 23⅜ 23⅝ - ⅜
NwtEnr 2.40 6 456 30⅜ 30⅛ 30⅝ + ⅛
NwtInd 1.75 6 x414 27⅜ 26¾ 27 + ⅛
NwtInd wt .. 30 32½ 31¼ 31⅜ - ⅜
NwtP pf2.50 .. 8 25⅝ 25¼ 25⅝ + ⅛
NwtP pf2.36 .. 36 26⅛ 25½ 26⅛ + ½
NwMLf 1e 9 16 10 10 10 ....
NwStW 1.40 7 11 31¼ 30¼ 31¼ + 1¼
Norton .15 7 27 25¼ 24⅝ 24⅝ - ⅜
NorSim .92b 6 1041 16¼ 15⅞ 16 + ¼
NortS pf1.60 .. 1 36¼ 36¼ 36¼ + 1
Nucor .36 7 255 u40 38⅛ 38¾ - ¼
OKC 1.20 12 427 u31½ 30½ 31⅜ + ⅞
OakInd .40 16 534 u23 22⅜ 22⅞ + ⅜
OcciPet 1.25 .. 1241 19¾ 19⅛ 19⅜ ....
OcciPet wt .. 127 7⅞ 6⅞ 6⅞ - ⅛
OcciP pf2.16 .. 1 31½ 30¾ 30¾ - ¼
OcciP pf3.60 .. 3 63 61⅞ 61⅞ - ¼
OcciP pf 4 .. 1 61½ 61½ 61½ + 2
OcciP pf2.50 .. 9 22¾ 22⅝ 22⅝ ....
OcciP pf2.12 .. 12 19½ 19½ 19½ + ⅛
OcciP pf2.30 .. 9 20⅞ 20¾ 20¾ - ⅛
Ogden 1.80 5 76 29¾ 29 29¾ + 1
Ogdn pf 1.87 .. 11 45 44½ 45 + 1⅞
OhioEd 1.76 14 342 16⅛ 16 16⅛ + ⅛
OhEd pf 4.40 .. y80 42½ 41½ 41½ + ⅞
OhEd pf 4.56 .. z50 43 d42 42 - 1½
OhEd pf8.20 .. z20 76 76 76 - 1
OhEd pf 9.12 .. x200 87⅞ 87½ 87⅞ + 3
OhE pf 10.48 .. z500 101 101 101 ....
OhP pf 8.04 .. z100 75¼ 75¼ 75¼ + ¼
OhP pfA 14 .. z110 116¾ 116⅜ 116¾ + ¾
OklaGE 1.60 9 438 17¾ 17½ 17¾ ....
OklaNG 1.60 6 23 22 21⅝ 22 + ⅜
Olin .88 7 363 18⅞ 18⅜ 18¾ + ⅛
Omark 1.12 5 68 29¾ 29¼ 29½ ....
Oneida .84 7 42 22¼ 21½ 21¾ - ⅛
Opelika .84 6 x14 10⅛ 10 10⅛ ....
OranRk 1.52 7 15 15 14⅞ 14⅞ - ⅛
Orange .20 4 69 6¾ 6⅝ 6⅝ ....
OrionC .30 7 x284 9⅛ 8¾ 9⅛ + ⅛
OutMar 1.40 5 108 19¼ 18⅝ 18½ ....
OutletCo 1 5 48 20½ 20⅛ 20⅛ - ⅛
OverhDr .84 6 39 15¾ 15½ 15½ ....
OvrnTr 1.10 4 4 17½ 17½ 17½ ....
OverSh .50b 5 147 21½ 21¼ 21½ + ⅜
OwenC 1.20 7 153 28¼ 27⅞ 28 + ¼
OwenIll 1.26 5 129 19¾ 19⅝ 19¾ + ⅛
OwnIl pf4.75 .. 1 64 64 64 + ½
OxfrdIn .68 5 4 9⅞ 9⅝ 9⅞ + ⅛

P·Q·R

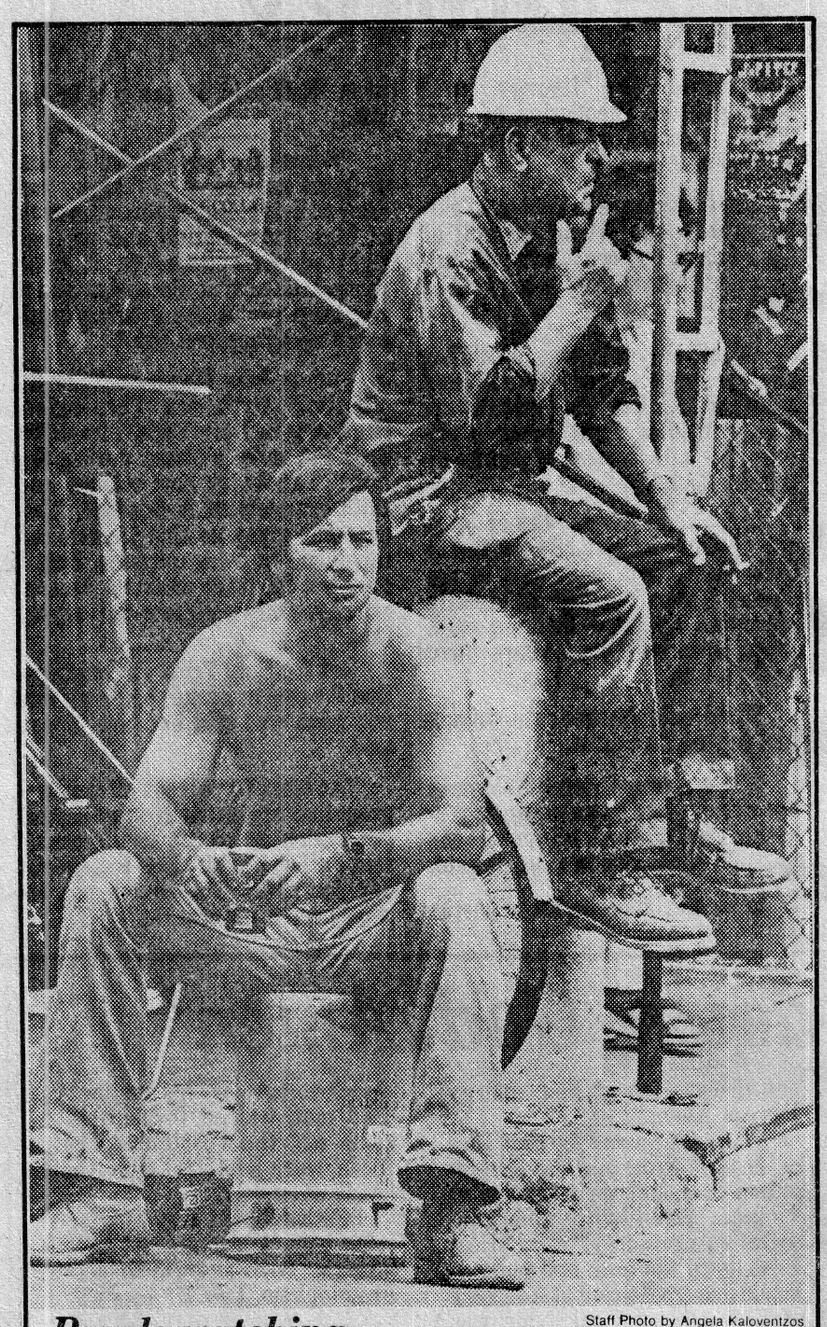
PHH Gp .64 9 459 17¼ 16⅛ 17⅛ + 1¼
PPG 1.84 6 175 26¾ 26¼ 26⅜ - ⅜
PSA 5 31 15⅛ 15 15 ....
PacAS 1.24 .. 30 12⅝ 12½ 12½ + ⅛
PacGE 2.32 8 1953 24¾ 24⅝ 24¾ ....
PacLtg 2 7 34 21⅝ 21½ 21⅝ + ⅛
PacLm 2.20 13 24 45 44⅛ 45 + ½
PNwTel 1.64 7 601 18¼ 18⅛ 18¼ ....
PacPet 1.14 12 5 54⅜ 54⅜ 54⅜ - ⅛
PacPw 1.92 8 87 21 20¾ 21 + ¼
PacTT 1.40 8 69 14¾ 14½ 14⅝ ....
PacTin .80 6 26 14⅝ 14⅛ 14⅜ - ⅛
PaineW .44 4 115 7⅞ 7¾ 7¾ + ⅛
PaiW pf 1.30 .. 3 13 12⅞ 13 + ⅛
PalmBc 1.20 5 98 17¾ 17⅜ 17¾ + ⅛
Pamida .12 10 48 4⅜ 4¼ 4¼ ....
PanAm 2 1228 6 5¾ 5¾ - ⅛
PanEP 2.80 7 29 46⅞ 46¼ 46¼ - ¼
Paprcft 1.16b 8 32 19 18⅝ 19 + ⅛
Pargas 1.08 12 14 13⅜ 13⅛ 13⅛ ....
ParkDr s .24 7 203 20¼ 20 20⅛ + ⅛
ParHan 1.10 8 121 26 25¼ 26 + ⅜
ParkPn .60b 10 94 u29⅞ 29 29⅝ + ¾
PatPtl 25 101 11⅜ 10⅞ 11 - ⅛
Paylsnw .50 9 21 18⅛ 17⅞ 18 - ⅛
Peabdy .28b 8 x70 21⅛ 20⅜ 20⅜ - ⅝
Pengo 128 6⅝ 6⅛ 6¼ - ⅛
Pengo rt 439 ¼ d ⅛ ⅛ ....
PenCen 886 19⅜ 18½ 19⅛ - ¼
PennCn prA 19 10 9⅞ 9⅞ - ⅛
PenCn prB 353 6 5⅜ 5⅝ - ⅛
PenDix 82 3⅞ 3⅞ 3⅞ - ⅛
Penney 1.76 7 440 30⅝ 30 30⅛ + ⅛
PaCo pf 4.62 .. 5 56½ 55¼ 56½ + 1½
PaPL 2.04 7 77 20¾ 20⅝ 20¾ ....
PaPL pf4.50 .. z160 46½ 45¼ 45¼ - ¼
PaPL pf8.60 .. z50 85 84¾ 84¾ - 1¼
PaPL pf8.40 .. z210 81¾ 81¼ 81¼ + ½
PaPL pf 13 .. z50 114½ 114½ 114½ + ½
PaPL pf 8 .. x210 78 78 78 - ⅛
PaPL pf8.70 .. z10 85½ 85½ 85½ + 1
Penwlt 2.20 7 134 32⅜ 31⅞ 31⅞ + ⅛
Penw pf 2.50 .. 7 48 47½ 48 + 1
Penw pf 1.60 .. 3 20½ 20½ 20⅝ ....
Pennzoil 2.20 9 729 u35 34⅜ 35 + ¾
PeopDr .24 6 42 10½ 10⅜ 10½ + ⅜
PeopGs 2.88 7 114 34 33¾ 33⅞ ....
PepsiCo 1 10 1506 24¾ 24⅜ 24⅜ - ⅛
PerkinE .52 14 582 30½ 29⅞ 30 - ⅜
Pertec 7 234 9½ 9 9 - ¼
Petrie 1.40 11 64 36¼ 35¾ 36¼ + ½
Petroln 1.04 8 96 33½ 33⅛ 33⅜ + ¼
PetRs 2.47e .. 25 21⅝ 21¼ 21¼ ....
PetRs pf1.75 .. 22 21⅜ 20½ 21⅜ + ⅜
Pfizer 1.32 11 440 32⅜ 31½ 31⅝ - ½
PhelpD .60 24 288 28⅜ 28⅛ 28⅜ + ⅜
PhilaEl 1.80 9 219 16⅝ 16⅛ 16½ + ⅛
PhilFrg .90 8 2 20 20 20 ....
Pittstn 1.20 29 345 20 19½ 19¾ - ⅛
PlanRsc 7 108 6⅛ 6 6 ....
Plantrn .16 14 57 20 19⅝ 19¾ + ⅛
Playboy .12 28 2275 25¾ 25⅛ 22¼ - 2
Pneumo 1 10 149 23¾ 23¼ 23¼ + ¼
PogoPd 20b 10 727 14⅛ 13¾ 13⅞ - ⅛
Polaroid 1 11 2114 42 40⅞ 40½ - ⅜
Pndrosa .40 6 184 18⅝ 18 18⅛ ....
PopeTal 1.16 5 32 30¼ 29¼ 29¼ - 1⅛
Portec .80b 8 34 16⅝ 16⅜ 16⅜ ....
Portr pf 5.50 .. z100 70½ 70½ 70½ ....
PortGE 1.70 13 187 18¼ 18 18¼ + ⅛
PoG pf 11.50 .. z10 105 105 105 + ⅞
PorG pf 2.60 .. 11 24¾ 24¾ 24¾ ....
Potltch 1.16 8 198 36 34⅞ 35¼ ....
PotmEl 1.34 8 281 13¾ 13⅜ 13⅜ - ⅛
PotEl pf4.50 .. z50 47¼ 47¼ 47¼ - 1
Premier .64 10 14 25⅜ 25¼ 25¼ - ⅛
PrimeCm 21 444 31⅜ 30½ 30½ - ⅜
ProctG 3 12 620 81½ 80⅝ 81 ....
ProdRsh .50 8 1 12 12 12 ....
Rowan 10 12 437 22¾ 22¼ 22½ + ⅛
PSvCol 1.60 10 69 16⅝ 16⅜ 16½ ....
PSCol pf2.10 .. 4 21¾ 21⅝ 21⅝ - ⅜
PSInd 2.16 9 1029 25¾ 25½ 25½ - ⅛
PSIn pf 3.50 .. z60 37½ 37 37 + ¼
PSvNH 2.12 6 81 20 19¾ 19⅞ ....
PSNH pf2.75 .. z750 25 25 25 ....
PSvNM 1.76 7 228 19½ 19⅜ 19½ + ⅛
PSvEG 2.20 8 238 22¼ 21⅞ 22⅛ + ⅛
PSEG pf4.18 .. z100 41¼ 41¼ 41¼ - ¾
PSEG pf2.17 .. 2 22⅜ 22⅜ 22⅜ ....
PSEG pf2.43 .. 2 24¾ 24⅝ 24¾ + ⅛
PSE pf 12.25 .. z350 111 110½ 110½ - ½
PSEG pf7.80 .. z3300 81⅝ 81 81⅝ + ⅜
PSEG pf8.08 .. z10 79¾ 79¾ 79¾ + 1
Publick .. 120 6⅛ 5⅞ 6⅛ + ⅛
Pueblo 4 31 4⅜ 4¼ 4¼ - ⅛
PR Cem 3 4 4⅝ 4½ 4⅝ ....
PgSPL 1.56 8 73 17 16½ 17 + ½
Pullmn 1.60 6 186 32¾ 32½ 32¾ + ⅜
Purex 1.16 7 x135 16 15¾ 15¾ - ¼
PuritnFa 9 394 6¼ 5¾ 6 + ¼
Puroltr 1.28 8 31 26¼ 26¼ 26¼ + ¼
QuakO 1.20 6 113 23⅜ 22⅞ 23¼ + ¼
QuaO pf 9.56 .. z250 108 108 108 ....
QuakSfO .88 10 75 15¼ 15 15⅛ + ⅛
Quanex s 1 7 118 24¼ 23½ 23½ + ½
Questor .20 11 221 9¼ 8¾ 9 + ¼
QuestrpfA 2 .. 1 22½ 22½ 22½ + 1
RCA 1.60 7 859 27⅛ 26⅞ 27 + ½
RCApf 3.50 .. z10 40⅛ 40⅛ 40⅛ ....
RCA pf 4 .. 2 61 60½ 60½ + 1
RTE .60 6 7 11⅝ 11⅜ 11⅜ - ¼
RLC .56 4 166 13½ 13¼ 13½ + ⅜
RalsPur .58 8 2530 12⅛ 11⅞ 12 + ⅛
Ramad .12e 29 5567 12⅛ 11⅜ 11½ - ⅜
Ranco .76 7 22 14⅞ 14¾ 14¾ ....
RapAm .40e 3 84 16¼ 16 16 + ⅛
RapA pf 3 .. 2 57 57 57 + 1
Raybt 1.60b 7 57 35⅞ 35 35⅛ + ⅜
Raymndln 1 4 40 15 14⅝ 14⅞ ....
Raythn 1.60 10 384 46¾ 46¼ 46¾ + 1⅜
ReadBat 1 7 x170 21 20¾ 21 + ¼
RltRef 1.93 8 9 15½ 15¼ 15⅜ + ¼
Redman .03 4 78 4⅞ 4⅝ 4⅝ - ⅛
ReeceCp .60 7 57 8⅞ 8⅝ 8⅞ ....
ReevsB 1.80 4 6 29⅝ 29½ 29½ - ⅛
ReichCh .74 9 14 12 11⅜ 11¾ - ⅛
ReinEl 1.60 9 294 36½ 35¼ 36⅛ + 1
ReiEl pf 3 .. 1 100 100 100 + 12
ReinGp 1.60b 4 186 39¼ 39 39 + ½
RelG pf 2.20 .. 8 59 58½ 58½ ....
RelG pf 2.60 .. 4 25 24¾ 25 + ⅛
ReliIn pf 2.68 .. x1 25¾ 25¾ 25¾ ....
RepCp .45e 4 73 22¼ 21½ 22⅛ + ⅛
RepFnS 1.84 5 283 u31½ 29¾ 31 + 1¾
RepMtg .. 13 2⅛ 2 2 ....
RepStl 1.80a 4 69 26 25½ 25⅝ - ⅛
RepTex 7 8 22 21¾ 22 + ⅛
ResvOil .24 11 160 14½ 13¾ 13⅞ ....
RsOil pf 1.75 .. 35 23⅝ 23½ 23⅝ ....
RevcoD .64 10 152 24 23 23¾ + ⅛
Revere 4 87 15½ 15⅜ 15½ + ⅛
Revlon 1.30 13 x834 50¾ 50 50⅛ + ¼
Rexham .60 9 73 18½ 18⅛ 18¼ - ⅛
Rexnrd .96 6 93 18¾ 18¼ 18⅜ - ⅛
ReynIn 3.80 6 772 57⅜ 56⅞ 57⅜ + ½
ReyIn pf2.25 .. 2 62½ 62½ 62½ ....
ReyIn pf n 4.10 .. 687 49 48¾ 48⅞ + ⅛
ReyMtl 1.80 6 323 36⅝ 35¾ 35¾ - ½
ReyM pf4.50 .. 3 76 75 76 ....
ReyM pf2.37 .. 1 41½ 41½ 41½ - ½
RichCo 1.20 5 9 19⅛ 18⅞ 19⅛ + ⅛
RichMer 1.06 9 606 22¾ 22¾ 22¾ + ⅝
RiegelT 1.50 5 40 16⅞ 16¾ 16¾ - ¼
RioGran 1 6 18 27¼ 26⅞ 26⅞ - ⅛
RioGr pf .80 .. 51 14½ 14⅛ 14¼ - ¼
RiteAid .42 7 50 20⅛ 19¾ 20⅛ + ¼
Robshw 1.30 6 70 19¼ 19 19¼ + ⅛
Robtsn 1.90 6 6 29¼ 29⅛ 29¼ + ⅛
Robins .40 8 96 9⅛ 8⅞ 8⅞ - ⅛
RochG 1.44b 7 44 17 16⅞ 16⅞ - ⅛
RochTl 1.56 7 330 18⅝ 18½ 18¼ ....
Rockwr 1 5 656 13¼ 12⅞ 13 ....
Rockwl 2.40 6 71 36½ 36¼ 36¼ ....
RohmH 1.52 9 53 37 36⅝ 36⅞ - ⅛
Rohrind 5 64 15½ 14⅝ 14⅞ - ⅛
Rollins .60 8 55 16⅞ 16¾ 16¾ - ⅛
Roim 32 124 60⅜ 59¾ 60⅛ + ⅜
Roim wi 16 31 30 30½ + ½
Ronson 49 3¾ 3⅝ 3¾ ....
Roper s .90 5 92 10⅛ 10 10 - ⅛
Rorer .76 12 300 17⅞ 16¾ 16¾ ....
Rosario .50a 12 30 23 22⅝ 23 + ¼
Rowan 10 12 437 22¾ 22¼ 22½ + ⅛
RC Cos 1.04 82 x110 14¼ 13⅞ 14 + ⅜
RoyID 4.85e 7 89 67 66½ 67 + 1⅛
Rubbrm .76 10 25 24⅝ 24⅛ 24⅝ + ¾
RussTog .88 8 41 10¼ 10⅛ 10¼ + ⅛
RyanH 1 6 83 16½ 16⅛ 16⅛ - ¼
RyderS .80 6 229 22⅜ 22 22 + ¼

S·T·U

SCA .35f 13 460 9 8⅞ 8⅝ - ⅛
SCM 1.10 4 50 18½ 18⅛ 18⅛ - ⅛
SPSTec .50 7 53 16 15¾ 16 + ½
Sabine .56 27 80 32⅝ 32 32¼ - ⅛
Safgdln .32 11 x51 11⅝ 11 11⅛ - ⅜
Safeway 2.60 8 145 43 42 43 + 1
SagaCp .44 5 74 10⅛ 10 10 - ⅛
SJoMn 1.30 14 143 27⅜ 27¼ 27¼ + ⅛
StJoLP 1.26 7 1 12½ 12½ 12½ ....
StLSaF 2.50 5 77 38½ 37⅞ 37⅞ - ⅜
SPaul 1e .. 15 10¾ 10½ 10¾ + ⅛
StRegP 1.80 8 168 31⅜ 30½ 31⅜ + 1⅜
Salant .40 5 78 6½ 6⅜ 6½ ....
Sambos .60 6 415 9⅛ 8⅞ 9 ....
SDieGE 1.44 8 287 15⅞ 15⅜ 15⅞ + ⅛
SJuanR 1.05b 20 64 15⅛ 14¾ 14¾ - ⅜
Sanders .40 9 114 10½ 19¼ 19⅜ + ¼
SFeInd 2.20 6 246 35½ 34⅞ 35⅛ + ⅛
SFeIn pf .50 .. 3 9¾ 9¾ 9¾ + ¼
SFeInt .72 10 406 27¼ 26¾ 26¾ - ¼
SgtWel .88 7 18 13⅞ 13½ 13½ - ½
SaulRE .. 52 7⅜ 7⅛ 7⅜ + ⅛
SavAStp 18 35 7½ 7⅜ 7⅜ - ⅛
SavOnD .40 7 23 9 8⅞ 8⅞ - ⅛
SavEIP 1 4 3 11⅜ 11¼ 11⅜ + ¼
SavE pf 1.28 .. 3 12 12 12 ....
Savin .50 4 228 14½ 13⅞ 14 + ½
Saxon 7 207 5⅛ 4⅞ 4⅞ ....
Schaefer .. 5 3⅝ 3½ 3½ - ⅛
SchrPlo 1.24 8 415 29½ 28⅞ 28⅞ - ⅜
Schlitz .40 26 72 10⅝ 10⅜ 10½ ....
Schlmb 1.65 17 722 103⅜ 100 100¾ - 2¼
SCOA s .80 8 96 u21½ 20¾ 20⅞ + ⅛
ScotLad .36r .. 150 4⅞ 4⅝ 4¾ + ⅛
ScotFet 1.60 6 137 25⅛ 25⅛ 25⅛ + ⅛
ScottF .64 7 70 19¼ 19 19⅛ + ½
ScottP .84 7 1902 17¾ 17⅜ 17⅝ + ⅜
Scottys .32 8 85 11⅞ 11⅝ 11⅝ - ⅛
Scovill .40 6 67 19½ 19¼ 19⅜ ....
Scudder 16 11 8⅜ 8¼ 8⅜ + ⅛
Scud pf .81e .. 17 9 8⅞ 8⅞ ....
SeaLA pf1.46 .. 14 12⅝ 12⅝ 12⅝ + ⅛
SeaCont .42 5 299 18⅞ 18 18⅛ - ⅛
SeabCL 2.20 5 71 25⅞ 25¼ 25¾ ....
SeabWA .40b 5 401 12 11⅜ 11⅞ - ⅛
Seafst 1.12 7 57 25⅜ 25¼ 25⅜ + ½
Seagrm 1.12 11 134 30¼ 30 30 - ⅛
Seagrv .27e 8 55 15⅛ 14¾ 15 + ¼
SealPw 1.10 6 15 20¼ 20 20¼ + ¼
SearleG .52 10 2574 14 13½ 14 + ⅝
Sears 1.28 8 1345 20⅜ 19⅞ 19⅞ - ¼
Seafrain 6 141 7¾ 7½ 7¾ + ⅛
Sedco .64 8 143 27⅞ 26¼ 26⅜ - ⅝
SelgLt 1.20b 6 21 12¼ 12⅛ 12¼ + ⅛
SvcInt .28 6 1 8⅝ 8⅜ 8⅜ - ⅛
Shakspr .52 6 7 9 8¾ 9 + ⅛
Shaklee .74 6 30 14¾ 14⅜ 14⅝ ....
Shapell .15 3 22 27¾ 27½ 27¾ + ⅛
ShearH .40 3 189 11⅛ 10½ 10½ - ¼
ShellOil 2 7 1066 37⅞ 36½ 36¾ + ¾
ShellT 1.33e 12 185 u58⅛ 57 57⅛ + 2½
ShelGlo .70 4 28 10½ 10⅜ 10⅜ ....
Shrwin 29 23 22⅜ 22⅛ 22⅛ - ⅛
SierPac 1.22 7 15 13¾ 13½ 13⅝ - ⅛
Signal .80 6 244 23¾ 23 23½ + ⅜
Signode 1.48 6 13 32 31½ 31½ - ½
SimPrec .24 14 364 18 16¾ 16¾ - ½
SimpPat .56 12 1964 12⅝ 12 12¼ + ¼
Singer .80 4 151 14⅛ 13⅞ 14 ....
Singr pf 3.50 .. 8 31⅝ 31⅜ 31⅝ + ⅛
Skil Cp .40e 11 65 29¼ 29¼ 29¼ ....
SkyLine .48 7 135 10¾ 10½ 10½ - ⅛
SmithA 1.40 3 20 18⅞ 18¼ 18⅞ + ⅜
SmithInt .92 9 483 45⅞ 45¼ 45⅞ + ⅜
SmithKln 2.40 17 151 92½ 91¼ 91¼ - ¾
SmithTr .80 4 x29 15½ 15¼ 15¼ + ¼
Smucker 7 27 19¼ 19⅛ 19¼ ....
SnapOn 1.28 13 27 39⅝ 38⅝ 39⅜ + ½
SonyCp .10e 14 200 8⅝ 8½ 8½ ....
SooLin s 7 29 19¼ 18⅞ 18⅞ + ⅛
SoATlTr .. 13 4⅛ 4 4⅛ + ⅛
SCrEG 1.68 8 299 17¼ 17⅛ 17¼ ....
Soutbwn .60 7 1 39¾ 39¾ 39¾ ....
SoetBk .60 6 149 13⅜ 12¾ 13¼ + ⅛
SoetPS 1.17f 7 9 7¾ 7¾ 7¾ - ⅛
SoCalE 2.48 8 754 26¾ 26⅝ 26⅞ + ⅛
SouthCo 1.54 10 1363 14 13¾ 13⅞ - ⅛
SolnGE 1.52 6 14 18¼ 18⅛ 18¼ + ⅛
SoNRes 1.25 7 123 35⅞ 35¼ 35⅜ + ¼
SNETel 3.20 6 9 38⅛ 37¾ 37¾ - ¼
SouPac 2.40 7 83 29 28¾ 28¾ - ⅛
SouRy 3.20 6 57 51 50¾ 51 ....
SoRy pf n2.60 .. 5 27 27 27 + ¼
SoUnCo 1.76 8 30 23⅜ 23¼ 23¼ - ¼
SoutInd .72b 9 405 25¼ 25⅛ 25¼ - ⅜
SouRoyl 1 15 311 56¼ 53⅝ 53⅝ + ⅛
SwtAir s .28 5 192 u17¾ 17 17⅛ + ⅛
SwtFore .30 5 399 17½ 16¼ 16¼ - ¾
SwtFl pf1.50 .. 145 32⅞ 31¾ 31¾ - 1
SwtPS 1.28 9 62 14¼ 14⅛ 14⅛ - ⅛
SpartF .40 7 23 15½ 15¼ 15¼ - ⅛
Sparton .60 13 x14 14¼ 14 14 - ⅜
SpectPh 16 132 23¼ 22⅝ 23¼ + ½
SperryH 1 5 34 15½ 15½ 15½ ....
SprryR 1.32 8 1446 47¾ 47¾ 47⅞ + ¼
SprngsM 1.05 7 20 16¾ 16⅛ 16½ + ⅛
SquarD 1.50 8 58 23⅛ 22¾ 22¾ - ⅛
Squibb 1.08 13 387 33⅞ 33¼ 33⅝ - ⅛
StaRite n.70 6 10 11½ 11⅛ 11½ + ⅜
Stalev 1 16 52 20½ 20¼ 20¼ - ¼
StBrnd 1.36 9 264 23⅞ 23⅝ 23⅞ + ¼
StdBr pf3.50 .. z40 41½ 41½ 41½ + 1
StBPnt .56 9 185 21⅛ 20 20⅞ + 1¼
StdMotA .64 8 29 17⅛ 17 17 - ⅛
StOilCl 2.80 7 871 47½ 46⅝ 46⅞ + ⅛
StOInd 3 8 2148 u58⅞ 58 58 + ⅛
StOilOh .88 12 623 46⅞ 46¼ 46⅝ + ⅛
StPacCp .50b 4 31 8 7⅞ 7⅞ - ⅛
Standex .65 7 12 16 15⅞ 15⅞ - ¼
StanW 1.08 8 84 27 26⅝ 26⅝ - ⅜
Starret 1.32 6 3 29⅛ 28⅞ 28⅞ - ⅛
StMutInv 23 69 5⅛ 5⅛ 5⅛ + ⅛
StaMSe 1.05 .. 54 10⅞ 10¾ 10⅞ ....
StaufCh 2 7 178 40⅜ 39⅞ 40 - 1¼
Sterchi .56a 5 4 10 10 10 - ⅛
SterlBcp .66 4 x40 7⅞ 7 7 ....
SterlDg .77 10 1508 16⅜ 15⅞ 16 - ⅛
SterPre .12b 11 38 3¼ 3⅛ 3¼ ....
Sterndnt .50 10 47 24½ 23⅞ 24 + ⅜
StevenJ 1.20b 5 214 15⅝ 15 15⅜ + ¾
StewWa 2.10 6 14 30⅞ 30⅝ 30¾ + ⅜
StokVC 1.32 10 78 30¾ 29⅞ 30⅛ + ¼
StoneW 2.75f 8 8 45 45 45 ....
StonCon .60 22 69 29⅞ 29 29¼ - ½
StopShp 1.10 4 23 15⅞ 15¾ 15⅞ + ⅛
StorTec 15 439 34⅜ 33⅛ 33½ - ¼
StorerB 1.30 8 12 32¼ 32 32 - ¼
StridRit 1.08 6 36 13⅞ 13½ 13½ ....
StuWor 1.25 5 115 30½ 30 30½ ....
SuavSho .20 12 14 3½ 3½ 3½ ....
SubPrG 1.32 7 47 21⅞ 21½ 21½ ....
SunChm .60 5 39 28½ 28 28 ....
SunEl .60 14 80 24¾ 24½ 24½ - ⅛
SunCo 2.80 7 155 45¼ 44⅞ 44⅞ - ⅛
SunC pf 2.25 .. 4 46⅜ 46¼ 46¼ - ⅛
Sunbrn 1.40 7 1350 22⅜ 21⅝ 21⅞ - ⅝
Sundstr .80 8 123 24 23¼ 23¼ - ¼
Sunds pf3.50 .. 2 60 59 60 + ¾
SunsM .20e 27 386 15⅜ 15⅛ 15¼ - ⅛
SuprVal .54 9 209 17⅞ 17½ 17⅝ + ⅜
SuprOil 2.80 37 27 342 338 339 - ½
SupmkG .42 5 32 12⅛ 12 12 ....
Supscp .. 48 6⅛ 6 6 ....
SutroM .90e 9 19 9⅞ 9⅜ 9⅜ + ⅛
Swank 1.40a 6 24 22 21½ 21½ - ½
Sybron .96 8 204 19⅞ 19½ 19½ + ¼
Sybrn pf2.40 .. x2 33¾ 33⅜ 33⅜ + ¾
Systron .10 9 63 10⅜ 10⅛ 10¼ + ⅜

T·R·E·A·M·S

TRE .84 8 101 15 14⅜ 15 + ⅜
TRW 1.80 6 130 34½ 34 34 ....
TRW pf 4.40 .. 8 75 74¾ 74¾ ....
TRW pf 4.50 .. 2 66½ 66½ 66½ ....
TaftBrd .60 7 27 20¾ 20½ 20½ + ⅛
Talcott 1 18 23¼ 23¼ 23¼ + ⅛
Talley 1 7 67 11 11 11 ....
Talley pf 1 .. 6 11½ 11¼ 11¼ - ⅛
TampE 1.32 7 267 18⅛ 18 18⅛ ....
Tandy 8 329 24 23½ 23⅞ + ½
Tandycft 12 61 26⅞ 26¼ 26⅜ - ⅛
Tappan .28 53 207 10¾ 9⅞ 10½ + ⅛
Tchncolr .60 9 x265 13¼ 12 13 + 1⅛
Technicn 9 77 11¾ 11⅜ 11⅜ - ⅜
Tektrnx .64 15 147 53⅝ 53⅛ 53⅜ + ⅛
Telecor 7 9 9¾ 9¾ 9¾ ....
Teledn 9.92f 6 x1198 118 115⅝ 116 - ⅝
Telprmt 19 565 14⅝ 14 14⅜ ....
Telex 10 463 5⅜ 5⅛ 5⅛ ....
Tennco 2.20 7 1056 30⅞ 30½ 30⅝ ....
Tenc pr 7.40 .. 6 84 83⅞ 84 ....
Tennc pf5.50 .. 1 113 113 113 + 3½
Tesoro 6 180 10 9⅝ 9⅝ - ⅜
Tesor pf2.16 .. 46 23¼ 22⅞ 23 - ¼
Texaco 2 8 2929 25⅜ 24⅞ 25 + ⅛
TexCm 1.40 8 43 37¼ 37 37⅛ + ⅜
TexEst 2.30 7 455 41 40¼ 40½ + ¼
TxET pf2.40 .. 6 26⅜ 26⅜ 26⅜ - ⅛
TxET pf2.87 .. 5 27⅛ 27 27⅛ + ⅜
TexGT 2.64 7 116 40⅜ 40¼ 40⅜ + ⅜
TexInd .60 5 45 19⅞ 19½ 19½ - ⅜
TexInst 2 13 227 82¼ 80⅞ 80⅞ + ⅜
TexOGs .36b 10 752 35⅝ 35⅛ 35½ + ⅜
TxPCLd .40e 15 2 46⅛ 46⅛ 46⅛ ....
TexUtil 1.64 8 504 19½ 19⅜ 19½ ....
Texsglf 1.20 18 204 24 23⅝ 23⅞ + ⅛
Texglf pf 3 .. 9 42½ 42¼ 42¼ + ⅛
Texfi Ind 4 118 7⅜ 7⅛ 7⅛ - ⅜
Textron 1.80 6 x72 25⅝ 25½ 25⅝ + ⅛
Textr pf 2.08 .. x9 29 28½ 28½ + ⅜
Thiokol 1.30 7 30 32⅝ 32¼ 32¼ ....
ThmBet 1.52 13 54 41⅞ 41¼ 41½ - ⅛
Thomln .52b 5 9 9¼ 9¼ 9¼ - ⅛
ThmJW 1.50 6 13 24½ 24⅛ 24⅜ + ⅛
Thrifty .60 13 147 15¼ 14⅞ 15⅛ ....
Ticor 1.28 9 131 36½ 36⅛ 36⅜ + ⅛
Tidwatr .80 8 103 22½ 22 22¼ ....
TigerInt .60 6 489 22⅜ 21⅜ 21⅜ - ⅜
Timeln 1.50 7 123 40 39½ 39⅝ - ⅛
Timl pfA1.57 .. 13 29½ 29½ 29½ + ⅛
Timl pfB1.57 .. 14 29½ 29⅜ 29⅜ - ⅛
TimesM 1.20 7 746 30¾ 30⅜ 30⅜ - ⅜
Timkn 3 7 21 53⅜ 52¾ 53⅛ + ⅜
TobinP .. 2 6⅜ 6⅜ 6⅜ ....
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Tokheim .60 9 340 u19½ 18⅞ 19⅜ + ⅝
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TootRol .40b 7 16 11 11 11 ....
ToroCo .72 8 52 24¾ 24 24 - ⅛
Tracor .40 7 51 19¼ 19⅛ 19¼ + ⅛
Trane s 7 32 19 18⅝ 18⅝ ....
TranUn 2.12 6 43 29¾ 29 29 - ⅛
TWC 3 517 15¾ 15⅜ 15⅜ + ⅜
TWC pf 2 .. 12 18¾ 18½ 18¾ - ⅛
TWC pf 1.90 .. 25 16⅜ 16⅛ 16¼ - ⅛
Transm 1 5 294 16⅞ 16⅝ 16¾ ....
TranInc 2 .. 12 20⅜ 20¼ 20⅜ + ¼
Transco 1.10 9 248 24⅞ 24½ 24⅝ - ⅛
Transcn .60 7 84 12¼ 12 12¼ + ⅛
TrnsAir .. 2 99¼ 99¼ 99¼ - ¼
Pennzl 7⅞88 8.73 857⅛ ....
Pennzl 7¾88 8.65 85⅛ ....
Pennzl 5¼96 cv 90¾ 4 ¾
Pennzl 8⅜96 9.62 87 ....
Pennzl 10⅝83 10.4 102 +1 ....
Pepsic 8¼85 8.73 94½ ....
Pfizer 4597 cv 79 ....
PhilEl 4⅜86 6.15 71 ....
PhilEl 6½93 8.76 74⅛ + ¾ ....
PhilEl 7¾00 9.68 80 ....
PhilEl 7¾01 9.72 75¾ + 1¼ ....
PhilEl 12¾81 12.4 102½ - ⅞ ....
PhilEl 11⅝00 10.7 108½ - ⅛ ....
PhilEl 11s00 10.8 101⅝ - 3¼ ....
PhilEl 9⅞06 10.0 91⅝ - ¼ ....
PhilEl 8⅝03 9.85 87½ ....
PhilEl 9⅞08 10.0 91⅜ - 2½ ....
PhilEl 9⅞08 9.40 97 ....
PhilM 8.65584 8.96 96½ + ⅜ ....
Pittstn 4597 cv 57 ....
Pneumo 9⅝98 10.8 89¼ ....
PorG 8¾07 10.7 82 - 4½



Staff Photo by Angela Kaloventzos

People-watching

Ron Baika and fellow construction worker people-watch on a recent lunch break at their Harvard Square project.

Halt in 'T' Red Line Alewife garage asked

By DAN McLAUGHLIN
Staff Writer

Construction of the MBTA Red Line Alewife garage should be delayed because it could be too small at first and too big later, according to Bob La Tremouille, an announced candidate for the Cambridge City Council.

When he made his announcement, La Tremouille said he had been involved in the Red Line Extension planning since 1974.

He also said he intends to run an issue-oriented campaign focusing on what he considers bad public development in the city.

The candidate said since the "T" got its approvals, it has been indifferent at best.

"The "T" has forced residents and the city to sue to solve problems which really should have been settled outside of court," he said.

He suggests that the "T" delay building the massive Alewife garage until the Red Line reaches Rt. 128, and than only build if the entire garage passes environmental review.

"The "T" has promised, throughout planning for the extension, to end the extension outside Cambridge, preferably at 128," he said.

"With an ending in Cambridge, the proposed garage will be useless, filled by 7:30 a.m. every working day. It exists only to be enlarged, but if it is enlarged before the line is extended, it may be too big for a Red line ending at 128, with other garages further out, and thus remain half empty.

"Delay of the garage gives the "T" incentive to go to 128, and it constitutes no meaningful loss in the meantime," he said.

La Tremouille, who reports he is a member of the CCA, also criticized what he termed "the needless destruction of Libary Park."

He said the city council voted to destroy the park to physically connect all parts of the new high school.

"They could have put the buildings next door, replacing CHLS half at a time, and built a campus style high school, and it would have saved an important part of the city which need not have been destroyed," he said.

La Tremouille said he strongly believes in what the CCA stands for, but since CCA requires endorsement of CCA incumbents, in order to receive CCA endorsement, he cannot seek CCA endorsement.

The candidate was born in Cambridge, is a graduate of the University of Massachusetts at Amherst, class of 1968, and received his law degree from Boston University in 1973.

He is presently employed as a contractor negotiator with the Federal Government.

Educators honor two teachers named O'Brien

Helen M. O'Brien and Ellen M. O'Brien, (no relation), a retired teacher and a present teacher in Somerville, were honored recently in the field of public education.

Helen O'Brien, retired Somerville High School teacher and administrator, and former president of the 67,000-member Massachusetts Teachers Association, (MTA) recently, was named the recipient of the "Friend of Education Award" which is presented annually by the MTA.

Ellen O'Brien, presently a teacher at the Carr School on a sabbatical leave, was elected president of the MTA for the 1979-1980 school year. She will officially assume her duties on July 1.

Ellen will be the fourth Somerville teacher to be elected president of the MTA. Helen P.'Brien achieved that honor in 1969; Philomena Lombardi, current vice-principal at the Conwell School, was president in 1957; and the late Annie Woodward, Somerville High School teacher, served a five-year term as president from 1926 to 1931.



Ellen O'Brien



Helen O'Brien

Helen O'Brien, of 30 Barton Street, Somerville, is the first in the history of the MTA to receive this prestigious education award. It was presented to her at the group's annual meeting recently at the Sheraton Boston Hotel.

An English teacher at Somerville High School for many years, Helen O'Brien was elected a building master in 1965, a position she held until her retir4ment in 1971.

She began her teaching career at the old Prescott School before transferring to the high school. In 1963, she was elected personnel worker for two years.

In 1957, she accepted a Fullbright Scholarship and taught for one-year in Australia.

Ellen O'Brien is a past president of the Somerville Teachers Association.

Fire officials warn against storing extra gasoline in car trunk

Cambridge Fire Chief William Cremins has joined with State Fire Marshal Joseph A. O'Keefe in issuing a warning against the storage of gasoline in portable containers in the trunks of autos.

"We have received calls of inquiry about the possibility of storing extra fuel in the trunks of cars and I would like to emphasize that this is an extremely dangerous practice," O'Keefe said.

"Depending on the heat within the trunk, the gasoline can rapidly expand, releasing flammable vapors. Then, any type of spark can cause an explosion," he said.

"Also," O'Keefe added, "rear-end collisions, or any type of accident, could puncture the container, also causing a fire."

O'Keefe also cautioned about storage of gasoline in a private residence.

"In a building used for habitation the storage cannot exceed one quart, in an approved container, and always away from any source of heat," the fire marshal said.

"In an outbuilding not used for habitation the storage can be up to one gallon (in a Massachusetts Fire Marshal Approved Container), and again, away from any heat source," he said.

O'Keefe said that under no circumstances should gasoline be placed in either glass or other unapproved containers.

"I know the possibility of running out of gas is a worry to all of us," he said. "Yet, the possibility of an explosion, endangering the lives of loved ones certainly exceeds the need for extra gallons of gas."

Caruso will attend Okla. math parley

Joseph Caruso, head of the mathematics department for Somerville Public Schools, is one of two Massachusetts administrators selected by the Houghton Mifflin Publishing Co. to attend a Mathematics and Science Conference, July 29-August 2, at the University of Oklahoma.

According to officials, the four-day conference is designed to promote continuity in mathematics, education, and to investigate methods to stimulate learning.

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PUBLIC NOTICE RELATIVE TO ZONING.

City of Cambridge

MASSACHUSETTS
Office of the City Clerk.

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Tercentenary Edition and amendments thereto, that a public hearing will be held by the Committee on Ordinances, comprised of the entire membership of the City Council, on Monday, August 6, 1979 at 6:00 P.M. in the City Council Chamber, City Hall, Cambridge, Massachusetts on a petition by the Planning Board to amend the text of the Zoning Ordinance as it applies to off-street parking facilities. This hearing is required due to the refiling of the petition, previously heard by the Planning Board.

The petition will change row 4.330 of the Table of Use Regulations so that the use classification "automobile parking lot or parking garage for private passenger cars, where not an accessory use, . . ." now designated as allowed in Business B and C, Office and Industrial districts and as requiring a special permit from the Board of Zoning Appeal, in Residence B and C and Business A-1 and A districts would be redesignated as requiring a special permit from the Planning Board.

A new use classification will be created by adding a row 4.33p to the Table of Use Regulations so that accessory parking facilities for private passenger cars which will also contain spaces for short-term rental or lease to the general public, will be allowed in Residence B and C, Office, Business and Industrial districts, only if granted a special permit from the Planning Board.

Article 6.000 of the ordinance would also be amended to provide procedures for special permit review of commercial off-street parking facilities which are developed for use by the general public.

Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

By order of the City Council,
ATTEST:—Paul E. Healy, City Clerk.

City of Cambridge

PUBLIC HEARING

The committee on Ordinances, comprised of the entire membership of the City Council, will hold a public hearing in the City Council Chamber, City Hall, Cambridge, Massachusetts on Monday, August 6, 1979 at 6:30 P.M. on the proposed amendment to the General Ordinances of the City of Cambridge providing for the regulation of the removal of controlled rental units from the market by condominium conversion.

All interested persons in this matter may appear at this time and be heard.

By order of the City Council,
ATTEST:—Paul E. Healy, City Clerk.

PUBLIC HEARING RELATIVE TO ZONING.

City of Cambridge

MASSACHUSETTS
Office of the City Clerk.

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Tercentenary Edition, and amendments thereto, that a public hearing will be held by the Committee on Ordinances, comprised of the entire membership of the City Council, on Monday, August 6, 1979 at 7:00 P.M. in the City Council Chamber, City Hall, Cambridge, Massachusetts on two petitions to amend the zoning map of the City of Cambridge.

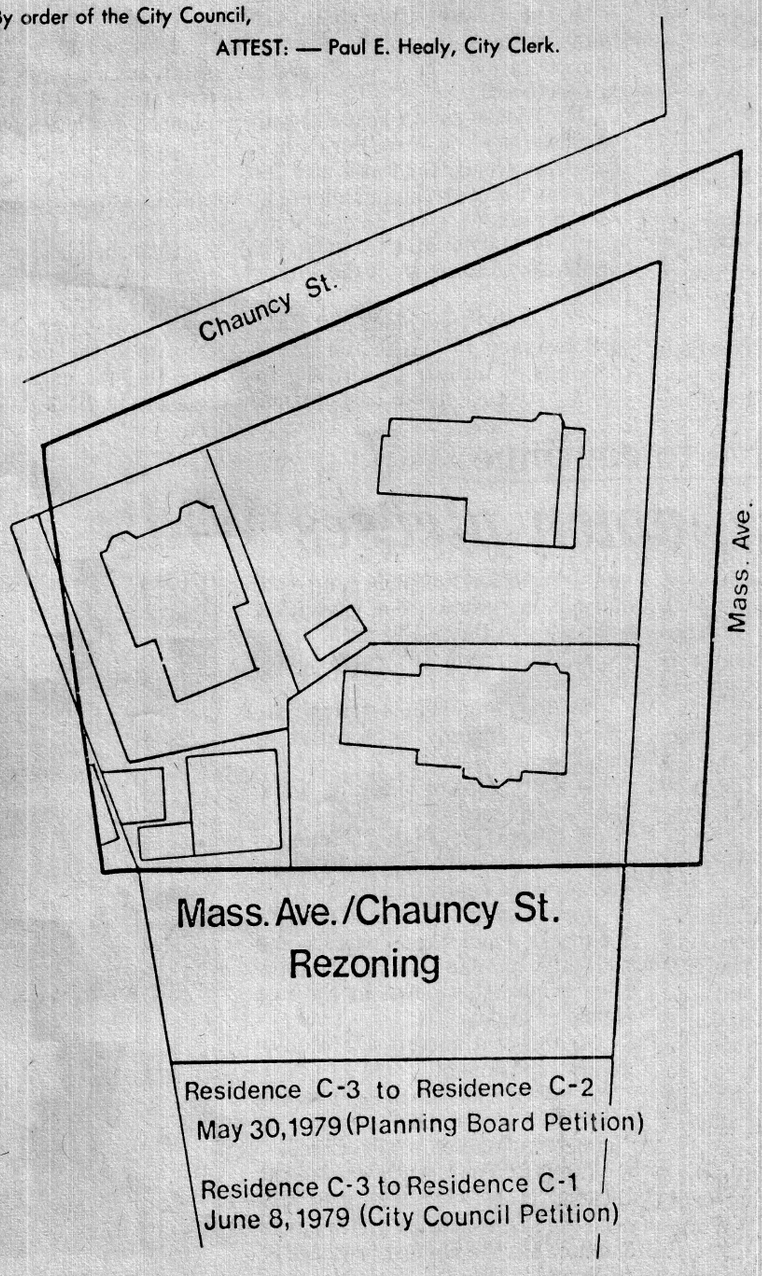
The first, a petition by the Planning Board, proposes to rezone land in the Massachusetts Avenue/Chauncy Street area from Residence C-3 to Residence C-2 as shown on the attached map.

The second petition, submitted by the City Council, would rezone the same area from Residence C-3 to Residence C-1.

Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

By order of the City Council,
ATTEST: — Paul E. Healy, City Clerk.



Mass. Ave./Chauncy St.
Rezoning

Residence C-3 to Residence C-2
May 30,1979 (Planning Board Petition)

Residence C-3 to Residence C-1
June 8, 1979 (City Council Petition)

SOMERfest something for everyone

If you're a person who loves games, amusements, food, entertainment, fun, laughter, song, and a chance to meet new friends, then SOMERfest '79 has something for you.

A variety of events has been organized by SOMERfest officials for the month of July including the popular second annual "Friendship Fair" to be held July 28 at Hodgkins Park.

The day-long event, brought back through the efforts of a number of kids at the city's Youth Department, will help raise funds to provide a scholarship fund for Somerville youth.

Other July events scheduled include:

Friday, July 20, 2:30-3:30, Loon and Heron Theatre at West Branch Library; 7:00-8:30, Crystal Image Band at Winter Hill Community School.

Saturday, July 21, 9-5, Dixie Cookbook Jazz Band at the fleamarket on Central Library lawn.

Monday, July 23, 7:00-8:30 Discovan on Wigglesworth Street.

Tuesday, July 24, 7:00-8:00 Discovan on Hudson Street; 8:30-9:30 Moviebus on Boston Street.

Wednesday, July 25, 7:00-8:30 Discovan on Jaques Street; 8:30-9:30 Moviebus on Webster Street.

Thursday, July 26, 1:00-2:00, pre-school Zoomobile, Central Library lawn, Highland Avenue; 2:00-3:00, eight years and up Zoomobile, Central Library lawn, Highland Avenue.

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4 Iron Curtain bishops concelebrate liturgy



Staff Photo by Angela Kaloventzos

Concelebrants from left: Bishop Dormitian, Archbiship Nicholas, Metropolitan Theodosius and Bishop David, hold bouquets given to them by parishioners.

Four bishops from behind the Iron Curtain helped celebrate the liturgy at Holy Trinity Russian Orthodox Cathedral in Boston yesterday and they did it in a language many in the congregation of 200 understood.

Throughout the two hour mid-morning services, the dialogue between priests and congregation was spoken in Russian as well as English.

At the end of the sacraments, Archbishop Kirill of Voborg, a town near Leningrad, told parishoners: "The Orthodox Church has always been dear to our hearts. But we have said prayers in particular for Holy Trinity during this liturgy."

"It's so good to hear Russian words," said one woman, who was born in Boston but like many in the congregation is bilingual.

Father David of Holy Trinity said it was the first time bishops from the mother church had visited the Boston cathedral.

Besides Kirill, Archbishops Nicholas and David of Georgia and Bishop Dormitian of Bulgaria concelebrated the liturgy with Metropolitan Theodosius of New York, primate of the Orthodox Church of America.

The bishops are in Boston to participate in the World Council of Churches 12 day conference on religion and science, now being held at MIT.

Of all the delegates attending the conference, only those from atheistic Iron Curtain countries are facing a living fight between science and faith, instead of just an intellectual crisis.

Archbishop Kirilln who at 32 is one of the youngest bishops in the Orthodox Church, said that in the Soviet Union religion is strictly regulated by laws. But, he said, those laws in recent years have been relaxed.

Kirill said he believes science and faith can co-exist.

While science demythologizes the world, gives us an accurate picture of reality, faith brings out the spiritual dimension in man, he said.

In industrial countries in particular, Kirill said, faith's role is crucial.

"Scientific and technological progress assures us of a high standard of living. But it also assures us of high consumption and we lose sight of our spirituality. Religion reminds us of that dimension and it can keep people from being swallowed up by materialism."

Father John Meyendorff, of St. Vladimir Orthodox Theological Seminary in New York, who delivered the main address during the liturgy, spoke of how science and faith complement each other. "Science has given us this tremendous capability to work miracles. But it does not have the ultimate answer of why. Only religion can supply that."

But for Holy Trinity's congregation the real message yesterday was not what was said but how it was said.

"At least 60 percent of our congregation are either first or second generation or recent immigrants," said Father David. "This is a special day for them. The church has always been a cultural tie."

Sunday prayer for the gas crisis: 'Slow us down, God. Amen'

By MICHAEL CONNIFF
Staff Writer

The priest stood at the altar yesterday with a gas can in his hand. Parishioners filed down the aisle with petitions in their palms, pushing the small pieces of paper through the spout under the priest's gaze.

Sometime soon, Jimmy Carter will receive this two-and-a-half gallon can in the mail from St. Leonard's Church, on Hanover Street in the North End. Inside the scarlet and gold "tankful of love" are the sacrifices parishioners have promised during the energy crisis.

The man behind this outpouring is the Rev. Bede Ferrara, a robust Franciscan with an eye toward publicity and a heart for his people. Bede, who once taught a course in "Creative Problem Solving" at the University of Buffalo, listened to the president's energy sermon last weekend and decided to do his part with an "Energy Mass."

This is not the first time Bede has tackled the energy mess. Last month he gave a "Mind Over Gas Invocation" at the Children's Museum of Transportation. Two spectators, Gov. Edward J. King and Sen. Paul Tsongas, requested and received inspirational copies.

The spirited priest continued the energy crusade in "Pastor's Corner," the weekly St. Leonard's newsletter. "We will be rewarded here," he wrote, "and what is nice about it, we will be rewarded hereafter too. That is what I call cooking with gas."

This week, Bede, born 55 years ago in East Boston, sweated over his Sunday sermon because he no longer uses an air conditioner. He knew this sermon would have to be different — different from his "God Squad" sermon on Super Bowl Sunday, different from Valentine Love Day or Family Appreciation Day or the church's Hanukkah celebration — this sermon would bring to life the Christian solution to the energy crisis: sacrifice.

Bede alerted the news media. He put together a press kit. United Press International sent out 500 words describing the energy mass before it happened. The networks called Bede. So did Mutual Radio. Channel 5 arrived just in time with its mini-cam.

The priest took the pulpit, flanked by a small doll, known as "Little Bede," that held a plaque: "Conserve Energy."

"You and I," Bede implored, "the grass roots people of America, must use common sense ... Instead of using cars we should be praying ... Slow us down, God, and send a card to Jimmy Carter ... Show the world the American spirit is not dead."

The hundred parishioners in place for the 9 o'clock Mass., including Rose Verrara, Bede's 91-year-old mother, brought their petitions to the gas can. When the procession filed back into the pews, the pastor, using wind power, led them through an original prayer called "Slow Us Down, God."

"May our conversation turn to conservation," they prayed. "May our speed limits on the highways not exceed 55. May our air conditioners be 78 degrees. May every light be turned off when not in use. May our cars stand still for one day of the week.

"May our public transportation be really public. May we walk instead of ride. May we carpool instead of going it alone. May we learn to slow down so we will not run out of energy.

"However, God," the parishioners and their pastor concluded. "May we oil up our minds, talents and techniques so we can speed up our discoveries of new energy sources. Amen."

When time came for the "Kiss of Peace," Bede told the congregation to salute their friends in "Peace, friendship and conservation of energy." The priest went down the aisle and pumped hands like a politician at a factory shift. The recessional hymn was "God Bless America."

"Hey father," Phil Manfra, 57, of Somerville told Bede outside the church, in St. Leonard's Peace Garden. "I'm cutting down on energy already. We're only gonna cook half a pound of spaghetti today."

Bede laughed and smiled. His young nephew, John Januario, 20, and his friend, Diane Grasso, 21, admitted they had driven to the Mass from Revere "because we were late." But they promised the priest to ride the Blue Line in the future.

Bede walked back to the church to take off his vestments. Two men waited for him in a room off the vestibule. Their faces were blotched and their hands were shaking.

"Father," said one. "We need some help. I just got out of the hospital. It costs $4.46 to get to Framingham. I — "

"You're in luck." Bede swept into the room carrying the petitions and some dollar bills donated by parishioners. "Here — here — take the money — go — we just had an energy Mass here. Go — you're in luck."

They took the money and left. Bede bustled with energy — ready for two more energy Masses at 11:30 and 7:15.

"They told me I was foolish to do this Mass," he said. "What good is one person they wanted to know. One person can do a lot. It multiplies."

N-power protests for future planned at N.H. energy fair

SEABROOK, N.H. (UPI) — While nearly 2,300 nuclear power protesters swayed to folk music yesterday at a peaceful energy fair, splinter factions were in the woods plotting more militant demonstrations at the Seabrook atomic power plant site and Wall Street.

Attracted by a long list of popular musicians and social activists, the crowd more than doubled for the second day of the Clamshell Alliance's fourth annual demonstration against the unfinished $2.6 billion Seabrook power plant.

The tenor of the gathering, held on an eight-acre grass-covered gravel pit three miles from the Seabrook site, was peaceful, almost carnival-like.

This year's two-day demonstration has focused on scores of alternative energy exhibits, rather than on civil disobedience.

Former Harvard Professor and Nobel prize winner in biology George Wald told the group that it is gradually winning the war against nuclear power.

"The nuclear power industry is dead. It smells," he said. "The government and the utilities are doing everything they can to give it artificial resuscitation."

The majority of those attending the rally in 90-degree heat had their minds on the music of folk singers Pete Seeger and Tom Rush. The demonstrators, most of them young, clapped along and chanted, "Shut down the Nukes, Shut 'em down."

But as the music floated across the reclaimed gravel pit, members of militant Clamshell splinter groups moved off into the woods to plan civil disobedience actions in the future. Reporters were barred.

Jean Alonso, 42, an organizer with the Boston Clamshell, said plans were being made for two demonstrations on Wall Street in late October.

Ms. Alonso said a peaceful rally would be held on New York's busy financial avenue for those who feel they can't risk arrest and a more direct action of civil disobedience would be staged later by those who aren't afraid to confront the authorities.

The Wall Street demonstrations are designed to "go to the underpinnings of nuclear power," by focusing attention on corporations who invest in atomic power plants, Ms. Alonso said.

"It is not designed to shut down Wall Street for good," she said.

Wearing orange arm bands, members of a Boston-based group calling itself the Coalition for Direct Action Against Seabrook tried to recruit supporters for a planned Oct. 6 takeover of the nearly-completed atomic power plant.

The Clamshell, a loosely-knit coalition of various anti-nuclear groups in New England, has avoided direct confrontations with the police during demonstrations this year and last.

However at a Clamshell demonstration two years ago, authorities arrested 1,414 protesters who plopped down in a parking lot at the Seabrook plant and refused to budge. Charges against half of those arrested were recently dropped.

Clamshell leaders were reluctant to discuss the growing rift between alliance members who feel the energy fair approach will help their cause and the more militant types who feel the only way to stop Seabrook is to block its construction.



AP Photo

Some of the anti-nuclear demonstrators at Seabrook join in song with one of the many entertainers during the Clamshell Alliance's fourth annual rally near the proposed nuclear power plant.

Hub police drive to continue

Gang crackdown pleases White

The Boston police's crackdown on teenage gangs was termed "a marked success" yesterday by Mayor White who said the campaign is "an encouraging sign for neighborhood security."

White and Police Commissioner Joseph M. Jordan, in a press conference outside District 11 in Dorchester, promised the drive would continue.

The crackdown began July 12 when 135 veteran officers from the department's Mobile Operations Patrol, mounted police and K-9 units were deployed throughout the city in areas of high youth gang activity.

White said: "The added police presence in the neighborhoods is just what is needed to convey to young people we are serious about controlling and eventually eradicating youth gangs in this city.

"The destruction and disruptiveness youth gangs represent can no longer be tolerated," White added.

Dubbed the "G-Squad, the new unit responded to 1355 gang calls during its first week of operation. Statistics on those calls are:

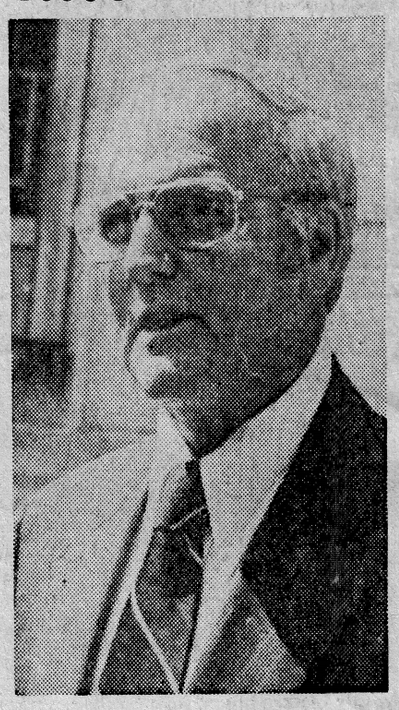
- 118 arrests for gang-related incidents.
- 70 young people taken into protective custody as a result of public drunkeness.
- 839 groups of loitering young people dispersed.
- 119 traffic violations issued to youths who were the subject of gang-related complaints.

Jordan said: "We've had positive feedbacks from these patrols and the calls on gang incidents have been remarkably down in the last couple of nights.

"If this continues, it will be quite an accomplishment."

A police spokesman said in the past some 57,000 calls a year deal "with some kind of youth crime."

The press conference was held at District 11 because that area has been the scene of many youth gangs and now has the highest presence of "G-Squad" officers.



Police Comr. Jordan.

Total of 32 bales worth $1.5M

Coast Guard finds more marijuana

The Coast Guard yesterday found another bale of marijuana floating in Massachusetts Bay.

Since last Wednesday when the first bales were found off Scituate, 32 bales with a street value of about $1.5 million have been hauled in by authorities.

A Coast Guard public information officer said the bale was found 20 miles due east of Boston by the Coast Guard cutter Cape George based in New Bedford.

The Cape George was on a regular search and rescue patrol in Massachusetts Bay when it discovered the bale, the information officer said.

A special search for the marijuana conducted by the Coast Guard was called off Saturday night, but a Coast Guard spokesman said that they would maintain searches during normal operations.

The Cape George took the bale to the Gloucester Coast Guard base to be turned over to police.

Most of the 195 pound bales were found concentrated at Minots Ledge, about a mile and a half off Scituate. Others were found scattered almost the length of Massachusetts Bay, from Salem to Scituate.

On Friday afternoon, 25 of the bales were burned at the Braintree municipal dump.

While it is not known where the marijuana came from, federal, state and local investigators have speculated that the pot may have been dropped overboard from a mother ship's crew who were afraid of being caught with evidence aboard.

Lending credence to this speculation is the fact that authorities arrested 11 persons and confiscated four tons of cannabis in two Cape Cod raids July 14 at Orleans and Wellfleet.

One of the mother ships was taken over by officials, but the other got away. It is theorized that the crew of the mother ship that sailed off heard about the arrests on shore and jettisoned its cargo, which might have floated across the bay from Cape Cod.

New Bedford man drowns in Wisconsin

MADISON, Wis. (AP) — Searchers yesterday recovered the body of Wisconsin varsity football player Wayne Souza from Madison's Lake Monona, near the spot where he was reported to have disappeared while swimming Saturday.

The body was recovered by the Dane County Sheriff's Department patrol boat at about 4:20 p.m., in 45 feet of water, sheriff's officers said. Souza, from Massachusetts, had been reported missing about 3:55 p.m. Saturday.

Souza, the son of Mr. and Mrs. John Souza Fr. of New Bedford, would have been 21 Aug. 9.

RECEIVED BY
OFFICE OF CITY CLERK
JAN 24 4 38 PM '79
CAMBRIDGE, MASS.

Cambridge, January 24, 1979

To the Honorable, the City Council of the City of Cambridge:

The undersigned respectfully pray that the text of the Zoning Ordinance of the City of Cambridge be amended as follows:

1. In Section 4.10, General Classification Rules, insert the following before the last sentence in subsection 4.12:

   "It is not the intent of this section to require duplicate special permit reviews. Therefore, uses designated "SP" or "PB" which are included within a planned unit development application shall be approved or denied within the planned unit development process established by Section 12.30.

2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office 1, 2, 3, 3A, Business B, Business C, Industry A-1, Industry A-2, Industry A, Industry B, Industry B-1 and Industry C districts so that it reads as follows:

   "o. Automobile parking lot or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on

Off. 1,2,3,3A	Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB	PB

3. In Section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:

   "p. Accessory parking facility for private passanger cars, whether a parking lot or parking garage, which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking facility unless such activity is specifically permitted in the district by Section 4.35, 4.36 or 4.37.

Open Space	Res. A-1, A-2	Res. B	Res. C 1, 2, 3, 3A	Office 1, 2, 3, 3A	Bus. A-1	Bus. A
No	No	PB	PB	PB	PB	PB

Bus. B	Bus. C	Ind. A-1, A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsection to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by-case consideration of the traffic impacts in relationship to surrounding street capacities, public transportation facilities and population densities."

5. Insert the following sentence in Section 6.21 after the first sentence:

"Such plans shall also indicate whether the parking spaces shall be used by tenants or occupants of the uses to which the parking is accessory or by members of the general public for a fee."

6. Add the following subsection to Section 6.000:

"6.46 Criteria for Grant Special Permits for Parking Lots or Garages with spaces available to the general public for a fee.

In reviewing the plans for any parking facility requiring a special permit under Section 4.33o or 4.33p, the special permit granting authority shall give consideration to evidence presented on the following:

a. that the facility will help satisfy a demonstrated need for off-street parking in the area in which it is to be located;

b. that the average daily traffic generated by the parking facility will not increase the total amount of traffic on adjacent streets to such a degree that the reasonable capacity of any such street or intersection will be exceeded;

c. that access and egress to the facility will be provided with minimal danger to existing pedestrian and vehicle flows and will not cause substantial increases in congestion;

d. that the location of such parking facility will not attract unnecessary vehicular traffic to the area.

Respectfully submitted,

For the Planning Board

Arthur C. Parris

Arthur C. Parris
Chairman

Petition of the Planning Board to amend the text of the Zoning Ordinance of the City of Cambridge in Section 4.10, Section 4.30, Section 6.000 and Section 6.21 as they relate to Special Permits.

Copy sent to Planning Board 1/30/79 (dl).
Copy sent to Chairman of Ordinance Comm. 1/30/79 (dl)

In City Council,

January 29, 1979

1/29/79
Referred to the Planning Board and Comm on Ordinances for Hearing and Report

C. C. 106

PUBLIC NOTICE
RELATIVE TO ZONING.

City of Cambridge

MASSACHUSETTS

Office of the City Clerk.

Notice is hereby given that in accordance with the provisions of Chapter 40A, Section 5 of the General Laws, Tercentenary Edition and amendments thereto, that a public hearing will be held by the Committee on Ordinances, comprised of the entire membership of the City Council, on Monday, August 6, 1979 at 6:00 P. M. in the City Council Chamber, City Hall, Cambridge, Massachusetts on a petition by the Planning Board to amend the text of the Zoning Ordinance as it applies to off-street parking facilities. This hearing is required due to the refiling of the petition, previously heard by the Planning Board.

The petition will change row 4.330 of the Table of Use Regulations so that the use classification "automobile parking lot or parking garage for private passenger cars, where not an accessory use,..." now designated as allowed in Business B and C, Office and Industrial districts and as requiring a special permit from the Board of Zoning Appeal, in Residence B and C and Business A-1 and A districts would be redesignated as requiring a special permit from the Planning Board.

A new use classification will be created by adding a row 4.33p to the Table of Use Regulations so that accessory parking facilities for private passenger cars which will also contain spaces for short-term rental or lease to the general public, will be allowed in Residence B and C, Office, Business and Industrial districts, only if granted a special permit from the Planning Board.

Article 6.000 of the ordinance would also be amended to provide procedures for special permit review of commercial off-street parking facilities which are developed for use by the general public.

Copies of this petition are on file in the office of the City Clerk, City Hall, Cambridge, Massachusetts.

All persons interested in this matter may appear at this time and be heard.

By order of the City Council,

ATTEST:- Paul E. Healy, City Clerk.

Cambridge, January 23, 19 79
Revised March 14, 1979

To the Honorable, the City Council of the
City of Cambridge:

The undersigned respectfully pray that the text of the Zoning Ordinance of the City of Cambridge be amended as follows:

1. In Section 4.10, General Classification Rules, insert the following before the last sentence in subsection 4.12:

"It is not the intent of this section to require duplicate special permit reviews. Therefore, uses designated "SP" which are included within a planned unit development application shall be approved or denied within the planned unit development process established by Section 12.30. However, conditionally permitted uses which are located in a planned unit development, but which are not included in the PUD application, shall require separate special permit review in accordance with the procedures of Section 10.40.

2. In Section 4.30, Table of Use Regulations, change row 4.33o as it applies to Office, Business, and Industry districts so that it reads as follows:

"o. Automobile parking lots or parking garage for private passenger cars, where not an accessory use, and no repairs, servicing, or sale of gasoline is carried on

Res. B	Res. C 1, 2, 2A, 3, 3A	Off. 1, 2, 3, 3A	Bus. A-1	Bus. A	Bus. B	Bus. C	Ind. A-1,A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB

3. In Section 4.30, Table of Use Regulations, add a new row 4.33p to read as follows:

"p. Accessory parking lot or parking garage for private passenger cars which will also contain spaces for short-term rental to the general public or for lease to persons other than tenants or occupants of the uses to which the parking is accessory. No repairs, servicing, or sale of gasoline shall be carried out in such parking area unless such activity is specifically permitted in the district by Section 4.35, 4.36 or 4.37.

Open Space	Res. A-1, A-2	Res. B	Res. C 1, 2, 3, 3A	Office 1, 2, 3, 3A	Bus. A-1	Bus. A
No	No	PB	PB	PB	PB	PB

Bus. B	Bus. C	Ind. A-1, A-2	Ind. A	Ind. B-1	Ind. B	Ind. C
PB	PB	PB	PB	PB	PB	PB

4. Add the following subsection to Section 6.000:

"6.12 This ordinance also requires special permit review of commercial off-street parking facilities which are developed for use by the general public as a principal or accessory land use. It is the intent of such review to allow for a case-by-case consideration of the traffic impacts in relationship to surround street capacities, public transportation facilities and population densities."

5. Insert the following sentence in Section 6.21 after the first sentence:

"Such plans shall also indicate whether the parking spaces shall be used by tenants or occupants of the uses to which the parking is accessory or by members of the general public for a fee."

6. Add the following subsection to Section 6.000:

"6.46 Criteria for Grant Special Permits for Parking Lots or Garages with spaces available to the general public for a fee.

In reviewing the plans for any parking facility requiring a special permit under Section 4.33o or 4.33p, the special permit granting authority shall give consideration to evidence presented on the following:

a. that the facility will help satisfy a demonstrated need for off-street parking in the area in which it is to be located;

b. that the average daily traffic generated by the parking facility will not increase the total amount of traffic on adjacent streets to such a degree that the reasonable capacity of any such street or intersection will be exceeded;

c. that access and egress to the facility will be provided with minimal danger to existing pedestrian and vehicle flows and will not cause substantial increases in congestion.

d. that the location of such parking facility will not attract unnecessary vehicular traffic to an area otherwise served by public transportation; and

e. that such parking facility shall satisfy all design standards and other pertinent requirements of this Article 6.000.

Respectfully submitted,

For the Planning Board

Arthur C. Parris

Arthur C. Parris
Chairman

O-46

Comm. from Arthur C. Parris, Chairman, Planning Board, refiling a petition to amend certain provisions of the Zoning Ordinance dealing with commercial parking facilities.

Ordinance Failed
Oct. 15, 1979
5-3-1

In City Council,
April 2, 1979

4/2/1979
Referred to the
Planning Board
and
Ordinance Committee
for
Hearing and Report.
Copy to Planning
4-3-79