

Taylor Point is a wise choice for all

I hope the voters are not tricked into believing that the highway barn should not be built at Taylor Point for reasons of "aesthetics" as claimed by a number of writers to the Jamestown Press.

This assertion was clearly put to rest by the article in last week's paper by Town Administrator Bruce Keiser, along with Bill Burgin's renderings.

The bridge's underpinnings are hardly a scenic destination, and a mere glimpse of the top of the roof through the bridge's railing will not sully the panorama as one begins the ascent onto the bridge.

Functionality should be the criteria for the placement of the highway barn. A facility central to the entire island and much closer to the majority of roads makes perfect sense. A facility at the very northern tip of the island does not, and worse, would add even more truck traffic to the already dangerously overburdened and under-sized North Main and East Shore Roads.

But above all, the best reason for the Taylor Point option is that it would not endanger the island's water supply. The fragility of the ground over the old dump and its hazardous contents has been debated, but I've heard no one guarantee that constructing an industrial facility atop the tenuous mantle around the landfill would have no adverse affect on our island's finite water supply. Without knowing for certain what might be lurking at that site, why would we take even the slightest chance and build there when there is now a much more practical option? For this reason alone the Taylor Point site is a fortunate and wise choice for all.

John Mecray
Constellation Court

• LETTERS •

Reject Taylor Point barn site

I am urging fellow Jamestown voters to reject the Special Referendum on the highway barn on Aug. 28. I believe this for several reasons:

1) The Jamestown Public Works Union opposes the Taylor Point site strongly enough to pay for an ad against it. The town employees who are going to use this facility for the next 40 to 50 years "feel the site is not operationally functional for our needs."

2) The town administrator in last week's Press said that he doesn't have time to work out the details of where all the storage bins (for day-to-day materials) are going to go; the "Planning Commission" will do it. This doesn't seem right. As taxpayers and voters we should see the complete picture of where the gravel pile, summer storage of plows and sanding equipment, sewer collars, pallets of bricks, sand pile, etc. etc. are going to be stored. These are significant issues, and to easily dismiss them to the Planning Commission seems as though the Town Administrator is glossing over a big problem.

3) There is no signed agreement between the bridge authority and the town. The letter from the executive director, Buddy Croft, included language that would require the town to pay for a variety of additional costs, none of which have been specified. In addition, the issue of liability for any damage remains open. I feel very uncomfortable when two governmental entities have not reached an agreement before we go to the polls.

4) The sewer plant is in the midst of a major upgrade; why aren't these upgrades included in any of the diagrams of the highway barn?

There are too many unanswered questions for taxpayers to approve a \$1.5 million bond. We have waited a long time for a highway barn, but this is the wrong approach: rushing to a decision with major pieces of information incomplete or missing. Not a very good way for a town to do business. So on Tuesday Aug. 28, please vote to reject so there's no highway barn at Taylor Point.

Frederick Glomb
Bay View Drive

Good reasons to vote to approve

After twenty years of deliberation, the Town of Jamestown has crafted a brilliant solution for the town's pressing needs to store and maintain its trucks and heavy equipment. The selected town site, augmented by land offered by the bridge authority at a reasonable cost, is adjacent to the Newport bridge and has all the requirements for efficient and economical operation: town water, sewer, electricity, an existing access road and easy access to the town's infrastructure of roads, buildings, underground water lines and waste water lines. There will be sufficient on-site storage space for working quantities of road repair materials. Because current fueling, salt storage and vehicle washings will be continued at this site no matter where the barn is located, a huge increase in efficiency will occur when the central facility is completed here. The site will be protected from fire, theft, and vandalism by nearby town police and fire stations. Around-the-clock staffing of the adjacent waste-water treatment plant will further enhance security. Renderings of the facility show that it will be nearly invisible. This plan is as close to perfect as any will ever get. All alternatives have already been rejected by two town councils.

The one remaining question is whether the citizens of Jamestown really want to resolve the highway

barn problem or would rather live with the status quo indefinitely. There are serious environmental and zoning limitations that would eliminate an alternate site. Should taxpayers be willing to overlook the certain additional costs for delaying construction and be willing to shoulder the perpetual additional costs of operating a facility located far from the work? If we pass up this opportunity and the current offer of the bridge authority to sell land to the town is subsequently withdrawn, then what?

The town council has voted to build the highway barn on the bridge authority site and is awaiting our funding approval. Reflecting our independent, self-reliant island nature, Jamestowners have a reputation for making the right choice, embracing reality and committing to durable solutions. It's time to demonstrate these qualities and move forward. Jamestown will face many difficult challenges in the next twenty years. Let's take this one off the list by approving the Aug. 28 referendum to provide the funding to construct the barn.

Daniel J. O'Neil
Summit Avenue

Union supports north end site

This is an open letter to the citizens of the Town of Jamestown R.I. Local 69 is the union that represents the Jamestown Public Works Department. We were disappointed on hearing the news of the proposed Taylor Point highway barn site. We respect the opinions of our elected officials. They have a difficult job. But, we think they made the wrong decision on the highway barn location. It should be at Lot 47.

Although the council decided that the bridge site is best, we do not feel Taylor Point will serve the needs of our highway department. We need lots of outdoor storage space for snowplows, sanders, pipes, broken-up asphalt, gravel, cold patch, fallen tree limbs and stumps, street sweepings, culverts, orange barrels and cones, crushed rock, and all the other stuff we deal with every week. Taylor Point has almost no outdoor storage space. It would save us a lot of time every day if the highway barn were on Lot 47 next to our outdoor storage yard at the old landfill.

One of the big problems we have now is that we have to travel all over town to get to our equipment and supplies. Putting the barn at Taylor Point would make this a permanent problem.

We understand that the town has studied the safety of wells in

the area of the transfer station for the last ten years, and that building a barn there would not impact any wells. Remember, Lot 47 was never a dump.

Jamestown Public Works Local 69 asks you to support us. Our members are Jamestown residents and taxpayers. We want what's best for the highway department and our town.

Please vote on Aug. 28, and we hope you will vote to reject the Taylor Point site.

We look forward to seeing Jamestowners vote for Lot 47 in November.

Paul M Robertson
Secretary RI Local 69

Enough already, approve the site

As I understand it, there is a possibility that the development of Lot 47 could contaminate people's wells.

This is their only source of water and I haven't heard any contingency plans should this happen. It wouldn't matter what this referendum was concerning—as a voter I would have to vote "no" on something that could affect people's wells.

Also, the site at Lot 47 lacks the necessary power and water for the barn. It would have to be built and installed and would therefore add even more cost to the already much more expensive plan for this site.

And, if this vote on Aug 28 is vetoed, the town maintenance people are looking at a minimum of two more years before a structure could be built for them.

The artist's rendering of the barn in the Press last week shows a minimally-invasive, low-visibility structure that would be in use within a year, doesn't pollute anybody's well, costs a whole lot less and would end this issue once and for all.

Trees grow and in five to 10 years it would be totally blocked from view. Just as the sewage plant is today.

Enough already, vote "yes" on the barn on Aug. 28.

Sue M. Sherwood
Summit Avenue

An outrageous financial folly

The highway barn would have to be squeezed into Taylor Point. The town would have to buy 6,000 square feet of land from the bridge authority for \$97,500. That's paying \$700,000 per acre. That's a lot to pay for land, especially land with lead-contamination problems.

Letters continued on next page



Mon-Thurs: 5:30 am-8 pm • Friday: 5:30 am-7 pm • Sat-Sun: 7 am-3 pm

36 Southwest Avenue • Jamestown, Rhode Island 02835
T:(401) 560-0300 • F:(401) 560-0301

SHORT DRIVE TO EXPERT CARE.



Advanced inpatient and outpatient services, including:

- Women's Health
- Diagnostic Imaging
- Emergency Department
- Orthopedics Center
- Diabetes Center
- Wound Care
- Anticoagulation Management
- Sleep Disorders Lab
- Radiation Therapy



SOUTH COUNTY HOSPITAL

Just what the patient ordered.™

100 Kenyon Avenue, Wakefield, RI 02879
www.schospital.com

Accredited by
the Joint Commission



New Tapas-style Menu
Come Enjoy Our Outdoor Deck!

Full Bar
\$1.50 Draft Beer on Sunday

Open 5:00pm for Dinner
Tuesday through Sunday

We cater in-house and off-site private parties

1814 Boston Neck Road • Saunderstown, RI 02874
www.valunari.com • 401.667.4999