

# What's next?

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important things for the town," to work on.

"The highway workers have suffered," Long said.

Town Administrator Bruce Keiser said he was absolutely thrilled about the affirmative vote and attributed much of it to the "persistent effort to get the message out."

"This is a good, workable site," Keiser said about upper Taylor Point and said he was looking forward to putting a "modern, safe and productive building that is urgently needed," on the lot.

Public Works head Steve Goslee said the vote to approve the barn was "great." He was happy that things would be moving forward to provide better conditions for the town workers who serve the department.

About the dilapidated highway facility at Ft. Wetherill, Goslee said, "I wouldn't let my dog live in there."

Paul Robertson, secretary of Local 69, the union that represents the town's highway workers, said "it's done and I'm glad it's over," but noted that there wasn't much talk Wednesday morning about the issue at the wastewater treatment plant, where he works.

Councilman Bill Kelly, who opposed the Taylor Point site, said "I'm glad for the men who will get a new highway barn." He said he feels the barn will be built "in the wrong place," but noted that he would not "throw any roadblocks," in the process to build a barn at Taylor Point. Kelly, who worked in the landfill business for 20 years, said that there are "safe and modern methods to build over a landfill," and that Lot 47 would have been a good site for the facility.

Keiser outlined the actions to be taken to bring the highway barn to completion now that the location and funding have been approved. He said the first action, coordinated with the Rhode Island Turnpike and Bridge Authority (RITBA) and the Rhode Island Department

of Environmental Management (DEM), would be tracking and cleaning up lead contamination that may have extended beyond the immediate area of the bridge. Keiser said that would take "a few weeks" to complete.

Keiser said the next action would be to borrow the funds authorized by Tuesday's referendum. He said the first payment from that account would be the acquisition price negotiated with RITBA for the approximately 6,000 square foot parcel the town needs to make the town-owned acreage "work" for the barn complex. The price includes costs fronted by RITBA to investigate claims of contamination that was not found, other than the presence of "light to moderate amounts of lead."

The third step that Keiser outlined was the process for proceeding with the final design. This involves three separate, but simultaneous, specific actions, he explained. He said he would issue a request for architectural proposals to formalize the preliminary visual representations created by architect William Burgin to illustrate use of the site. Those preliminary designs call for a pre-fabricated steel building and related outdoor provisions for highway department uses. Part of the design process will be "to look at the original design to make a decision about the façade, or outside appearance, for the pre-fab and to decide about the specifics of the roof overhang," he specified. He expects to have the final designer chosen within several weeks.

Keiser said that the two related actions will be submitting plans to the town Planning Commission for review and to the town Zoning Board for a special use permit. He said he expected citizens will follow those reviews closely, but he and other officials are not anticipating any difficulties with those approvals.

The administrator projected completion of the design, including review actions, to enable the town to schedule the breaking of ground for the start of construction in the late spring of 2008 and

the seeking of bids for the pre-fab shell by early summer.

According to his calculations, Keiser said the best schedule would enable occupancy of the new highway garage in the fall of 2008.

### Possible challenges

The town administrator said the main possibility of a legal challenge could arise from abutters to the site, who oppose the location. He said they would most likely scrutinize the special use permit before the Zoning Board. However, he said that the town solicitor and other legal sources available to the town all suggested the likelihood of substantial objection or delay was nominal.

"Of course, the lawyers tell you that anyone can try a legal challenge to any public action and it would be up to the courts to decide the challenge's standing in a case-by-case review. They said factors involved in the zoning review are not critical," Keiser said.

He also said any challenge to

# The vote by the numbers

Jamestowners on Tuesday approved the construction of a new highway garage at Taylor Point by a vote of 934 to 753.

The referendum passed with 55.36 percent voting to approve and 44.64 percent voting to reject.

Election officials said 1,687 of the 4,479 registered voters in Jamestown participated in Tuesday's special election for a 37.66 percent turnout.

In district 1, at the community center, the vote was 203 approve to 364 reject. At the Melrose school, where districts 2 and 3 voted, the count was 714 approve to 363 reject.

the referendum process might be considered by opponents to the outcome, such as about the wording of the referendum statement, but the town's legal advisors all have discounted basis for any success with that aspect. He said that in addition to all the attention given to voting procedures, the State Election Board reviewed and approved the referendum question for wording, to make sure there was no confusion about the intent of voters, one way or the another.

Keiser added, if voters had rejected Tuesday's referendum proposition, the town's options were limited and may have pushed leaders to resort to a North Main Road location for the barn. He said consideration of those locations were seen by many, including town lawyers, as more vulnerable to court challenges. He estimated it would have taken at least two to five years to build a barn there, depending on a variety of decisions as the town tried to pursue such an alternative.

# Council

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state qualification guidelines.

According to Keiser, town officials were impressed by Saracino's experience working with boards, commissions, and volunteer organizations. His appointment, which will be up for renewal Jan. 1, will be subject to completion of licensing requirements.

### JEMS parking spaces

Keiser responded to a letter to the editor published in the Press from Bill Sprague in regard to the decision to allocate several long-term parking spaces east of the town ambulance barn for Jamestown Emergency Management Service (JEMS) volunteers.

According to Keiser, JEMS officials had requested that several parking spaces be reserved for volunteers due to the growing concern that volunteers could not find parking spaces in town when responding to calls.

Keiser said that he exercised his discretionary authority granted to him under the town charter to reserve eight spaces for JEMS volunteers on a trial basis. The challenge, according to Keiser is coming up with the best long-term solution to balance the needs of Jamestown's emergency responders with those of patrons to the busy downtown area.

"We need to use the real estate as efficiently as possible," Keiser said.

### Rep. Long legislative update

In the open forum, Rep. Bruce

Long (R-Jamestown, Middletown) provided a brief legislative update on several items of interest to island residents.

According to Long, the General Assembly, which is out of session until the fall, was successful in passing a cesspool replacement bill, which establishes mandates for the proper maintenance and replacement of cesspools. Long noted that it has been determined that cesspool discharge was a significant contributor to high levels of nitrogen in the bay and added that Jamestown has been a model community in its cesspool ordinances.

Also on the environmental front, Long reported that the General Assembly had placed stricter penalties for corporate polluters. Until recently, corporate polluters had been fined \$1,000 per day for non-compliance. Long said that number was not a significant motivator for the large corporations the bill targets.

In other business:

- Keiser reported that the town's internal investigation into the rapid deterioration of the new Harbor-master boat is proceeding with URI Professor Gregory scheduled to conduct tests at East Ferry on Thursday in order to determine whether high levels of electrolysis were in fact to blame for the vessel's inoperability.

- A special town council meeting is planned for this afternoon (Thursday) at 4:30 p.m. in order to discuss plans for the town's upcoming special Financial Town Meeting (FTM) set for Sept. 18.

- A joint work session between the Town Council and Harbor

Commission to discuss an array of items including improvements to the town's woodpile pier at East Ferry is slated for Sept. 6, at 6:30 p.m.

# Candidates

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Frederick Glomb, of 32 Bay View Drive, and David DeAngelis, 42 Weeden Lane, both of whom are seeking to hold public office for the first time.

Sav Rebecchi, of 13 Sail St., made his bid for town council as well. Rebecchi, who sits on the Board of Directors for the Quonset Development Corporation is running as an independent after a previous bid as a Republican in 2005.

Ellen Winsor, of 736 East Shore Rd., is also running as an independent. Winsor, who has been an active member of the North End Concerned Citizens Association is also seeking to hold public office for the first time.

In the School Committee race, Democratic candidates will include incumbent Julie Kallfelz, 56 Green Lane, and Jamestown Community Chorus Director and long-time school teacher Bruce J. Whitehouse, of 61 Steamboat St. Melissa Burrows, of 13 Shady Lane, is the lone declared Republican for a school panel seat.

Finally, James Donnelly is running unopposed for reelection to his second term as Town Moderator.

The next step for November hopefuls is to take out nomination papers and return them with the signatures of 50 eligible voters by Sept. 4.



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