

Public Comment
Bristol RI Planning Board Meeting
Jan. 8, 2026

Re: Proposed hotel Gooding Avenue

The argument could be made that Bristol needs a hotel. But it is helpful to note that a hotel is one of the most intensive uses of undeveloped land.

And this location is not appropriate for many reasons.

First is safety. The listing for the topic tonight actually notes that the hotel is only 50 only feet from Broadcommon Road. Yet there is absolutely no mention of this intersection in either of the two traffic studies, and the word safety is never even mentioned in the latest study.

Both of these studies noted “no adverse effect from a hotel”.

But Broadcommon and Gooding is a busy intersection used by many residents, including those of Bristol Woods. It’s also heavily used by the many industries located in this area. **But it was totally ignored in the traffic studies.** Even the sidewalks on Narrows Road received more scrutiny. The sight lines at this intersection are limited, and its proximity to the crest of the Gooding Avenue hill makes it even more dangerous. Hotel traffic, because it’s 24/7, and very intensive at times, would make this area even worse.

Both of the traffic studies were done in the off season, during limited times from January to April 5th, so their relevance in support of a tourist-related facility is further compromised.

Second, one has to question the utility of designating areas as wetlands if a developer is allowed to fill them in. What is the purpose of such designations if they are so casually dismissed?

Lastly, a review of the comp plan highlights one of the most frequent topics across all areas of the plan: that topic is the Silver Creek watershed.

References to the watershed appear in the following topics: Land Use; Open Space, Conservation and Recreation; Natural Historic and Cultural; Snapshot of Bristol Services and Facilities; and Natural Hazard Mitigation Plan.

One comment even refers to the need for minimizing the amount of new impervious paving. But at the August TRC meeting, when asked about making the parking lot permeable, the developer’s representative said “that would cost money”.

Our comp plan represents the very best effort by many to promote the common good for Bristol. Approving this project would defeat the whole purpose of these efforts.

As the comp plan notes, Bristol is, without a doubt, a “model seaside community”, with appeal based on its natural beauty, the very impressive tree canopy, a walkable town center, etc.

Of what use is a comp plan if so much of it can be cast aside?

Thank you for listening.

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