



THE COLARUSSO PROPOSAL: THE QUESTIONS HUDSON MUST ASK

1. Why Should Greenport be the decider?

When Greenport’s Planning Board, as designated lead agency, evaluated the Colarusso proposal for the two-lane truckway, it issued a “negative declaration” that limited review of impacts on the Hudson waterfront. Did they examine the truckway and operations at the dock as pieces of the same puzzle? Did they consider that the truckway would enable rising volume on our waterfront—more trucks, barges, gravel, noise, dust, pollution and disruption? They did not.

2. Don’t we have a right—and responsibility—to do our own Determination?

Greenport’s decision works for Greenport but not for Hudson, because their part of the truckway from Colarusso’s mine is a lot different than ours. While theirs runs through sparsely populated land, ours terminates at a downtown dock near homes and businesses, hotels and restaurants, public parkland, a busy train station, and a top cultural attraction. What’s more, Hudson is seeking to attract more people and job-creating businesses to this area—so don’t we need to look at this proposal from our own point of view?

We have that right—and responsibility to our city.

When the state designated Greenport’s Planning Board as the lead, it also preserved the city’s

right to do it's own impact review. Colarusso, in fact, challenged that right in State Supreme Court and decisively lost. In addition, our Planning Board's attorney recently affirmed that the Board can make any decision it deems fit to protect the health and welfare of Hudson. This includes, if it so decides, denying Colarusso's application for a conditional use permit for our share of the truckway and operations at the dock.

3. Will Colarusso's proposal preserve or harm Hudson's environment?

How will the proposal affect the river and our protected wetlands—from construction, increased traffic, and waterfront operations? What about growing fossil fuel emissions—from trucks, on-site equipment, tugs pushing around barges? How will this proposal affect our ability to address climate change? With more flooding a given; will it make adapting easier or harder?

And how can we protect ourselves from impacts escalating out of control—because if Colarusso expands or sells to a larger company, threats can grow even worse? Right now, plans call for 284 truck trips back and forth from the mine every day—that's bad enough. But according to the company's own attorney, that's not a limit. In a letter to the Planning Board, he's written that the city has no right to regulate Colarusso's "volume or profits." With no limit to expansion, it's easy to see how the vision of a better waterfront will be betrayed.

4. Will the proposal boost or harm Hudson's economy?

To put it bluntly, what does the City of Hudson get out of the deal? Will this project boost the city's economy and generate jobs and careers for our young people? Will it enhance and encourage waterfront use and drive commercial activity? Will it help to attract new businesses and housing to a growing NON-INDUSTRIAL district? Or, will it do none of these things, or even worse, discourage them from happening?

If the answer is none of these things—and we think it is—we have to seriously ask what we’re doing. Because our greatest economic risk may be the missed opportunity: the vibrant Waterfront District that could have been, but just never happened.

5. Do Colarusso’s operations help or harm the local community—and will impacts get worse?

In its conditional use permit application, the company claims no immediate neighbors but this simply isn’t true. Besides homes and businesses, including new ones about to open, our Waterfront Park is right next-door, and for some, it’s the only open space to which they have access. In addition, it appears the city owns 4.4 acres directly to Colarusso’s south. This could, and should, become additional riverside public parkland. At the same time, a \$10 million Downtown Revitalization Initiative (DRI) investment is aimed at creating even more neighbors—compatible businesses, much needed housing, and more public space and amenities. This investment is designed to draw up to \$60 million more in private investment, but who will want to invest next to a noisy, dusty, polluting gravel depot, especially if volume soars?

So then, how do impacts affect current homes and job-creating businesses? And how will they affect future development, especially as gravel volume grows? In planning board rulings, there is a measure of appropriateness known as “community standards.” Our Board has used it to deny projects before. Aren’t community standards just as applicable here? Finally, don’t we have to consider impacts on our tourism sector? Because whether you’re pro tourism or anti-tourism, the reality is that it’s a big chunk of our economy.

6. What new dangers will Colarusso’s expansion introduce?

The company may tout reduced traffic in the city, but what about increased hazards at the gateways, with 284 daily truck trips (and possibly many more) crossing Route 9, Route 9G and the rail crossing at Broad Street? Gravel trucks already conflict here with cars, trains and

people—what if it gets worse. And on the water, won't there be more conflicts between barges and other boats—especially if plans envision a marina, bringing even more activity?

7. Are we missing the opportunity to be a part of everything happening around us?

Scenic and recreational attractions are growing all around our city. The Skywalk from Olana to Cole House, the Empire Trail, increased access and amenities on the North Bay, and the fantastic Greenport Conservation area are just part of this expansion. Attractions like these have a way of building on each other. When they reach critical mass in an area they improve the quality of life for all residents, and they draw visitors and spending, meaning more jobs and opportunities for local people. Shouldn't Hudson, at the center of this, take full advantage, with a vibrant, beautiful waterfront district for people and job-creating businesses?

8. It's not just the present—don't we need to protect the future?

Again, we worry that this project may doom the future of our waterfront and our city, especially if we open the door to expansion—whether Colarusso expands or sells out, with permits, to a multinational company with zero ties to the city. Remember, the company's attorney has written that nothing in city code or the law allows us to regulate "the volume of Colarusso's business, jobs and profits." Let that sink in. Literally, this leaves the gate open to limitless expansion, and it risks ever achieving the waterfront this city needs and deserves.