



# Hudson's Waterfront—the 40-Year Struggle for a Vision

**1982-1996**

**Hudson Vision Plan**

1982: City of Hudson Common Council unanimously adopt resolution not to allow further development in South Bay.

1996: Hudson Vision Plan reimagines the Waterfront with outpouring of public support.

**1998-2006**

**De-Industrializing Waterfront**

2001: City of Hudson and its Planning Commission file application for party status with NYS DEC, stating overriding planning goal of de-industrializing the Waterfront.

1998-2005: Friends of Hudson and allies successfully block massive industrial facility by St Lawrence Cement Plant; Plant fails coastal test.

2005 Secretary of State Randy Daniels' decision sets clear instructions for rezoning Waterfront to sunset heavy industry and support more beneficial uses.

2006 public survey by Waterfront Advisory Steering Committee again finds heavy industry use least popular riverfront option.

**2002**

**Comprehensive Plan**

A new Comprehensive Plan enacted. Heavy industry deemed least desirable waterfront activity.

Sets forth a plan for eliminating industrial uses in waterfront zone.

70% of residents in Comprehensive Plan community survey rated Heavy Industry as "a bad way to use the waterfront" (ranked last); highest rated best uses was Parks/Recreation/Open space (76%).

**2011**

**Re-Zoning**

City of Hudson revises its zoning to remove industrial activities as permitted, as-of-right use, in its waterfront zones. Waterfront re-zoned as Core Riverfront (C-R) District.

**2011-2013**

**South Bay Creek & Marsh / LWRP**

2006-2011: Save the South Bay organizes to improve the Local Waterfront Revitalization Program (LWRP), and LWRP adopted.

2012: NYS Dept of State designates South Bay Creek & Marsh as a protected significant wildlife area.

2013: Valley Alliance brings forth evidence that the City owns 4.4 acres to south of the Dock; Council President announces, "we do own it."

**2017**

**DRI**

Hudson wins \$10 million Downtown Revitalization Initiative in Capital Region, for use in waterfront projects.

Funding explicitly designed to attract an additional \$40-60 million in public and private funding for waterfront development.

**Hudson has less than half the ideal World Health Organization (WHO) standard of 538 sq. feet of recreational space per person**

**More open space for residents and visitors is a necessity, not a luxury.**

*"Hudson is as dense as larger urban areas, with about 3,000 people per square mile ... More than half of the world's population lives in cities, and urban open spaces and natural resources provide tremendous benefits for people. Parks and natural areas give urban residents places to encounter plants and animals and experience solitude." "Healthy natural areas provide services to the community that mitigate the impacts of dense development."*

# Hudson must overcome obstacles threatening its Waterfront

## 2005-2017

### Gravel Trucking/Shipping Take Hold

Post 2005, O&G/Holcim begin trucking gravel and shipping out from Dock by barge, without permits.

**2015:** Colarusso buys Dock from O&G and continues trucking gravel and shipping from Dock, expanding its 100-year-old business radius from 50 miles to NYC (120 miles). Colarusso's conforming use permit becomes non-conforming when waterfront rezoned to Core Riverfront.

**2017:** Colarusso loses non-conforming use permit for the Dock when it makes unpermitted changes to property, triggering a full Environmental Impact Study (EIS) review by Planning Board of entire operations.

**2017-Current:** Colarusso operates Dock without permits.

## 2015-current

### Colarusso Fights Attempts to Review

**2016-2019 (4 years):** Colarusso refuses to cooperate and provide Planning Board with vital truck volume and other information, essential to evaluate applications.

**2015-current:** Colarusso refuses to use Causeway road for two-way truck traffic to/from Dock, misleading public that it can't use without widening to two-lanes, contrary to LWRP intent.

**Colarusso attorney repeatedly tells Planning Board it has no legal authority to put ANY limitations on volume of heavy truck traffic.**

**2018-current:** Colarusso sues Planning Board, twice, trying to thwart review of its operation.

- **2019:** Judge Melkonian ruling totally rejects first lawsuit.

- **2023:** State Supreme Court Appellate Division upholds Planning Board's right to approve, deny, or modify Colarusso's plans for the haul road portion of suit.

## 2015-Current

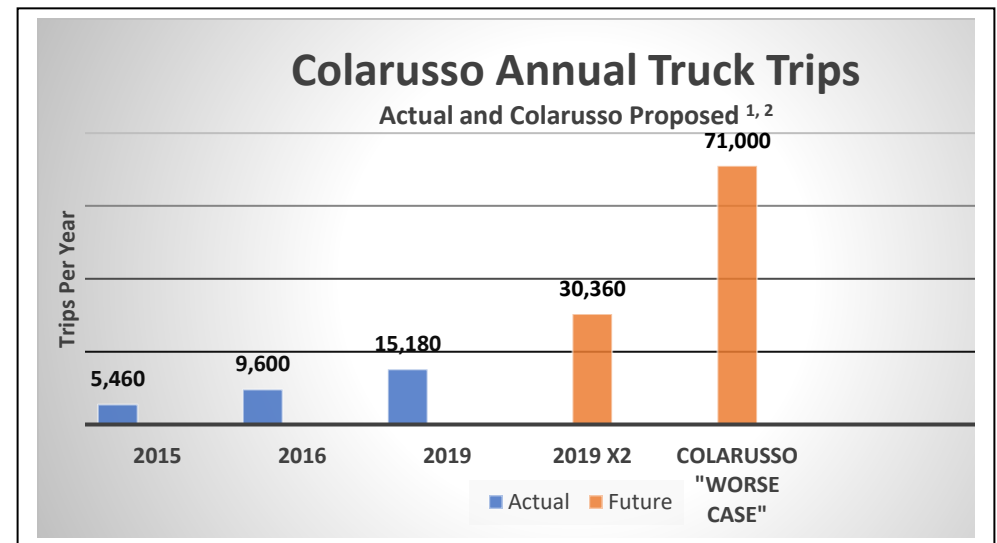
### NYS DEC and DOT Issue Approvals Based on Understated Volume and Erroneous Forecasts

**2016** NYS DOT approval for Route 9G truck crossing was based on 2015 truck volume (24 trips/day – 12 to/from), which is hugely understated to actual volume since **2019 (114 trips/day)** and proposed future volume (up to **284 trips/day**).

**2018** NYS DEC permit approval to do work on Colarusso private road was based on Greenport SEQR approval of haul road, which did not take into consideration actual or proposed gravel dump truck volume.

**Both approvals should be challenged based on actual and proposed massive increases in heavy truck traffic to/from our Waterfront.**

**Colarusso's growing gravel shipping operation is incompatible with all Waterfront de-industrialization initiatives, and imperils our Waterfront and South Bay Creek & Marsh as a protected significant wildlife area.**



**Big spike in gravel dump truck volume threatens public safety at highway crossings on Route 9 and 9G (major routes into Hudson), as well as the Amtrak rail crossing at Broad Street.**

<sup>1</sup> July 9, 2020 Creighton Manning Truck Study. "Actual" does not include additional "retail trips" e.g., 2019 = Additional 12,000 loads/24,000 trips.

<sup>2</sup> Colarusso Worse Case = "Proposed" up to 284 trips/day, up to 250 days/year.