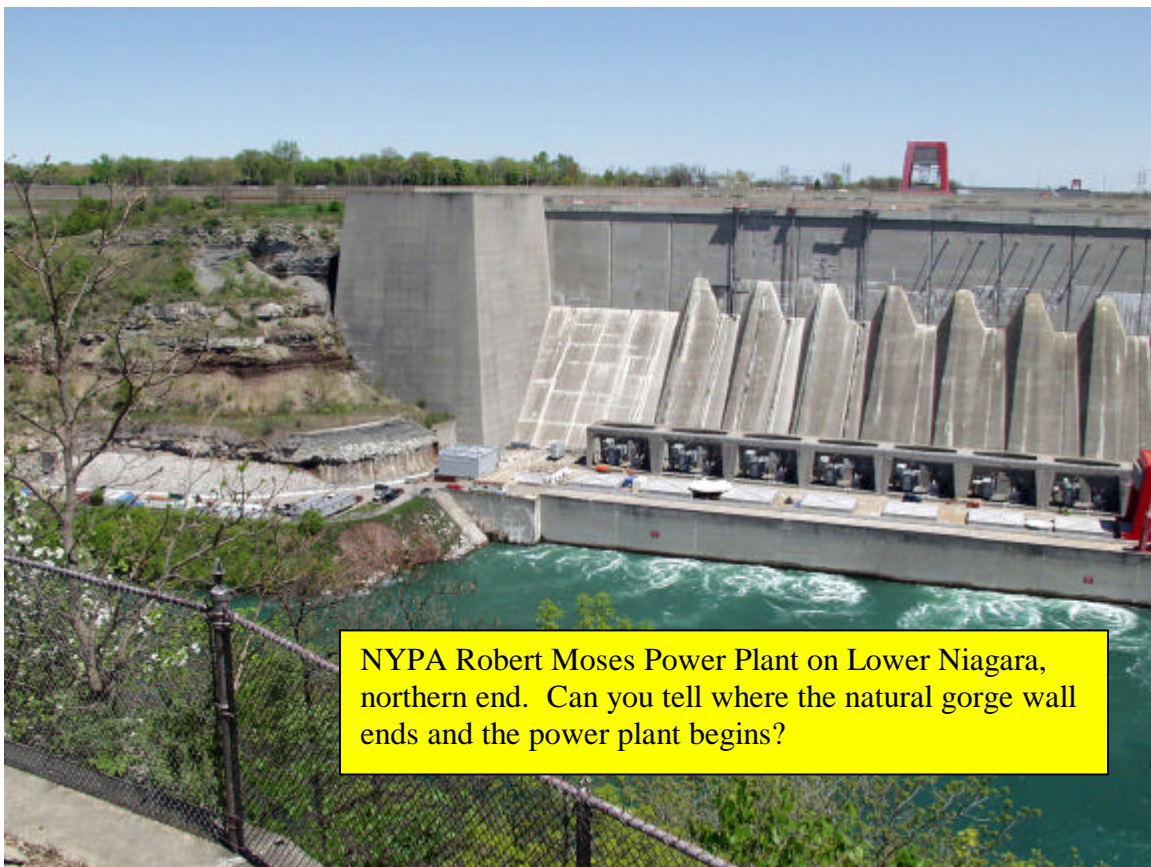
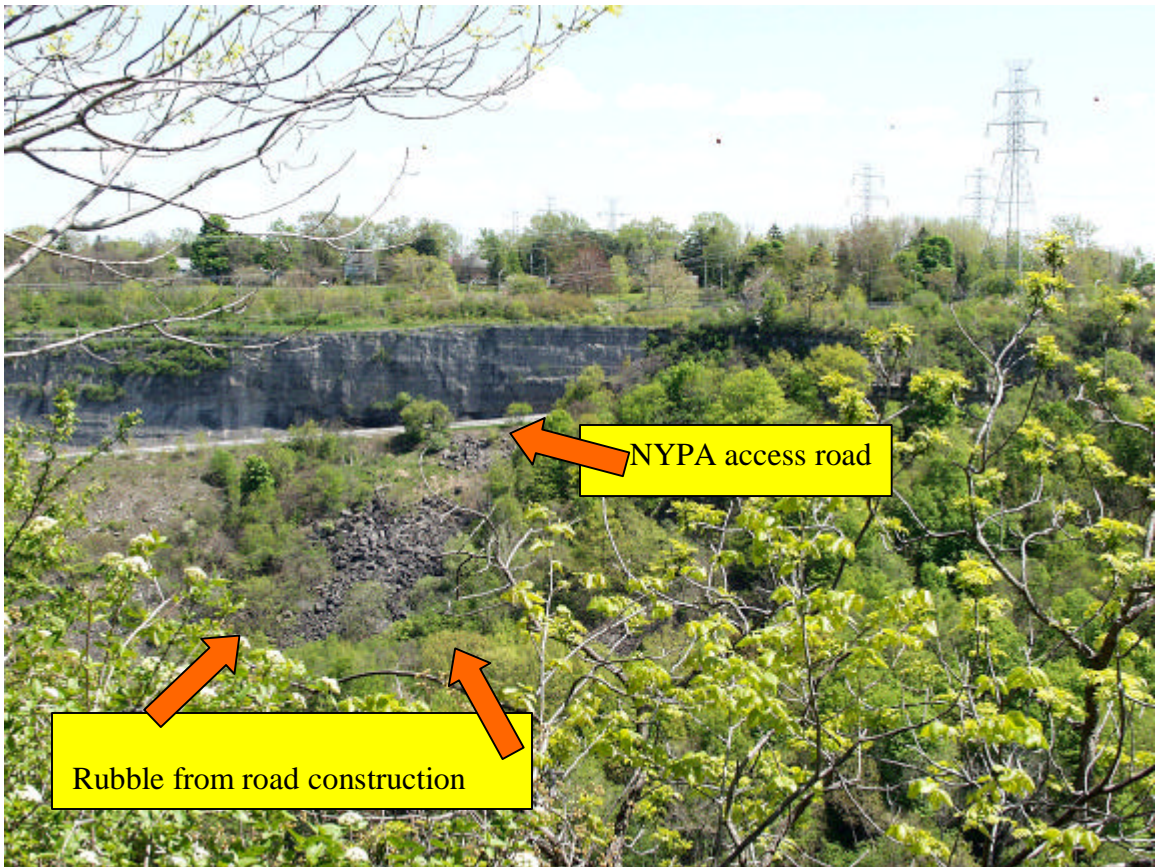
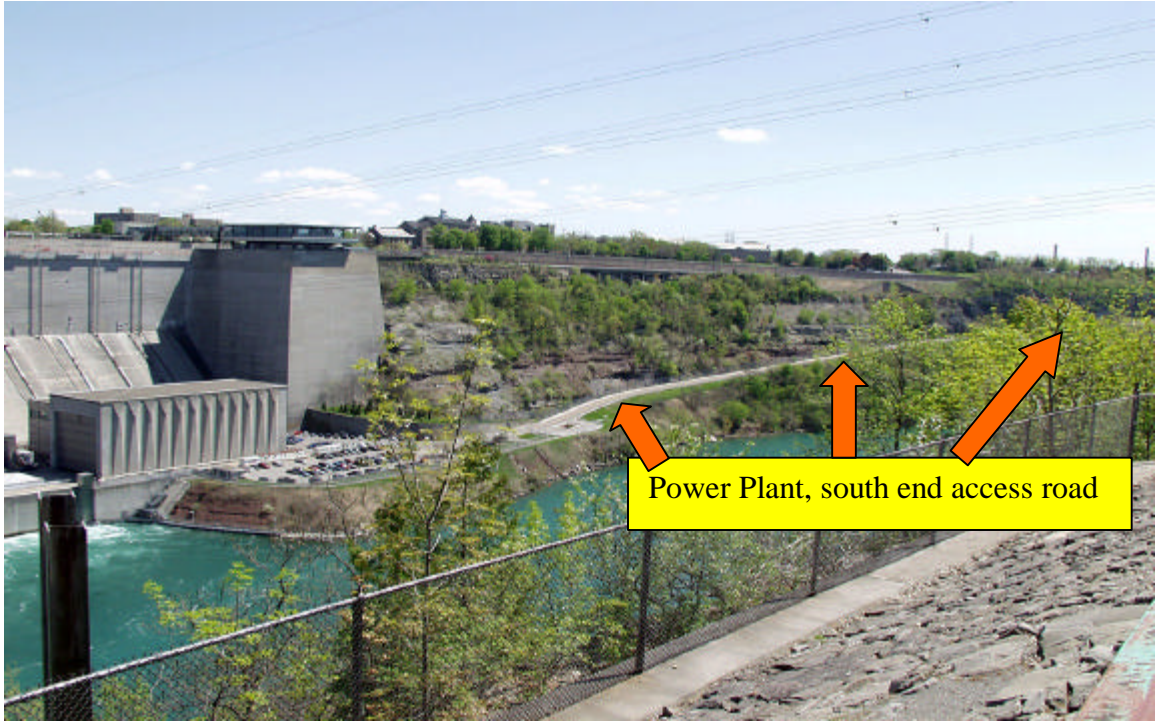


THE NIAGARA HERITAGE PARTNERSHIP RESPONSE TO NIAGARA POWER PROJECT PRELIMINARY DRAFT ENVIRONMENTAL ASSESSEMENT – MAY 24, 2005

There are stretches of the Grand Canyon so vast and so deep that if the NYPA Robert Moses Power Plant were dropped on the canyon floor it would resemble a little plastic toy from a cereal box that a careless child had left behind. In the Niagara gorge, however, the same Power Plant is an enormous intrusion, destroying approximately 18% of the natural gorge wall. Context is everything.





THE NIAGARA HERITAGE PARTNERSHIP RESPONSE TO NIAGARA POWER PROJECT
(FERC NO. 2216) PRELIMINARY DRAFT ENVIRONMENTAL ASSESSMENT

A portion of the Environmental Assessment is an analysis having to do with “Aesthetic Resources,” conducted by Saratoga Associates (2004). This begins on page 4-78 of the Draft, and is, from the onset, disingenuous. The title, including the word “resources,” assumes positive contribution, rather than presenting a more neutral word, such as “Aesthetic Evaluation” or “Aesthetic Impacts,” for examples. If NHP had formulated such a title to read “Aesthetic Degradations,” the bias would be readily apparent, and also objectionable.

While the Draft Environmental Assessment is generally a deeply flawed document, both in what it says and in what it doesn’t say, we will direct most of our remarks to the aesthetic impact of the Robert Moses Niagara Power Plant, since it is closely related to our advocacy for Robert Moses Parkway removal and the restoration of natural landscapes along the Niagara gorge rim. The conclusions of Saratoga Associates (4-79) are as follows:

The study determined that the Robert Moses Niagara Power Plant is a positive visual component of the Project. Besides its significance as an engineering wonder, the architecture of the structure is attractive. The concrete makeup of the plant wall blends well with the limestone of the gorge.

The determination that the Power Plant is a “positive visual component of the Project” is, of course, irrelevant. This is part of a draft environmental assessment, after all, not an assessment of power project components. A similar flawed evaluation discussing the aesthetic impact of an SUV parked in the Garden of Eden might conclude that “the hubcaps are a positive visual component of the vehicle.” The final sentence in the Saratoga study observes that the concrete of the Power Plant “blends well” with the limestone gorge walls. This places the Plant in a common conceptual category; progressive communities want their cell phone towers disguised as trees; even fake nature is preferred over the intrusion of the manmade into natural environments. Though the notation of a concrete to gorge wall color-match is grasping at straws, it inadvertently suggests the ideal: the ultimate Power Plant in the Niagara gorge would “blend in” so well with the natural environment that it would be invisible, indistinguishable from the natural landscape.

The reality is, however, just the opposite. The Robert Moses Niagara Power Plant is clearly visible from outer space as a contrived blot on the otherwise natural gorge wall, which had been formed by melting water as the last glacier retreated about ten thousand years before. And what of the gigantic bright red crane at the top of the facility? With what does that blend in?

The Power Plant extends for over a mile on the eastern Niagara gorge wall, its footprint smearing north and south beyond the sharply defined limits of the actual concrete. To the north the historic Milk Caves have disappeared, fallen to concrete backfilling and parkway construction. To the south an access road to the lower reaches of the Power Plant cuts through the gorge wall and Devil’s Hole State Park, rendering a significant percent of the gorge top park inaccessible to the public, as it has been since the Plant’s construction nearly half a century ago. The stone debris left from blasting through the gorge wall remains dumped down the gorge slope today, a sterile, dead-zone where nothing grows. A long section of the gorge wall that parallels the access road has been repeatedly scaled back and steel-netted over the years for safety reasons; this has permanently altered the natural character of the gorge. The continued scaling also serves to diffuse water seeps from the wall, initially from the Hyde Park Landfill and later groundwater, when the landfill was classified as remediated. Thus the aesthetic, environmental, historical,

cultural, hydrological, and botanical characteristics of the gorge have been either obliterated or altered, largely beyond reclamation, by the Niagara Power Plant. Details in support of this assertion, especially in relation to Devil's Hole State Park, are presented in the following paragraphs, which first appeared in the Niagara Gazette (12 May 2002) as a guest view entitled "Restore Landscape of Devil's Hole Park."

In 1763, Seneca warriors killed nearly eighty British soldiers, rolling their wagon train into the Niagara Gorge. This event became known as the Devil's Hole Massacre. In 1887, the Olmsted and Vaux plan for reclaiming the landscapes around the falls of Niagara from inappropriate commercial interests was initiated to preserve those parklands for future generations. Niagara Parks Commissioners were very influential in helping to achieve this goal. In 1927, the gorge area where the Devil's Hole Massacre took place was established as a state park. In 1933, as part of F.D. Roosevelt's New Deal, the Civilian Conservation Corps, a creation of presidential advisor and former Niagara County resident Rexford G. Tugwell, began to put the unemployed to work. Some of them labored in new state parks, in our region at Devil's Hole, where they constructed stone walls along the gorge edge.

In 1962, a large section of this park, including portions of the stone walls and the natural gorge wall was cut away to provide an access road to the newly constructed power generating plant—and four lanes of concrete were poured across its already small gorge rim area. In 1997, The Niagara Heritage Partnership proposed that the gorge top parkway lanes be removed between Niagara Falls and Lewiston, New York, and that the natural landscapes of Devil's Hole State Park be restored, that it be treated as a memorial to all those who died in early conflict on the Niagara Frontier.

Over the next three years this proposal gained widespread grassroots support from environmental, conservation, recreational and other groups with a combined membership of nearly one million and from thousands of individual citizens. Niagara Parks Commissioners remained silent.

In 2001, New York State Parks closed two of the four parkway lanes for a "pilot program," but refused to share the rationale by which information would be gathered and decisions made. State Parks comments suggested they believed two lanes of closed parkway running parallel to two commuter lanes would be appealing to hikers and bicyclists. Niagara Heritage Partnership objected to this "pilot" in a letter with over 200 cosigners, which is available at www.niagaraheritage.org.

In August of 2001, NHP wrote to Jean Knox, chairperson of the Niagara Parks Commission, asking that the Commissioner consider meeting with representatives from environmental groups to discuss how mutual goals involving the parks might be achieved. We received no response to this letter. In December of 2001, we wrote again, to remind the Commission of the first letter, and to point out that it is their responsibility to convey the concerns of citizens to the appropriate levels of state government. We asked for the courtesy of a reply, but did not receive one. These letters are also on the web site.

In February 2002, Knox wrote a letter-to-the-editor to defend the Commission against suggestions it was less than effective in meeting its responsibilities. She said the

Commissioners shared a “passion for protecting and strengthening” the parks and were committed to helping the state to be “responsible stewards of New York’s valuable natural, historical, and cultural resources.”

In April 2002, Commissioner Harvey Albond proposed a southbound entrance to the commuter lanes of the parkway at Devil’s Hole, because it was reported, “some people, including New York Power Authority employees” would like it. This would spare this handful of people the inconvenience of driving five minutes through city streets. Albond appears to be attempting to reduce complaints about the “pilot,” no matter how inconsequential, in an effort to ensure the retention of at least a two-lane commuter route. Is this where his passion for “protecting and strengthening” the parks has led him? Is this stewardship? Stay tuned.

The natural environment of the Niagara Gorge, already marred by manmade intrusions along its approximate six-mile length, has had its natural scenery further damaged by the Power Plant, which totally eliminates a mile of this natural environment. This is a significant percentage lost forever.

There is no concrete substitute for natural environment, no matter how architecturally well-designed. There should be no question about this. At the same time, both the Plant itself and the access road are necessary for the continued operation of the Plant. What can be done about this by way of reparation?

The Niagara Heritage Partnership has advocated the following: 1) bridge the “cut” in the gorge wall caused by the access road, thereby restoring public access to the currently isolated portion of Devil’s Hole State Park, and 2) remove all four lanes of the Robert Moses Parkway between Niagara Falls and Lewiston, New York, restoring natural landscapes along the gorge rim. A summary of this proposal is as follows:

THE NIAGARA HERITAGE PARTNERSHIP PROPOSAL
FOR THE REMOVAL OF THE ROBERT MOSES PARKWAY
AND RESTORATION OF NATURAL LANDSCAPES

In 1997, the Niagara Heritage Partnership proposed in public forum that all four lanes of the Robert Moses Parkway along the Niagara gorge rim be removed between Niagara Falls and Lewiston, NY and that natural landscapes be restored.

This would provide both economic and environmental benefits. The unique botanical character of the gorge and rim would be protected and extended, enhancing the natural features of our region. This largely self-sustaining, restored gorge rim would allow us to promote our region as an eco-tourist destination, attracting a new population of visitors who desire a “green” vacation; traffic redirected to alternate routes would help to revitalize urban business districts.

What we envision: a long gorge rim park with hiking and bicycling trails running through landscapes restored according to the philosophy of Frederick Law Olmsted, new forests being nurtured to extend the old growth forest at DeVeaux and at other

appropriate locations, long-grass, wildflower meadows attractive to butterflies, ground nesting birds, and other wildlife. (Olmsted's Niagara plan is on our website.)

The old growth at DeVeaux should be encouraged to expand toward the cut-grass park at Whirlpool State Park which, years ago, was part of this forest. Old growth specimen trees still grow there.

Our cultural and historical heritage should be reclaimed at Devil's Hole State Park where parkway lanes currently dishonor it. The reestablishment of native flora here, as well as at other locations, would demonstrate the respect we have for our shared history.

The NHP proposal has generated support from the largest, most broad-based, international, grassroots coalition ever to come together on an issue involving the Niagara Frontier. The coalition continues to grow.

It is supported by the Seneca Nation of Indians, the Niagara County Environmental Council, the Erie County Environmental Management Council, as well as thousands of individual citizens, and a broad coalition of 65 organizations, including business groups, bicycling clubs, environmental organizations, Niagara Falls' block clubs and others, with a combined membership of over one million. Over 2,000 individual signatures are on the petition at www.niagaraheritage.org, where new supporters may also sign. (Two thousand additional signatures are on paper petition pages.) A complete list of the supporting groups is also available on the Niagara Heritage Partnership website.

Robert Moses Parkway removal would create waterfront access and significant wildlife habitat, protect the watershed, and create a genuine greenway along this most unique length of river corridor.

The botanical uniqueness of the Niagara gorge and related areas is authoritatively discussed in several articles by P.M. Eckel, a former Niagara Frontier resident, currently with the Missouri Botanical Garden. The articles, results of her botanical fieldwork here and persuasive arguments for authentic restorations can be read at www.niagaraheritage.org under "Flora at DeVeaux College Woods," "Notes on the Limits of the Sacred Precinct on Scovell's Knoll (Oak Hill), Lewiston, NY" and "Bob Baxter's Niagara Greenhouse."

According to DOT figures, the small number of commuters who use the parkway as a highway could easily be absorbed by alternative routes: Lewiston Rd.-Main St.; Highland Ave.-Eleventh St.-Portage Rd; Hyde Park Blvd; Military Rd; and the I-190. Traveling these routes adds only minutes to the commute. Increasing traffic on the alternatives, including that of visitors, has the potential to help with urban revitalization.

Current vehicle access to the gorge edge at existing scenic vantage points such as the Niagara Gorge Discovery Center, Whirlpool State Park, and Devil's Hole State Park would be maintained with the Partnership proposal. Wheelchair users, the handicapped, the elderly, and others who simply prefer to drive to these locations would still be able to

do so.

That the parkway is damaging to the fragile gorge and river ecology is not in dispute. Five and a half miles of four-lane parkway equals nearly three million square feet of rapid run-off surface. Hundreds of tons of salt are spread annually on this highway; routine herbicide applications to hinder “undesirable” vegetation contributes to this contamination introduced into an environment supporting centuries old white pine and other botanical communities unique to New York State. The NY Office of State Parks, Recreation and Historic Preservation documents 231,738.75 tons of carbon emissions annually from vehicles using the gorge parkway.

Restored natural landscapes along a parkway-free gorge rim would provide economic and environmental potential for our region. It would enlarge the Globally Significant Important Bird Area by over 300 acres, creating a green space attractive to those seeking green vacations. Visitors could select hiking experiences according to their interests: within the gorge itself, or a more casual walk along the blacktop rim path, and wonderful family or group bicycling trips that would incorporate Lewiston and Youngstown as destinations. For more experienced and ambitious cyclers, the ride would extend along the upper river to Grand Island and beyond, and would also link up with the historic Seaway Trail at Lake Ontario.

The eco-tourist market is significant worldwide and clearly represents a niche market for the Niagara Frontier, a new population of tourists over and beyond the number of visitors who travel here annually. Evidence of this is readily available: www.ecotourism.org and www.plantea.com, for example.

How much would this cost and who will pay? The lowest informal estimate we’ve been given is slightly over three million dollars. This was for concrete removal only, not restoration, and is a price that would escalate rapidly if the job were tackled piecemeal. Half of this amount of money has already been wasted on the current unsatisfactory “pilot.” Some potential funding sources: US Department of Agriculture & Forest Service, NorthEast area; the National Park Service; Watershed & Clean Water Stewardship; Greater Buffalo Niagara Regional Transportation Council; EPA Educational to Promote Environmental Stewardship.

Additionally, The Niagara River Greenway Commission recently created by Gov. Pataki, with commitments from the New York Power Authority for millions of dollars in funding, makes this commission the logical body to move this proposal forward. One of its earliest challenges will be to evaluate the rationale of the Niagara Heritage Partnership proposal. We trust that the commission will conclude that establishing a genuine greenway along the Niagara Gorge rim requires the removal of all four lanes of parkway. Without four-lane removal, potential benefits will not be realized.

At the press conference where Gov. Pataki signed the Commission into law, he made positive remarks about Frederick Law Olmsted, saying, “we now have a unique opportunity to reclaim the Olmsted vision of a magnificent waterfront here on the

Niagara Frontier, not so much for ourselves, but for our children and their children. And we are going to do it. We are not going to miss the opportunity we have been given, after 100 years of mistakes.”

The Niagara Heritage Partnership strongly endorses these comments, and we look forward to their being translated into action, to seeing the Olmsted vision become reality.

The environmental groups mentioned by Gov. Pataki as supporting the greenway concept, The Buffalo Olmsted Parks Conservancy, and the Friends of the Buffalo Niagara River, are groups which have endorsed the proposal for Niagara gorge parkway removal and the restoration of natural landscapes.

The Niagara Heritage Partnership proposal is a specific plan for a part of the larger greenway and is also compatible with and complementary to other initiatives for our river, gorge, and region: the establishment of an International Peace Park, a National Heritage Area Designation, a World Biosphere Reserve designation from UNESCO.

Although the NHP proposal involved important elements of habitat restoration, watershed protection, and ecological preservation, it met with little positive response during relicensing talks and negotiations. Part of the reason for this had to do with, we were told, the asserted “ownership” of the property at issue, and part, we assume, because not all stakeholders supported the proposal. In spite of NHP’s large coalition of supporters, we found ourselves thumb tacking a “corrections card” onto a bulletin board well into the process because our proposal had disappeared from the agenda, had been lost. Related studies or assessments we requested, i.e. Devils Hole access road “bridging,” are also absent from the PDEA, though some information included supports our claims and rationale (example, 4-80, under “Land Management Practices.”) Furthermore, NYPA stood silently by, or even facilitated, if not actively, by remaining silent, while the stakeholder NYOPRHP initiated a so-called “pilot project” involving about half of the Moses Parkway between Niagara Falls and Lewiston, New York and then evaluated the pilot, making decisions that adversely impacted the environment, public access to the river and future economic potential. These actions also severely compromised the possibility of fair and unhampered negotiations re the NHP proposal for the parkway.

NHP critiqued OPRHP’s Robert Moses Parkway Pilot Project report, pointing out its faulty reasoning, errors of fact, and failure to adequately address issues of environmental and historical preservation, and especially reclamation, and public access, among others. This critique was entitled “Response to the Robert Moses Parkway Pilot Project Evaluation Report,” and was widely distributed in hardcopy and posted on our website. In spite of this, eight months later (Sept. 2004) “Impediments and Opportunities for the Future Use and Disposition of the Robert Moses Parkway” (pgs 3-53 to 3-64) presented one-sided press releases, concluding remarks from OPRHP, the results from a biased “survey,” and information from other sources, all reinforcing the notion of parkway retention. Absent were opposing views and the alternate vision from NHP.

Further opportunities for discussion were limited or eliminated by the creation (Sept. 2004) of the Greenway Commission (which NYPA immediately funded) and the unilateral cancellation of meetings scheduled by NYPA for late in 2004 and early 2005. NYPA said it hoped the cancellation didn’t cause any “inconvenience.” Inconvenience wasn’t the issue, however. The cancellations signaled that further environmental/greenway negotiations were unnecessary; the NYPA position had already been decided. The Greenway notion with its lofty but generic goals

would be funded, and stakeholders with still unsatisfied concerns would be required to shift their appeals to that venue. It was, therefore, no surprise that the PDEA presented ideas from NHP only in a widely scattered, fragmented, and disassociated format.

The Greenway Commission will formulate a plan for the entire 37-mile length of the Niagara River corridor. Its members will be appointed by Governor Pataki; as of 20 May 2005, the names have yet to be announced; the commission has not yet begun to work; when its recommendations are complete, they will be presented to NYOPRHP, ostensibly for approval and implementation.

Thus the Greenway Commission 1) is an entity which has essentially subverted the relicensing process, ending the necessity of NYPA making decisions in negotiation with the stakeholders involving specifics and details of environmental preservation and reclamation. 2) establishes a favored-stakeholder relationship with OPRHP, whose ill-considered decisions on the gorge parkway demonstrated their inability to make choices best for the environment and restoration, historic preservation and reclamation, and so on. 3) constructs yet another layer of bureaucratic fund-dispersing which will likely function as an impediment to grass-roots organizations whose environmental concerns and proposals are less conflicted by special interests.

The PDEA is unacceptable. It is unacceptable for the reasons presented in the preceding pages, but not limited to them. While the 6.5 miles of the Robert Moses gorge parkway extends beyond the project boundary and was initially constructed as an integral concrete extension of the Power Plant and presented, nearly a half century ago (when environmental awareness was less acute), as a “showcase” highway, a benefit and contribution to nearby communities. Indeed, all four lanes of the parkway have been poured in concrete, as part of the architectural design, across the face of the Power Plant itself, carrying traffic north and south. NHP regards this unrestricted traffic flow as a threat to homeland security, incidentally, and has informed the proper authorities of this concern. We have also documented the environmental degradation the parkway has caused and maintains. In spite of this, NHPA has declined to consider the proposal for its removal. While there’s no requirement that they do so, fundamental fairness demands otherwise, especially since they damaged the gorge ecology, aesthetically and literally, by creating the road in the first place.

It is unacceptable because it has ignored, in favor of political considerations, the environmental benefits that would result from parkway removal. It is unacceptable because it did not examine what environmental reclamation would provide for the gorge rim, especially at Devil’s Hole and for the old-growth forest at DeVeaux Woods. It is also unacceptable because it marginalizes future participation of citizen stakeholders and non-profits in favor of distributing funding among state agencies and municipalities via greenway variations (State Parks Greenway Fund; Greenway Ecological Fund; Greenway Recreation/Tourism Fund in Host Communities, etc.) as if the word “greenway,” together with promised millions, is a magic charm that will assure support of the relicensing application. Last minute alterations to the PDEA by NYPA are insignificant; they do nothing that changes the substance of this response. Because the PDEA is both “preliminary” and a “draft,” if the concerns presented in this response are satisfactorily addressed, support for the relicensing application might be achieved. The Niagara Heritage Partnership does not endorse the PDEA or the relicensing application.

Bob Baxter, Conservation Chair
May 24, 2005

**SUPPLEMENTARY COMMENTS RE AESTHETICS
OF NIAGARA POWER PLANT**

Larry Castellani, Ph.D.

May 2005

It is unclear what they mean by the “architecture of the structure” being “attractive.” From an aesthetic standpoint, of course, I would have to ask what or who it was that was being attracted and with what effect. One could not help, in driving by or through the structure, being “attracted.” But this says nothing about the effect being, in general a positive effect, let alone an aesthetically pleasing, profitable, productive or lasting effect. One may well be so overwhelmed by the grossly huge and all-encompassing impact of the experience that one would have to admit that one is “attracted.” And this would only be in the context of an initial experience of the structure. To experience the “structure” temporally whether in attempting to enjoy the region naturally or living near the “structure,” would be another matter. It would not be an exaggeration to note that the ‘report’ abstracts from the effect of the attractiveness of the “attractive structure” as a temporal event that has a cumulative and enduring effectivity that would not, given the monstrous nature of the structure, continue to attract. In the long run one could only tolerate and endure. Taking into account the “attractiveness” of the structure as a temporal event would require a measurement of the emotional effect of the structure in experiencing the region naturally and temporally. One could not dwell with this structure as one could, say, dwell with or in the Grand Canyon.

As far as the structure being a fine example of quality architecture and landscape architecture, again, I would have to know how they understand such quality. If blending with the environment or expressing the features of the environment were the measure, the Project surely is no Wrightian Fallingwater. But even without such a high standard of comparison, claiming that an artificial blending with one feature of one aspect of the environment aesthetically justifies such an intrusion is, on the face of it, ludicrous.

One might admit that the Plant is a “positive visual component of the Project” but not a positive visual component of the region. Context is everything, temporally, naturally, psychologically and architecturally.

Lastly one would have to measure beauty or aesthetic effect in terms of what one could have otherwise expected ecologically prior to the disruptive impact upon the region of such a structure, not after the fact of what is experiencable after the loss has been forgotten.

Lastly such a justification could only be made as plausible, as opposed to laughable, in the context of a populace that has already been desensitized and conditioned to expect intrusion, environmental discontinuities and, in short, ugliness. The Project does not speak to or address anything of the truth of the environment as an unconcealing, enhancing, expressing or making accessible the healing, restorative and re-creational qualities of nature which “really” attracts without trauma or the shock of awe when an experience is overwhelming for whatever reason. It seems such an intrusion could be justified only if it could in some way replace what it had destroyed with something of comparable value, aesthetically, and not as a pragmatic exchange.

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EDUCATION:

Thiel College
B.A., Psychology/Sociology, 1969
Greenville, Pennsylvania

State University of New York at Buffalo
Ph.D., Philosophy, 1989
Faculty of Education
Department of Social, Philosophical and
Historical Foundations of Education
Buffalo, N.Y.

SCHOLARLY ACTIVITY:

Doctoral Dissertation: "Self-cultivation and Self-transcendence in the Philosophical Hermeneutics of Hans-Georg Gadamer," Dissertation Abstracts, 1989.

Paper: "The Experience of Learning as an Ontological Dimension of Gadamer's Hermeneutics," International Philosophy Symposium, University of Heidelberg, Wissenschaftforum, 'Hermeneutische Gespraechе,' July 8-10, 1989.

Paper: "Liberation as Surrender: Work, Devotion and Non-attachment in the Bhagavad Gita," Himalayan International Institute of Yoga Science and Philosophy, October 10, 1992.

Paper: "Philosophy of Suffering: David Bakan's Disease, Pain and Sacrifice," Himalayan International Institute of Yoga Science and Philosophy, Buffalo, N.Y., April 16, 1993.

Paper: "Myth and Mysticism," Himalayan International Institute of Yoga Science and Philosophy, October 9, 1994.

Lecture: "Psychologizing Politics," Oklahoma City Bombing Forum, College Wide Special Forum, NCCC, Sanborn, N.Y., Spring, 1995.

Essay: "Neo-Populist Federalism: A Context for Defining Community Education Beyond Cultural Diversity and Toward Participatory Democracy,"

Reflections(Journal of the Faculty of NCCC), Vol. I, pp. 42-47, Fall, 1995.

Editorial: "Progressivist Ideology and Populist Politics," in The Spirit, NCCC, March 1996.

Poetry: "Untitled," "Vesperal," and "October Courts," in Reflections, (Journal of the Faculty of NCCC), Vol. II, 1996.

Lecture: “Democracy in Community and Civil Society,” Phi Beta Kappa Induction Ceremony, NCCC, Sanborn, N.Y., Spring 1997.

Editorial: “Ralph Nader: Wrong Road to Power,” in The Spirit, NCCC, April, 2000.

Lecture: “Rush to Judgment: The 9/11 Tragedy,” College Wide Forum, NCCC, September 18, 2001.

Lecture: “The Movement of the Spirit,” College Wide Forum: A Day of Unity and Remembrance of the Aftermath for Faculty, Staff and Students,” NCCC, September, 25, 2001.

Paper: “A Topography of Culture,” NYCEA Fall 2002 Conference, NCCC, Sanborn, N.Y., Sept., 27-28, 2002.

Interview: “Philosophy and Community,” Cable TV, Channel 22, Lockport, N.Y., with Professor Marion Hanigan, Nov. 17, Fall, 2003.

Interview: “Philosophy of Medicine: Complimentary and Alternative Health Care,” Cable TV, Channel, 22, with Lester Robinson, CLU, August 26, 2004.

HONORS AND AWARDS:

Special Commendation for two lectures on “Terrorism and the War in Afghanistan,” awarded by NCCC Faculty Senate for distinguished service.

Who’s Who Among American Teachers 2002

Who’s Who Among American Teachers 2004

Nomination, State University of New York Chancellor’s Award for Excellence in Teaching, March 11, 2004.

TEACHING EXPERIENCE:

1976: “Critical Social Theory and Educational Philosophy,” State University of New York at Buffalo.

1980: “Philosophy of the Nature of Man,” Medaille College, Buffalo, N.Y.

1989- Present:

“Introduction to Philosophy,” Niagara County Community College, Sanborn, N.Y.

“Philosophy of Religion,” Niagara County Community College, Sanborn, N.Y.

“Philosophy of Art, Beauty and Creativity,” Niagara County Community College, Sanborn, N.Y.

“Ethics: Law, Morality and Politics,” Niagara County Community College, Sanborn, N.Y.

TEACHING REPERTOIRE:

1. Introduction to Philosophy
2. Philosophy of Religion
3. Ethics: Law, Morality and Politics
4. Philosophy of Art, Beauty and Creativity
5. Political Philosophy
6. Philosophy of Psychology

COLLEGE COMMITTEES:

1. Multi-Culturalism and Curriculum: 1989-1993
2. College Advisement and Retention Committee: 1994-97
3. General Education Committee: 1993-1999
4. Student Success Committee: 2003-04
5. Faculty Senate: 1994-present

COMMUNITY SERVICE:

1. Meditation classes open to the community
2. Pain Management Sessions: The Star Program Pain Management Group, Sisters Hospital, Amherst, New York
3. Yoga classes for faculty at Niagara Community College
4. Advisor for the Student Philosophy Club, The Lyceum.
5. Advisor for the Student Newspaper, The Spirit
6. Volunteer, Landmark Education Corporation

**PROTECTING THE NIAGARA WATERSHED: RMP
REMOVAL AND RESTORATION OF NATURAL LANDSCAPES**

RMP removal has been forwarded in the relicensing process by two RCC subcommittees: 1) Planning/Economic Development/Watershed and 2) Land-Use/Ecology/Environment. This proposal for removal and restoration is supported by the Seneca Nation of Indians. It is also supported by the Niagara County Environmental Management Council as well as the Erie County Environmental Management Council. Additionally, the proposal for RMP removal and gorge rim restoration is endorsed by thousands of individual citizens, and a broad coalition of 65 organizations, including business groups, bicycling clubs, environmental organizations, Niagara Falls block clubs and others, with a combined membership of well over one million. RMP removal would create waterfront access and significant wildlife habitat, protect the watershed, and create a genuine greenway along this most unique length of river corridor.



View south parkway lanes approaching Whirlpool State Park

5 ½ miles of four lane parkway: nearly three million square feet of rapid runoff surface.



View north, one mile from Whirlpool State Park

Hundreds of tons of salt are spread annually on this highway along the gorge rim. Routine herbicide application to hinder “undesirable” vegetation may contribute to this contamination introduced near an environment supporting centuries-old white pine and other botanical communities unique to New York State. OSPRHP, incidentally, documents 231,768.75 tons of carbon emissions annually from vehicles using the gorge parkway.



View north, land to left of roads is Devil’s Hole State park

A naturally restored gorge rim would add over 300 acres to the Globally Significant Important Bird Area, expanding valuable wildlife habitat, and reclaiming the natural environment of this culturally and historically important landscape.



View north parkway lanes across Power Plant/Lewiston Road, top right

NYPA doesn't own all the land along the Niagara gorge. If, however, vehicles were prohibited from using the parkway lanes over land it does own, across the power plant itself, for example, for security or other reasons, this would essentially eliminate the parkway as a commuter route. Retention of the remaining segments would be less defensible, and removal would be more likely.

Niagara Heritage Partnership
www.niagaraheritage.org