

American River Parkway Preservation Society

Annual Organizational Report

October 1, 2007- September 30, 2008

Mission

**Preserve, Protect, and Strengthen the American River Parkway,
Our Community's Natural Heart.**

Vision

**We want our Parkway, seven generations from now, to be a vibrant,
accessible, and serene sanctuary, nourishing and refreshing the spirit of all
who enter it.**

In This Report:

Section	Page
Organizational Leadership	2
Executive Summary	3
Introduction	4
Governance, Ecoregionalism & Heritage: Executive Summary	8
Public Communication & Education	11
Financial Statement	28
Current Membership Status	30
Strategic Plan (Four Year Review)	31
Conclusion	37
Appendix I: E-Letters	39
Appendix II: Newsletters	70
Appendix III: Planning Position Papers	94

**American River Parkway Preservation Society
Organizational Leadership**

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(2005) Franklin Burris, President
North Sacramento Chamber of Commerce

(2006) Mary E. Tappel, Environmental Scientist
California State Water Board

(2007) Dave Lydick, Deputy Director
American River Parkway & Regional Parks Division

(2008) Rob Kerth, President
North Sacramento Chamber of Commerce

Executive Summary

Our work over the past year accomplished four things: 1) continued our advocacy on the Lower Reach and the concept that helping the poor and distressed person does not have to be at the expense of the adjacent community—which, by allowing illegal camping by the homeless, it has been; 2) continued the community discussion around the concept of the Auburn Dam as the only water storage option able to also protect the integrity of the Parkway which the levees do not, and provide optimal water flow and temperature for the salmon; 3) continued and deepened the discussion around having a nonprofit organization provide daily management of the Parkway; 4) and opened a larger discussion around the enhancement of the recreational, educational, and sanctuary aspects of the Parkway.

We shared with the community the importance of enhancing the recreational, educational, and sanctuary options in the discussion about the future of the Parkway.

Our year-long focus on recreation, education, and sanctuary, resulted in a report that—by examining what other communities have accomplished—provides some policy concepts for public discussion, and moves us closer to a regional-wide embrace of Parkway preservation, protection, and strengthening.

As a policy development organization, our work consists in communicating ideas through available formats, and as this report will show, we have done that. Utilizing daily posting to the Parkway blog, sending open letters to public leaders and editors of local media, having articles published in local media, newsletters and e-letters to membership and community leaders, and the publication of public reports, we hope to enrich public dialogue seeking a comprehensive solution to the problems all agree burden the Parkway; funding, management, and preservation.



Introduction

About the American River Parkway Preservation Society (ARPPS)

The American River Parkway Preservation Society is a 501 (c) (3) nonprofit corporation founded in 2003. The Society's role is to help inform public policy regarding the American River Parkway through the exploration and development of such concepts as:

- providing Parkway management through a nonprofit conservancy,
- developing a financial endowment for funding support,
- building the Auburn Dam for stable water flow and temperature for year round recreation and protection of Parkway habitat and wildlife,
- designating the American River Watershed as a National Heritage Area encompassing the Parkway,
- dramatically enhancing the recreational, educational, and sanctuary resources of the Parkway.

We publish conceptual and policy primer reports annually on *World Rivers Day*—the last Sunday in September—and have now completed the publication of the four reports addressing our five guiding principles:

- September 25, 2005, focusing on the Lower Reach of the Parkway where crime and illegal camping have virtually destroyed the ability of the adjacent community to use their part of the Parkway.
- September 24, 2006 focusing on the Auburn Dam and the environment surrounding the minority community opposition to it.
- September 30, 2007 focusing on governance, eco-regionalism and heritage; calling for daily management of the Parkway by a nonprofit organization, thinking from an eco-regional perspective around environmental issues, and advocating for the establishment of a *Rivers of Gold National Heritage Area*

- September 28, 2008 focusing on recreation, education, and sanctuary, calling for increased public safety in the Lower Reach, financial stability, and adopting a regional vision.

Stimulating thinking about public policy is central to our approach and we will sustain a continued argument about the future of the Parkway in a thoughtful and scholarly manner.

The Society's advocacy programs of public communication, providing research and policy information to leadership, and our annual research and organizational publications are designed to reach a broad and diverse audience.

Our work is focused on five critical issues, addressing each through public education congruent with our guiding principles:

1) Developing effective management with an ability to secure adequate funding for public safety, ongoing maintenance, facility repair, invasive plant management, and restore the beauty and safety once fully enjoyed in the sanctuary of the Parkway.

Our Approach: Years of ineffective management and deferred maintenance have deeply damaged the Parkway and without the development of alternative funding and management structures, it will continue to deteriorate. We propose management by a nonprofit conservancy, building an endowment fund for supplementary funding, and creating a National Heritage Area embracing the Parkway, acknowledging its national importance while attracting greater funding and oversight.

Our Guiding Principle: Preserving the Parkway is not an option, it's a necessity.

2) Relieving the continuing pressure on the river, whether through flooding, illegal sewage discharge, or taking water for new development;

all of which hurts the salmon, other habitat and aquatic life, and ultimately our enjoyment of the Parkway experience.

Our Approach: The Sacramento region is becoming one of the most desirable places to live in the country, so it is not surprising that development continues at record levels. Each new city in our area brings new pressure for growth and more pressure on the optimal water conditions the American River salmon need to thrive. We support the construction of the Auburn Dam to address these issues and to protect the integrity of the Parkway and have authored a report concerning this available on our website.

Our Guiding Principle: What's good for the salmon is good for the river.

3) Restoring the Lower Reach of the Parkway from the habitat devastation, fires, and pollution caused by widespread illegal camping by the homeless; and helping restore a sense of dignity and responsibility within the homeless community.

Our Approach: The dignity of the human person, including the poor and distressed, must always be respected, as also must the dignity of the poor and distressed community. We have collaborated with homeless advocacy organizations, local government, businesses, chambers of commerce, and neighborhood associations to develop a plan providing Parkway maintenance jobs for the homeless. We have authored a report, on our website, on the Lower Reach of the Parkway describing policy options to restore the Parkway for the adjacent communities who have been unable to use it for the past several years.

Our Guiding Principle: (3) Regarding illegal camping by the homeless in the North Sacramento area of the Parkway: Social and environmental justice calls upon us to help the poor and distressed person but not at the expense of the adjacent community to visit the Parkway safely.

4) Bringing the community into a deeper understanding of the great value of the view space of the Parkway and how deeply destructive encroaching into the commons, by development, can be to the Parkway experience.

Our Approach: Given the stunning beauty of the Parkway, it is no wonder people want to build along its edges, even though their homes may visually intrude on the sanctuary of the commons, destroying the sense of being embraced by nature that is the essential Parkway experience. We will work to ensure that restrictions against visually intrusive construction, that are clear and irrevocable, are implemented and embraced.

Our Guiding Principle: If it can be seen from the Parkway, it shouldn't be built along the Parkway.

5) Encouraging the inclusion of responsible usage by new Parkway user groups congruent with the spirit upon which public ownership of a natural resource is predicated.

Our Approach: The Parkway belongs to all of us. It is a community resource. Parkway management plans should contain no absolute restrictions on user activity, rather a process of study and decision-making. There are a variety of new usages that should be under consideration to become part of the Parkway experience, including full access for the disabled, an expanded network of picnic and sitting places, musical concerts, holiday celebrations, off-leash dog walking, mountain biking, inline skating, and additional nature centers.

Our Guiding Principle: Regarding new parkway usages, inclusion should be the operating principle rather than exclusion.



Recreation, Education, & Sanctuary Executive Summary

Our annual research report, *The American River Parkway: Recreation, Education, & Sanctuary, A Vision & Policy Primer* has been posted to our website. Here is the executive summary.

Executive Summary

1) Many Meanings

The American River Parkway means so many things to the many different people who explore it.

For families and their children it is a deep laboratory of educative experience and recreational communion; for bird watchers it is a continually discovering treasury of winged creatures from far and near; to the fisherman a rich harvest of seasonal joy; to the biker, horseback rider, and hiker, a pleasant traverse through beauty close to urban and suburban home.

2) New Parkway Plan

One of the major items we worked on during the initial planning period for the formation of ARPPS in 2002 was to encourage organized advocacy to finally conduct the planning update process that was mandated to be done every five years in the original Parkway Plan of 1985, but had not been done since.

Soon after, the update process began and now is reaching completion—for which we are very happy—and the community should feel some sense of pride in the work that has been done.

The crucial piece of the completion is to ensure that in the future, the update process sticks to the original five year sequence of review and update, as new issues will evolve requiring new planning.

3) Recreation

The most important reality to preserve in the work of the American River Parkway Preservation Society is that of the people to experience the Parkway fully, safely, and enjoyably; to absorb the sanctuary of an approximately 4,600 acre garden along the banks of the American River where families can walk, ride their bikes, ride horses, raft, fish, swim, sun themselves on the beaches and in the parks, play golf, have picnics, bird watch, jog, and just plain sit in a sunny spot and watch the river and people go by.

With horse-drawn carriages, bike rentals from downtown hotels and the increased public safety presence in the downtown and North Sacramento area of the Parkway long advocated for; we can envision people visiting Sacramento, staying in those downtown hotels, venturing out on the Parkway to get to golf courses, outdoor concerts and plays in Discovery Park, Paradise Beach, Sacramento State, Rancho Cordova, Gold River, Fair Oaks Village, Effie Yeaw and other Nature Centers, the Fish Hatchery, Nimbus Lake, old town Folsom, and links that are being established from new developments to the Parkway such as the proposed Folsom South Canal Corridor Plan.

4) Education

The primary educational experience of the Parkway is centered around the Effie Yeaw Nature Center <http://www.effieyeaw.org/> with its multitude of educational events and publications directed towards the deepening of appreciation around the natural resources of the Parkway.

Unfortunately there is only one nature center in a Parkway of about 30 miles stretching from Folsom Lake to the confluence of the Sacramento River and several more are needed.

5) Sanctuary

The central aspect of the value of the Parkway is that of sanctuary, where urban and suburban residents can retreat into the natural environment for recreation, spiritual and psychological refreshment; and buildings (other than nature centers, golf course related structures, the Indian Heritage Center, and public accommodations) should not be allowed.

6) Conclusion

How do we accomplish all of this? How do we preserve, protect, and strengthen our Parkway so that the balance of educational, recreational and sanctuary experience is enhanced for all of us?

We can begin by looking to those parks where this has been done, and to those local resources able to help us get our Parkway to the future we envision: *“We want our Parkway, seven generations from now, to be a vibrant, accessible, and serene sanctuary, nourishing and refreshing the spirit of all who enter it.”*

This year our focus has been on strengthening the Parkway in those daily usage venues—biking—hiking—seeing and appreciating, with a call for a substantial increase in land acquisition and developed recreation areas to strengthen the Parkway’s footprint; and encouraging more and safer usage through a dedicated pedestrian trail freeing up the existing paved trail for bikes only, more picnic areas and park benches for passive appreciation accompanied by easier access for the frail elderly and handicapped,

now virtually excluded, and more nature centers in communities like Rancho Cordova, North Sacramento, Rosemount, and Sutters Landing.

However, the single most important issue impacting recreation, education, and sanctuary, is the lack of public safety, particularly in the lower third area of the Parkway, where illegal homeless camps have been allowed for years, and where even park directors privately warn people not to venture alone.

Public Communication & Education

Weblog

ARPPS maintains a daily weblog at <http://parkwayblog.blogspot.com/> and during our program year, from October 1, 2007 to September 30, 2008 we posted 848 individual messages concerning articles, reports, news items, and event information connected to our mission.

Public Advocacy & Support Letters

1) October 24, 2007

An Open Letter to the Honorable Arnold Schwarzenegger, Governor, The Honorable Don Perata, Senate President pro Tem & The Honorable Fabian Nunez, Speaker of the California State Assembly

We were very pleased to see the encouraging Op/ED from Senator Dianne Feinstein of Sunday, October 21, 2007 where she noted:

"California needs every drop of water possible to ensure a healthy future for our state.

"Yet - unless Gov. Arnold Schwarzenegger, Senate President Pro Tem Don Perata and Assembly Speaker Fabian Núñez come together on a single water bond proposal - California may be left high and dry.

"So I'm urging both sides to sit down, find a compromise and work this out...

"Given our uncertain water future, I believe you've got to allow for surface water storage."

We would heartily second Senator Feinstein's call to work together, and we are very happy to see surface water storage kept on the table in this bipartisan way.

The need for additional water storage, also prevalent in the American River Watershed to protect the American River Parkway and provide optimal conditions for the salmon, has led to our call for the building of the Auburn Dam.

Take care.

Sincerely,

David H. Lukenbill, Senior Policy Director

2) February 1, 2008

Robert & Lyvonne Sewell
2021 C Street
Sacramento, CA 95814

Dear Robert & Lyvonne:

I asked Blair Robertson for contact information for you and he was kind enough to provide it to me.

His January story about your work with people in the Parkway was a wonderful story and I wrote a letter about it that was published in the Bee (enclosed), and have further used the story to remind people of how much the Parkway can mean to all of us.

You appear to be tremendous advocates for the Parkway and I would like to talk to you about being a joint candidate for our annual Parkway Advocate Award.

Please contact me at your convenience.

I've enclosed a brochure that tells more about our organization.

Take care.

Sincerely,

David H. Lukenbill, Founding President &
Senior Policy Director, ARPPS

Cc; dhl
Enclosure: Bee Letter, Brochure

3) February 5, 2008

Ms. Karen S. Klinger
1097 Castec Drive
Sacramento, CA 95864

Dear Ms. Klinger:

I listened to your presentation before the Sacramento County Board of Supervisors today, regarding the proposed tax increase on property owners living adjacent to the Parkway and appreciated it very much.

I thought you might be interested in our recent Press Release on the subject, which is enclosed.

Take care.

Sincerely,

David H. Lukenbill
Senior Policy Director

Cc: dhl
Enclosure: ARPPS Press Release

4) March 26, 2008

Mr. Kevin Johnson
2030 16th Street
Sacramento, CA 95814

Dear Mr. Johnson:

I am pleased to see your entrance into the mayoral race ensuring a lively discussion on the issues important to Sacramento, and I'm particularly happy with the position regarding the American River Parkway you have on your website's Quality of Life page:

“The American River Parkway, for example, is a natural treasure unique to the Sacramento area. Covering miles of pristine trails and precious open space, the parkway needs to be treated like the jewel that it is. I will make it a priority to collaborate with the county and other local governments to ensure the parkway bike trail is well-maintained and safe at every mile and every hour of the day. Parts of the trail that are within city limits are an asset to city residents. As your mayor, I will roll up my sleeves and get to work to ensure it is safe and clean and welcoming to our families.”

I would like to introduce you to our organization by offering you a complimentary membership, (monthly e-letters, quarterly newsletters and periodic planning reports delivered electronically) which we offer to all community leaders.

Take care.

Sincerely,

David H. Lukenbill

Cc: dhl

Enclosure: ARPPS Brochure

Press Releases

1) January 18, 2008

AMERICAN RIVER PARKWAY PRESERVATION SOCIETY (ARPPS)

PRESS RELEASE

**For Immediate Release
January 18, 2008
Sacramento, California**

AMERICAN RIVER PARKWAY FUNDING

Some public resources are so valuable, like the Parkway, that they lend themselves more to acquiring a permanent and dedicated source of supplemental funding through philanthropy rather than taxation.

In light of a new tax being proposed on Parkway adjacent property owners to help fund the Parkway, (see story here <http://www.sacbee.com/101/story/515798.html>) it is a good time to reiterate our position on Parkway funding.

We have advocated that baseline Parkway funding come initially through a Joint Powers Authority (JPA) of the local government entities with an interest in the Parkway and that the JPA contract with a nonprofit organization to provide daily management and supplemental funding for the Parkway through philanthropic efforts rather than taxation.

This method has proven successful with valuable public resources like Central Park in New York and the Sacramento Zoo.

The formation of a JPA as part of the new tax proposal is also being discussed and the JPA model to involve Parkway interested government entities is a very important step in reaching the level of regional involvement with the Parkway necessary for long term stability and we support this effort.

A JPA is being used for similar purposes very successfully in Southern California:

“The San Dieguito River Park Joint Powers Authority was formed as a separate agency on June 12, 1989, by the County of San Diego and the Cities of Del Mar, Escondido, Poway, San Diego and Solana Beach. It was empowered to acquire, plan, design, improve, operate and maintain the San Dieguito River Park. The vision of the River Park is to preserve and interpret the natural and cultural resources of the river valley from the river's source on Volcan Mountain, north of Julian, to the Pacific Ocean in Del Mar”
Retrieved January 8, 2008 from <http://www.sdrp.org/>

An additional two points regarding any new taxes being imposed for the Parkway:

- 1) Sacramento County residents are already being taxed for parks and any new taxes providing service for the county should be approached in the appropriate way, through a county-wide tax proposal which requires a 2/3 vote.
- 2) The Parkway adjacent property tax is essentially unfair as it taxes some property owners for a regional resource benefiting all residents and the Parkway is a regional resource, as reflected in virtually all of the reports about it, and certainly in our membership which includes members from Auburn, Davis, Elk Grove, Folsom, Gold River, Granite Bay, Rocklin, Roseville and Sacramento.

The American River Parkway is an absolutely wonderful resource, and even with the many problems it has, it is treasured by the regional community.

With this deep well of support, it would seem that structuring the opportunity for long-term philanthropic support solely dedicated to the Parkway through a nonprofit organization partnering with a JPA, would be the approach most embraced by the community.

**Organizational Leadership
American River Parkway Preservation Society
Sacramento, California
January 18, 2008**

2) July 18, 2008

PRESS RELEASE

For Immediate Release

July 18, 2008

Sacramento, California

**AMERICAN RIVER PARKWAY PRESERVATION SOCIETY (ARPPS)
ANNOUNCES
2008 SLOBE PARKWAY ADVOCATE AWARD RECIPIENT**

Rob Kerth

The award will be presented to Rob during the ARPPS Board of Directors Awards luncheon January 5, 2009.

Rob Kerth's ties to North Sacramento are directly related to his concerns and outstanding work over the years to ensure the community he grew up in was able to recapture the sense of community he remembers as a youth.

The Kerth family's roots run deep in North Sacramento. Rob's grandfather, William Kerth Sr. founded the iconic North Sacramento business, the Iceland Ice Rink, in 1940 after many years delivering ice on Del Paso Blvd.

Returning from Stanford after receiving his Masters degree in Mechanical Engineering, Rob saw that the community had begun its slow slide downward, and determined to do something about that he entered politics and was elected for two terms to the City council.

The major issue related to the Parkway and North Sacramento has been the emergence of the area as a site of large-scale illegal camping by the homeless, which has led to increased crime in the area, and the inability of the families of North Sacramento to safely enjoy their part of the Parkway.

As a spokesperson for the area, and in leadership roles with the North Sacramento Chamber of Commerce, Rob has spoken out consistently about the illegal camping on the Parkway and the negative impact it has had on the community of North Sacramento.

Working with past recipients of the Parkway Advocate Award, Rob has maintained his leadership role to protect the Parkway and his community, which surrounds one of the Parkway's most beautiful and historic areas.

**Organizational Leadership
American River Parkway Preservation Society
Sacramento, California
July 2008**

Articles Published

**1) October 26, 2007
Sacramento Union (Page 7)**

The Auburn Dam Helps the Parkway

**By DAVID H. LUKENBILL
American River Parkway Preservation Society**

***Editor's Note: The following is a special commentary in favor of building the Auburn Dam.
Tell us what you think—email your opinions to editor@SacUnion.com.***

One of the most contentious issues in local and regional water matters is the Auburn Dam and it will be more so this year with the reported onset of La Nina, the weather phenomenon that creates the conditions in which the flooding rainstorms called the Pineapple Express occurs.

Positions have been staked out on one side or the other (we support building the Auburn Dam) but generally they have all focused on the flood protection or power generating aspect.

Our concern is how it will help the American River Parkway and the salmon in the lower American River.

Building Auburn Dam – in addition to providing 500 year flood protection – will preserve the recreational and natural assets of the Parkway as the building of Folsom Dam helped create them.

Prior to the completion of Folsom Dam in 1956, the American River could be virtually walked across in dry years. However once the dam was built – allowing the river running through it to have regular summer flows – the American River Parkway Plan became viable and it was adopted in 1962.

The power of high water during flood conditions, or Folsom Dam releases to meet increasingly demanding water contracts during dry years has a corrosive impact on the levees, destroying habitat, Parkway recreational assets, and creating dangerous conditions for the salmon.

Heritage trees along the river are being lost, and during even normal rainy seasons – such as the one last winter – much of the area around Discovery Park remained flooded and unusable until spring.

The levees on the lower American River were built close to the river channel to flush the residue from hydraulic gold mining that had clogged the river for years. This has long

been flushed out and lovely communities now surround the land along the river and Parkway, but without a strategy to establish greater control over the American River by building the Auburn Dam, the Parkway will continue to degrade.

The American River Parkway Preservation Society is encouraging Sacramento area public leaders to recognize that the only means for guaranteeing the integrity of the Parkway and the safety of the public it serves is the construction of the Auburn Dam.

We are the only parkway-focused organization advocating this solution.

Our members share a concern about the future of the Parkway and the entire American River Watershed, whose health and effective management are so crucial to the human and natural resources adding so much to our quality of life.

Our enjoyment of a vibrant year-round Parkway, optimal conditions for the salmon, a Folsom Lake full enough for regular summer boating, combined with our vulnerability to a catastrophic flood make the argument to build the Auburn Dam as solid, in our opinion, as the concrete that will hold back the floods.

*David H. Lukenbill is the Senior Policy
Director for the American River Parkway Preservation Society.*

2) April 10, 2008

Guest Commentary Sacramento Bee

<http://www.sacbee.com/110/story/850545.html>

David H. Lukenbill: Scatter homeless housing; don't concentrate sites

By David H. Lukenbill - Special to The Bee
Published 12:00 am PDT Thursday, April 10, 2008

Most people in Sacramento are concerned about how best to help the homeless. All of us hope and pray that the unfortunate folks struggling without homes, and their associated problems, will someday be helped into being able to live a life of security and health.

We at American River Parkway Preservation Society are no exception to this concern, particularly how it impacts the American River Parkway and the adjacent communities.

Helping the homeless is often a devil's bargain, as those who work in the field know all too well, and we can generally divide the homeless into three groups.

First, those who are willing to work and just need some help in getting back on their feet, but have not yet developed the capacity to do so.

Second, those who are mentally ill, require long-term housing and treatment, and generally cannot do much about their situation without medical help.

Finally, those who are alcoholics, addicts (though some would include these in the second group) and petty criminals, who generally will not cooperate with programs offered to them.

Recently, our local government decided to become part of the national 10-year plan to reduce chronic homelessness – a combination of the second and third groups. A key part of the plan is the adoption of the "housing first" model.

Our organization is a supporter of the housing first approach to helping the chronic homeless.

Housing first is built on the common-sense concept that until homeless people are actually housed, they will not have the internal resources to devote toward rebuilding their life.

Housing first specifies two methods of implementation. One is housing and services concentrated in one area, and the other is housing scattered in individual units throughout the community with services delivered by treatment teams.

The concentrated method is particularly destructive of the communities it is housed in, and the examples in the various neighborhoods in our community bear that out.

A recent article in The Bee noted that a south Sacramento neighborhood is concerned about concentrated homeless housing moving into a converted 74-unit apartment complex. They are right to feel concern, as the complex will quite possibly degrade their neighborhood as the concentration of homeless services has degraded the 12th Street and Richards Boulevard area.

The impact of those concentrated services has been spilling over into illegal camping in the parkway, aggressive panhandlers on the K Street Mall and increased crime in both areas.

The other major benefit in the scattered-site approach is that the homeless, rather than being surrounded by other homeless who, in effect, help create and maintain the very same failure-oriented situation they are trying to escape from, are scattered into neighborhoods of regular folks whose influence is much more salutary.

During the formation of this project in Sacramento, our organization advocated for the scattered-site approach to alleviate the illegal camping along the parkway. However, our advice was not taken, and illegal camping by the homeless in the parkway (to stay close to the concentration of homeless services in the 12th Street and Richards Boulevard area) is now spilling over into the midtown areas of the parkway.

The concentrated approach now being pushed in the poor community of south Sacramento will invariably have the same effect on the surrounding neighborhood and commercial district as the existing concentration of homeless services has had on downtown and North Sacramento.

The situation is currently getting worse in the North Sacramento area as there is a major illegal camp along the parkway, clearly visible underneath the Highway 160 at the corner of the Northgate Boulevard exit and Del Paso Boulevard entrance.

Look to your left as you exit from downtown along 16th Street and make the stop at Del Paso Boulevard. This camp has been there for some weeks.

The North Sacramento Chamber of Commerce has been advocating something be done about the illegal camping in its neighborhoods for years, and though periodic cleanups have occurred, the problem keeps falling back into the same rut of decaying neighborhoods, increased crime and a degraded business atmosphere.

We can do better, much better, and our neighborhoods as well as the homeless need us to do better.

We have two suggestions.

The first is to conduct regular sweeps by the police, accompanied by homeless advocate and treatment organization representatives through the parkway to eliminate the illegal camping that is still prevalent.

The second, regarding the implementation of the housing-first approach, is that the scattered-site method, with stringent screening, be used to help the chronic homeless, rather than the concentrated method.

About the writer:

- David H. Lukenbill is CFO and senior policy director of the American River Parkway Preservation Society.

3) September 14, 2008

Guest Commentary Rancho Cordova Post

<http://www.ranchocordovapost.com/2008/09/14/guest-commentary-parkway-plan-update/>

Guest Commentary: Parkway Plan Update

Sep 14th, 2008

**David H. Lukenbill, Senior Policy Director
American River Parkway Preservation Society**

In the December 1985 American River Parkway Plan, an element of the Sacramento County General Plan, ratified by Sacramento County, the city of Sacramento and approved by state legislation: **The Urban American River Parkway Preservation Act**, California Public Resources Code Sections 5840, there was a mandate to review and update the plan every five years to allow for changing circumstances.

When I learned—during a term as president of the American River Natural History Association in 2001—that the Parkway Plan had not been updated since then, I was very concerned, as it was obvious that many of the issues troubling me about Parkway management and funding had not been addressed in a structured and organized way for quite some time.

One of the major items we worked on during the initial planning period for the formation of a new nonprofit advocacy organization—the American River Parkway Preservation Society— in 2002, was to encourage the planning update process to be conducted.

Soon after, the update process finally began and now is reaching completion—for which we are very happy—and the community should feel a certain sense of pride in the work that has been done.

The crucial piece of the completion is to ensure that in the future, the update process sticks to the original five year sequence of review and update, as new issues will evolve requiring new planning.

As of this writing the current schedule for wrapping up the plan's review and vote—Sacramento County Board of Supervisors voted to approve on August 27th— is:

- Sept. 15: Before Rancho Cordova City Council at 5:30 p.m.
- Sept. 18: Before Sacramento City Planning Commission at 5:30 p.m.
- Oct. 7: Before Sacramento City Council at 6 p.m.
- January 2009: Approval required of state Legislature.

However, what has still not been addressed adequately in this updated plan are two of the key issues that threaten the Parkway.

The American River Parkway is the most important recreational area in our region and it has serious financial and public safety issues not being dealt with effectively.

Sacramento County has been running about \$1.5 million annual (\$1,514,787 in the 2005/2006 budget *) Parkway maintenance deficit for years—not to mention their

current county-wide deficit—and illegal camping by the homeless in the lower Parkway has created unsafe conditions for legitimate Parkway users. (* Retrieved September 11, 2008 from <http://www.sacparks.net/our-parks/american-river-parkway/financial-needs-study/docs/ARP-Financial-Needs-Study-Update-2006.pdf> (page vii)

The maintenance deficit impacts the entire Parkway, reducing the ability to keep trails properly cleared, facility repairs and replacements updated, and general clean-up on schedule.

The illegal camping and related crime in the lower Parkway is a serious issue, and it has gotten so dangerous that Parkway directors have recommended people not go there alone—a sad reality long accepted by the adjacent communities of Midtown and North Sacramento—who have been unable to use their part of the Parkway safely, especially if alone.

Though the updated plan does prioritize the response to illegal camping, there are insufficient funds to accomplish this and the only funding response proposed is to increase taxes and fees.

Our solution is twofold:

For financial stability: Create a public/private partnership with a nonprofit organization to manage the Parkway—which could also raise funds philanthropically—via a contract with a Joint Powers Authority of Parkway adjacent cities and the county. This management and fund raising model is being used successfully by the Central Park Conservancy, under contract with the city of New York, and the Conservancy provides 85% of the funding for Central Park. www.centralparknyc.org

For illegal camping by the chronic homeless: Conduct regular sweeps by the police through the Parkway to eliminate the illegal camping, accompanied by homeless advocate and treatment organization representatives, ensuring that warnings are given before the sweeps, any confiscated personal property of the homeless is properly stored for reclaiming and needed services can be offered to the homeless.

We wrote extensively on this issue in our research report from 2005, *The American River Parkway Lower Reach Area: A Corroded Crown Jewel: Restoring the Luster @* www.arpps.org/report.pdf (pages 25-42)

Also, a press release from May 12, 2008 is posted at www.arpps.org/news.html about the homeless issue, and one from January 18, 2008 (same page) about the financial situation.

Letters Published

1) Letter to Editor Sacramento Bee Published October 3, 2007

<http://www.sacbee.com/110/story/405044.html>

One of most flood-prone cities

Re "Waters may rise, but so will region's readiness," editorial, Sept. 29: It is certainly prudent to be prepared for the inevitable flood that will happen in the Sacramento region if we continue to fail developing a flood protection strategy that involves reaching the gold standard of flood protection -- a 500-year level -- as our long-range goal.

But one would think that celebrating the reaching of a 200-year flood level, considering New Orleans had a 250-year level right before it flooded, is somewhat shortsighted.

However, if the eventual goal was reaching the 500-year level, as virtually all other major river cities in the nation have, including Tacoma, St. Louis, Dallas and Kansas City, then it could rightly be announced (and celebrated) as a vital step on the path to optimal protection.

- David H. Lukenbill, Sacramento, Senior Policy Director, American River Parkway Preservation Society

2) Letter to Editor Sacramento Bee Published November 6, 2007

<http://www.sacbee.com/245/story/470611.html>

Make it a Golden Necklace

Re "The tide is turning for river renaissance," Nov. 4: The front page article on the river renaissance was magnificent and reminds us of what a wonderful resource we have that is still in the process of being fully embraced by the community.

We see from the article that there are many groups working on various projects and the implied visionary theme is to think eco-regionally, forming a connection between these projects to allow for a future unbroken trail and parkway experience throughout the county, connecting our three rivers (including the Cosumnes).

A wonderful model here is the famed Emerald Necklace in Boston and perhaps ours, in appreciation of our history, is a Golden Necklace in the making, link by link.

- David H. Lukenbill, Sacramento

Senior Policy Director,

American River Parkway Preservation Society

**3) Letter to Editor
Sacramento Bee
Published January 6 2008**

Feedback letters: Parkway jewel, etc.
<http://www.sacbee.com/110/story/611023.html>

Published 12:00 am PST Sunday, January 6, 2008

Get thee to a river

Re "Call of the wild," Jan. 2: <http://www.sacbee.com/101/story/603383.html> A wonderful story capturing the essence of the American River Parkway, its educational and sanctuary beauty, so needed by those living in the city and so accessible for the children of the urban neighborhoods along its banks.

Robert Sewell and his neighbors who understand the power of the parkway to bring deep joy into the lives of children – and themselves in the process – have embraced it in the truly significant way all of us need reminding of: the powerful and restorative impact it can have on the lives of those living in urban neighborhoods.

In the lower parkway, urban neighborhoods are clustered around the north and south banks of the American River that have long suffered from the excessive litter and illegal camping by the homeless, largely rendering the parkway inaccessible with any degree of safety for the families who could benefit from its natural beauty.

This story helps remind us of how much work has been done to improve the south bank and how important it is to ensure the entire parkway is kept clean and safe for those communities to enjoy.

David H. Lukenbill, Senior Policy Director
American River Parkway Preservation Society (ARPPS)

**4) Letter to Editor
Sacramento Bee
Published February 16, 2008**

<http://www.sacbee.com/110/story/716659.html>

A good plan can deal with this

Re "Supervisors OK homes on bluff above parkway," Feb. 14

<http://www.sacbee.com/101/story/711296.html>

The project on the bluff in Carmichael was correctly approved under the current regulations governing development adjacent to the American River Parkway; but we suggest the regulations could be changed to a more sanctuary-protecting position congruent with our guiding principle: If it can be seen from the parkway, it shouldn't be built along the parkway.

One of the reasons for litigious building regulations is that the 1985 Parkway Plan – the management guidance document ratified by local and state government – was not properly updated every five years as called for in the 1985 plan to keep up with changing development patterns along the parkway.

Consequently, the updating of building rules and regulations needed to help guide public leadership in the awarding of building permits was also not done every five years in tandem with the parkway plan update, helping create the current, litigious-generating confusion.

An update process was finally begun in 2004 (almost 20 years behind schedule) and is due for completion in 2008.

We hope this case will guide public leadership to ensure the new parkway plan update does include clear guidelines for protection of the public sanctuary as well as providing guidance for those private property owners adjacent to the parkway.

- David H. Lukenbill, Senior Policy Director
American River Parkway Preservation Society

5) Letter to Editor Sacramento Bee Published May 21, 2008

<http://www.sacbee.com/110/story/954751-p2.html>

Of mice and men

Re "Rodents shouldn't trump humans in disaster recovery," May 19: David Stirling's commentary <http://www.sacbee.com/110/story/948623.html> is a poignant reminder that we really do need to begin to restore some balance between our shared concern to protect the environment and private property rights, as it has gotten too far out of balance.

The creation of rights for animals is a form of environmental stewardship most people can support, but using those rights to pursue government actions that outweigh the property rights of human beings is going to an extreme few people will support.

We can have both, the protection of property rights and the protection of animal rights, but we need to remember that the balance has to lean toward human beings.

This is an issue similar to what is playing out in the ongoing discussions around the American River Parkway and how much space should be devoted to natural preserve vs. how much to developed recreation.

While both are crucial, the need for more developed recreation to address the needs of all parkway users, including the frail elderly and the disabled, has to become a higher priority.

- David H. Lukenbill, Sacramento, Senior Policy Director, American River Parkway Preservation Society

**6) Letter to Editor
Sacramento Bee
Published June 18, 2008**

<http://www.sacbee.com/110/story/1021391.html>

What a fine energy mess we're in

"If it feels good, do it" – the mantra of the me generation – has been driving our energy and water policy for nearly four decades.

Environmentalists assured us we would be better stewards of nature if we stopped building dams to store water and generate power. They told us that nuclear power plants were dangerous. To protect the environment, oil companies were prevented from drilling off our coasts, or in a remote part of Alaska. Building new oil refineries was opposed because they encourage consumption, damaging the environment.

We were told that tomorrow's energy and water needs could be met with conservation, biofuels, solar, wind, fusion and electric cars. Well, tomorrow is here. Water and power are in short supply, and the mismanagement of our resources has resulted in flooding in wet years and drought in dry ones. Fish die, crops wilt, forests burn and animals starve. Blocking domestic oil production has given us \$4.50 gas, raising the price of everything.

Now the social engineers tell us we'll be better people if we all share the pain. Eat less, stop watering the lawn, ride public transit, flush less, turn the air conditioner off, lower your expectations. Great plan. Everybody feeling good?

- Michael Rushford, Carmichael, President, American River Parkway Preservation Society

7) Letter to Editor
Sacramento Bee
Published September 11, 2008

<http://www.sacbee.com/326/story/1227101.html>

Illegal camping has consequences
Published 12:00 am PDT Thursday, September 11, 2008

Re "Blaze points to homeless" (Our Region, Sept. 7): This article captures many of the concerns that residents near the American River Parkway have been expressing for years about the consequences of illegal camping by the homeless.

While campfires that become wildfires are the recent focus, the public safety issues surrounding illegal camping have plagued the nearby community for some time and are largely responsible for the inability of families to use the area of the parkway safely.

We have supported the housing-first approach to dealing with the chronic homeless, and it has been adopted, but it's years away from making a significant difference.

In the meantime, vigorous sweeps by police accompanied by homeless service programs can help encourage people to connect to the existing services that can help them get off the streets and out of the camps along the river.

Sometimes the best way to help people – and almost all of us want to help the homeless – is through a little tough love.

– David H. Lukenbill, Sacramento, Senior policy director, American River Parkway Preservation Society



AMERICAN RIVER PARKWAY PRESERVATION SOCIETY FINANCIAL STATEMENT

October 1 2007 to September 30, 2008

Public Support & Revenue-All Sources

1. Contributions.....	\$4,720.50
• In-Kind.....	\$4,936.16
2. Special Events.....	\$0
3. Legacies & Bequests.....	\$0
4. Fees & Grants From Gov. Agencies.....	\$0
5. Membership Dues.....	\$0
6. Program Service Fees Net Incidental Revenue.....	\$0
7. Sales of Materials.....	\$0
8. Investment Income.....	\$0
9. Miscellaneous Revenue	\$0
 10. TOTAL SUPPORT REVENUE (Add 1-9).....	 \$9,656.66

Expenses

11. Salaries.....	\$0
12. Employee Benefits.....	\$0
13. Payroll Taxes.....	\$0
14. Professional Fees.....	\$1,770.76
15. Insurance.....	\$0
16. Supplies.....	\$864.00
17. Telephone.... Donated by Consultant	\$124.00
18. Postage & Shipping.....	\$919.00
19. Occupancy.... Office Space Donated by Consultant	\$2,400.00
20. Rental & Maintenance of Equipment Equipment use donated by Consultant	 \$1,200.00
21. Printing & Publications.....	\$231.67
22. Travel..... Travel Expenses donated by Consultant	\$960.00
23. Conferences, Conventions & Meetings.....	\$345.70
24. Specific Assistance to Individuals.....	\$0
25. Membership Dues.....	\$0
26. Awards & Grants.....	\$164.10
27. Miscellaneous.....	\$0
28. TOTAL EXPENSES (Add 11-27).....	\$8,979.23
29. Board Designations for Future Specifics.....	\$0
30. TOTAL EXPENSES FOR BUDGET PERIOD FOR ALL ACTIVITIES (28+29).....	 \$8,979.23
31. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY RESTRICTED FUNDS.....	 \$0
32. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY UNRESTRICTED FUNDS (30-31).....	 \$8,979.23
33. EXCESS (DEFICIT) OF TOTAL SUPPORT & REVENUE OVER EXPENSES (10-32).....	 \$677.43
34. Depreciation of Buildings & Equipment.....	\$0
35. Major Property & Equipment Acquisitions.....	\$0

AMERICAN RIVER PARKWAY PRESERVATION SOCIETY BUDGET NARRATIVE

Revenue

1. Contributions: (Membership Donations):	Total \$4,720.50 (48.88%)
• In-Kind.	Total \$4,936.16 (51.11%)
2. Special Events:	\$0
3. Legacies & Bequests:	\$0
4. Fees & Grants from Government Agencies:	\$0
5. Membership Dues: (Listed as Contributions)	
6. Program Service Fees Net Incidental Income:	\$0
7. Sales of Materials:	\$0
8. Investment Income:	\$0
9. Miscellaneous Revenue:	\$0
10. Total Support Revenue:	\$9,656.66 (100%)

Expenses

11. Salaries: Total \$0	
12. Employee Benefits: Total \$0	
13. Payroll Taxes: Total \$0	
14. Professional Fees: Capacity Building Consultant: \$1,450.00 (15.01 % of revenue), Website Maintenance: \$320.76 (3.32% of revenue); Total \$1,770.76 (18.33% of revenue)	
15. Insurance: Total \$0	
16. Supplies: Total \$864.00 (8.94% of revenue)	
17. Telephone: Donated by Consultant (valued at \$124 annually) Total \$124.00 (1.28% of revenue)	
18. Postage & Shipping: Stamps for mailing of newsletters, and membership development mailings, Total \$919.00 (9.51% of revenue)	
19. Occupancy: Home office space donated by Consultant, (Valued at \$2,400 annually, 200 sq. ft @\$1.00 per sq ft. monthly) Total \$2,400.00 (24.85% of revenue)	
20. Rental & Maintenance of Equipment: Use of Equipment donated by Consultant (valued at \$1,200 annually, \$100 monthly rent) Total \$1,200.00 (12.42% of revenue)	
21. Printing & Publications: Envelopes, stationary, photo copying, document copying, books, Total \$231.67 (2.39% of revenue)	
22. Travel: Donated by Consultant, (valued at \$960 annually, .40 a mile @ 200 miles a month) Total \$960.00 (9.94% of revenue)	
23. Conferences, Conventions & Meetings: Lunch Board Meetings, Annual Event, Chamber Meetings, Total \$345.70 (3.57% of revenue)	
24. Specific Assistance to Individuals: Total \$0	
25. Membership Dues: Total \$0	
26. Awards & Grants: Award Plaque Parkway Advocate Total \$164.10 (1.69% of revenue)	
27. Miscellaneous: Total \$0	
28. TOTAL EXPENSES (Add 11- 27) \$8,979.23 (92.98% of revenue)	
29. Board Designations for Future Specifics: Total \$0	
30. TOTAL EXPENSES FOR BUDGET PERIOD FOR ALL ACTIVITIES (28+29):	\$8,979.23
31. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY RESTRICTED FUNDS:	\$0
32. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY UNRESTRICTED FUNDS	\$8,979.23
33. EXCESS (DEFICIT) OF TOTAL SUPPORT & REVENUE OVER EXPENSES (10-32)	\$677.43
34. Depreciation of Buildings & Equipment: \$0	
35. Major Property & Equipment Acquisitions: \$0	

American River Parkway Preservation Society Current Membership Status

FINANCIALLY SUPPORTING MEMBERS

The membership composed of students, individuals, families, businesses, nonprofit organizations, chambers of commerce, and foundations that provide financial support on an annual or one-time donation basis.

Subtotal **386 members**

Retention Rate **53%**

HONORARY LIFETIME MEMBERS

Honorary memberships given to students, individuals, families, businesses, nonprofit organizations, chambers of commerce, and foundations that have provided extraordinary support to the organization.

Subtotal: **30 Members**

HONORARY LEADERSHIP MEMBERS

Memberships given to individuals in public leadership roles related to the Parkway.

Subtotal: **222 Members**

ADVISORY GROUP MEMBERS

The membership comprised of community members who have donated time and support working on one of several committees and/or advisory groups, or who are part of a community leadership group.

Subtotal: **37 members**

TOTAL MEMBERSHIP **675 members**

**American River Parkway Preservation Society Strategy
July 1, 2004 – June 30, 2009
Preserving the American River Parkway:
For as long as the river runs through it**

**Fourth Year Review
October 1, 2007- September 30, 2008**

[The strategy is copied as it is on our website, and our work in 2007-2008 in each area, is noted under the Action Taken (2007-2008) headings throughout the strategy.] *David H. Lukenbill, September 30, 2008*

Introduction

The leadership in our community has a responsibility to reach above all of the recent confusion about the Parkway and create a vision that preserves, protects and strengthens this treasured resource in perpetuity.

This strategy is our contribution to that effort, and relies on using and adapting existing organizational and funding structures, which can:

- Provide permanent funding
- Provide effective management

Implementing this plan will not be easy, but we believe our public leaders can rise to the task of creatively assuming the responsibility vested in them by the public, and provide community leadership to preserve, protect, and strengthen this national treasure.

We, our children, and generations yet to come, are counting on them to do exactly that.

Strategic Summary

The American River Parkway is the most valuable natural resource in our community and one of the most valuable in the nation. To preserve it, building on the foundation of our five guiding principles, we propose the following:

(1) Preserving the Parkway is not an option, it's a necessity.

- Work to ensure a long-term funding goal of building a permanent financial endowment for perpetual Parkway funding support.

Action Taken (2007-2008): Press Release January 18, 2008 *American River Parkway Funding*

- Work to ensure the creation of the American River Parkway as the *Rivers of Gold* National Heritage Area, a program of the National Parks Service, but locally managed by a nonprofit conservancy.

Action Taken (2007-2008): The idea has been explored on our blog.

National Heritage Area status, while allowing Parkway land ownership to remain as is, and allowing for a local conservancy to manage the Parkway, would ensure a federal funding stream long enough to develop endowment funding, and provide additional benefits that national stature endows upon a natural resource.

- Work to ensure an existing [or create a new one] nonprofit conservancy assumes management of the Parkway, recruiting executive leadership with academic and experiential credentials in nonprofit administration and fund development, and embrace social enterprise fund raising strategies proven successful in other parks.

A local management conservancy can build a fund development strategy of committed local leadership and social entrepreneurship, through targeted capacity building of Parkway organizations and related social enterprise ventures compatible with the conservancy mission.

Action Taken (2007-2008): In articles, letters to the editor, e letters and newsletters, and meetings, we have presented the public and community leadership with information by referring to existing arrangements such as New York's Central Park Conservancy and the Sacramento Zoological Society.

(2) What's good for the salmon is good for the river.

- Work to ensure the availability of whatever amount of water is needed to ensure optimal flow and temperature for the salmon.

To provide optimal water temperature and water flow for the salmon, it is necessary to increase the water storage capacity of the American River Watershed, providing cooling waters and increasing or decreasing flow when needed. While the suggested increase of the water storage capacity of Folsom Dam will benefit the salmon, the community should be prepared to further increase water storage capacity, if needed. The increased pressure on the river, (primarily population-driven), will eventually destroy the river's capacity to provide the salmon the optimal conditions they need.

Action Taken (2007-2008): In addition to an article October 26, 2007 in the Sacramento Union, *The Auburn Dam Helps the Parkway*, we have continued this major focus this year in letters to the editor, blog postings and our newsletters, consistently raising the policy issues we felt to be most effective in meeting the objective of providing adequate water storage through the construction of Auburn Dam to allow for controlled water flow and temperature.

(3) Regarding illegal camping by the homeless in the North Sacramento area of the Parkway: Social and environmental justice calls upon us to help the poor and distressed person but not at the expense of the adjacent community to visit the Parkway safely.

- Work to ensure all stakeholders realize public safety and compassion for the homeless, illegally camping in the Parkway in North Sacramento, should be equal responsibilities addressed by Parkway management, homeless advocacy organizations, and local government.

The public safety issue must be of equal concern to helping the homeless. Rapes, murders, beatings, assaults, and robberies occur regularly in the North Sacramento area of the Parkway, and many in the North Sacramento community are justifiably fearful about venturing into it. As a community, we can never give up on the vision that public compassion and public safety are compatible concepts.

Action Taken (2007-2008): In addition to writing the Guest Commentary, *Scatter Homeless Housing, Don't Concentrate Sites*, which was published in the Sacramento Bee on April 10 2008, we have continued to raise the issue through e-letters, blog postings and newsletters.

Action Taken (2007-2008) We accepted an appointment to the Interagency Council to End Homelessness to help address illegal parkway camping by the homeless.

(4) If it can be seen from the Parkway, it shouldn't be built along the Parkway.

- Work to ensure visual intrusion by new development is absolutely prohibited forever, with no mitigation.

Private property owners are not to be faulted for wanting to build large homes or commercial buildings along the Parkway, as it offers some of the most beautiful development sites in our area. However, none of us wants to see the Parkway become Malibuized. Confusion about the building regulations, as now exists, encourages that type of development. National Heritage Area status and the accompanying elevation in oversight will begin to offer the type of protection from visual intrusion caused by new development that current, virtually unregulated, Parkway development is now threatening.

Action Taken (2007-2008): We have been mentioning this issue in letters to the editor, e letters and blog postings.

(5) Regarding new Parkway usages, inclusion should be the operating principle rather than exclusion.

- Work to ensure local public ownership and local conservancy management operate under the guiding principle that the Parkway belongs to all of the people, who have an inalienable right to recreate within the commons.
- Work to ensure there are designated seats on the Parkway conservancy management board of directors for organized recreational and sports users, as well as other organized stakeholders.

As a locally managed National Heritage Area, the management position regarding use of the Parkway will become more inclusive. We will encourage a local conservancy management structure that incorporates all stakeholders and brings organized, responsible users to the decision making process by creating designated seats on the conservancy board of directors. We all want to encourage responsible usage of the Parkway, as legitimate usage is the best antidote to illegitimate usage.

Action Taken (2007-2008): This has been our major focus this year and is the subject of our research report and we have been mentioning these issues throughout the year in e letters, blog postings, newsletters, articles, and letters to the editor.

Implementation Summary

1) Build a critical mass of public support for creating the American River Parkway National Heritage Area with local management, endowed funding, and folding the five guiding principles of the Society into management's mission.

- **Society Leadership and Membership:** Through a continual campaign of informational mailings, public presentations, meetings, fund development, and ongoing community marketing, we will work to build a Society leadership team representative of the community, and a stable membership base of at least 5,000.

Action Taken (2007-2008): Communications & Marketing included:

- 1) *Recreation, Education, Sanctuary* Report (September 2008)
- 2) Quarterly newsletters (July, October, January & April),
- 3) 13 e letters to community Parkway leaders and ARPPS members,
- 4) 2 Press Releases, 3 Articles Published, (1 in Sacramento Union, 1 in Sacramento Bee, 1 in Rancho Cordova Post)
- 5) 7 Letters to Editors Published, in Sacramento Bee
- 6) Parkway website
- 7) Daily weblog site (848 postings)
- 8) 1,350 membership solicitation mailings to the community resulting in 21 new members and 1 one-time donation.

This resulted in 675 members as of September 30, 2008

2) Educate the relevant communities: business, religious, educational, public, nonprofit, and government, of the value of the strategy and ask for their help in implementing it.

- **Business Community:** Working with chambers of commerce within the Parkway community, we will work to establish a Parkway task force in each chamber, whose charge is to understand the national heritage value of the river and Parkway, as well as the contribution of a safe and accessible Parkway to the economic vitality of the region.

Too few people know that the Parkway is an economic engine that generates an estimated \$364,218,973 in annual economic activity in the local economy.(2006 figures) We will also work to involve local business in the development and maintenance of additional Parkway nature centers, encouraging a local community building and co-creation process that will enhance responsible usage of the Parkway.

Action Taken (2007-2008): Chaired American River Parkway Task Force of the North Sacramento Chamber of Commerce and presented the idea of a new nature center for the Lower reach area.

Action Taken (2007-2008): Membership in Auburn Dam Council.

- **Religious Community:** We will work with the interfaith pastoral leadership of the region's religious communities to help create a pastoral letter on the value of the American River Parkway to our community and the nation, by embracing all ethnic and cultural groups whose history helped build our Parkway heritage and our spiritual and reflective life. As one model for this we would look to, *The Columbia River Watershed: Caring for Creation and the Common Good*, an International Pastoral Letter, by the Catholic Bishops in the United States and Canada.

Action Taken (2007-2008): Occasional mention of the religious perspective in blog postings and e-letters.

- **Educational Community:** The educational community will be encouraged to become involved in academic research enriching the National Heritage Area status and the importance of the Parkway to our region. As a National Heritage Area, the Parkway can become a major ground of environmental, biological, natural resource, park and greenway management research that will help grow the capability of the community to preserve this national resource.

No Action Taken (2007-2008):

- **Public Community:** Public forums will be encouraged to clarify the problems facing the Parkway, the advantages of creating a National Heritage Area under local management with endowed funding, and the strategy of implementation.

The public, as the major supporter and user of the Parkway, needs continual information about the great treasure we have in our midst, and the increasing importance of preserving its natural and created beauty for future generations.

No Action Taken (2007-2008)

- **Nonprofit Organizations:** Nonprofit organizations working to preserve regional history, and Parkway organizations, will be encouraged to join together to help create a National Heritage Area. We will provide capacity building resources about social enterprise concepts, strategic planning, fund development, board development, communications & marketing, the benefits of collaborative management, and how to become more closely aligned to the ongoing community needs and issues throughout the entire Parkway.

Action Taken (2007-2008): Honorary memberships were extended to leaders of other community organizations, government entities, and other community groups working on Parkway issues.

- **Government:** Working with public leadership, we need to establish the case for creating the American River Parkway National Heritage Area, managed by a local non profit conservancy. Public leaders can help develop long-term funding for the Parkway, by working with community leadership to develop and build the capacity of conservancy management. Public officials will be encouraged to bring their leadership to the planning process and support the designating of the American River Parkway as a National Heritage Area.

Action Taken (2007-2008): 4 advocacy letters sent to various government leaders.

Action Taken (2007-2008) We accepted an appointment to the Interagency Council to End Homelessness to help address illegal parkway camping by the homeless.

Review & Update

- This plan is scheduled to be reviewed and updated every five years.
-
-

Conclusion

It has been an interesting year, largely positive, but with a couple of steps back in terms of the policy issues we advocate.

Public safety on the Parkway was beginning to be addressed after a few years (2003-2006) of fairly good press on the illegal camping situation in the lower third of the Parkway, it appeared that in 2007 the tide might be turning, but over the past year or so it has reverted; and even with all these setbacks:

- the trestle fire apparently set by a homeless camper
<http://parkwayblog.blogspot.com/2007/08/innocent-till-proven-guilty.html> ,
- the murders in the Parkway <http://parkwayblog.blogspot.com/2008/05/illegal-camps-in-parkway-claim-another.html>
- and another homeless camp
<http://parkwayblog.blogspot.com/2008/09/homeless-camp-murders-update.html>
- the rape in River Park apparently by a homeless person
<http://parkwayblog.blogspot.com/2008/09/parkway-vicinity-rape-reward-offered.html>,
- the panhandler who shot the disabled person
http://parkwayblog.blogspot.com/2008/09/panhandler-shoots-disabled-person_25.html
- the continued fires in the Parkway many feel are caused largely by homeless campers <http://parkwayblog.blogspot.com/2008/09/homeless-parkway-fires.html>

- All complicated by law suits claiming the homeless have the right to camp in public <http://parkwayblog.blogspot.com/2007/08/homeless-law-suit.html>

We still feel it is an issue that will eventually be addressed satisfactorily, and indeed one candidate for mayor has raised public safety on the Parkway as an issue he would tackle <http://parkwayblog.blogspot.com/2008/10/illegal-camping-change-coming.html> .

ARPPS accepted an appointment to the **Interagency Council to End Homelessness** <http://www.communitycouncil.org/homelessplan/interagency.html> to help address illegal Parkway camping by the chronic homeless.

Auburn Dam appears in trouble <http://parkwayblog.blogspot.com/2008/05/auburn-dams-death.html> but has survived many threats and remains the best option to provide the needed water at the proper flow and temperature optimal to the salmon's health.

All in all, a very interesting year!

APPENDIX I

ARPPS E Letters (October 1, 2007 to September 30, 2008)

American River Parkway Preservation Society

E-Letter #63: October 3, 2007

Letter Published in the Bee Today

Letter to Sacramento Bee Editor (Published October 3, 2007)

<http://www.sacbee.com/110/story/411444.html>

One of most flood-prone cities

Re "Waters may rise, but so will region's readiness," editorial, Sept. 29: It is certainly prudent to be prepared for the inevitable flood that will happen in the Sacramento region if we continue to fail developing a flood protection strategy that involves reaching the gold standard of flood protection -- a 500-year level -- as our long-range goal.

But one would think that celebrating the reaching of a 200-year flood level, considering New Orleans had a 250-year level right before it flooded, is somewhat shortsighted.

However, if the eventual goal was reaching the 500-year level, as virtually all other major river cities in the nation have, including Tacoma, St. Louis, Dallas and Kansas City, then it could rightly be announced (and celebrated) as a vital step on the path to optimal protection.

David H. Lukenbill, Senior Policy Director
American River Parkway Preservation Society

The editorial commented on can be accessed here:
<http://www.sacbee.com/110/story/405044.html>

American River Parkway Preservation Society

E-Letter #64: October 22, 2007

Senator Dianne Feinstein on Dams

Dams Provide One Key Element for State's Future Water Supplies

**San Jose Mercury News
Sunday, October 21, 2007**

California needs every drop of water possible to ensure a healthy future for our state.

Yet - unless Gov. Arnold Schwarzenegger, Senate President Pro Tem Don Perata and Assembly Speaker Fabian Núñez come together on a single water bond proposal - California may be left high and dry.

So I'm urging both sides to sit down, find a compromise and work this out.

Here's the good news: Both sides in Sacramento recognize the need for action. Schwarzenegger has a plan to rebuild California's water infrastructure, as do Perata and Núñez.

Both plans provide for conservation, recycling and local solutions to water quality and supply issues. Any effective plan needs these features.

But the key difference is this: The governor's plan allows for surface water storage - where it is economically feasible and beneficial - while the Perata/Núñez plan does not.

Given our uncertain water future, I believe you've got to allow for surface water storage.

This could help increase our water supplies and help restore the ailing Sacramento-San Joaquin River Delta. Three of the projects contemplated - Sites Reservoir, Los Vaqueros and Temperance Flats - have the potential to produce new fresh water to help the deteriorating delta water ecosystem.

I've spoken to both sides and urged them to reach an agreement.

I'm no water expert. But I've legislated long enough in the field - rebuilding our levees, restoring the San Joaquin River and ensuring adequate water for farmers - to have learned that there are certain significant facts that must be grappled with:

- California is largely a dry state. To be sure, we get bursts of precipitation in the northern part of the state during winter months. So it's absolutely critical that we be able to save that water from the times when it is wet, and be able to move it to the places that need it when it is dry.
- California has an insatiable thirst for water. We've got 37 million people now, and more and more people come every day. Yet, we essentially have the same water infrastructure that we had when we were 16 million people. Where are we going to find

enough water for residents, for fish, for farms? Conservation and recycling are critical, but will not be enough.

- I just visited Santa Clarita, a booming city just north of Los Angeles. A developer came up to me at a town hall event and said he is building a new community of 20,000 homes. I asked the question: Where does the water come from? And this question is being asked in every fast-growing community across the state.
 - We've got a melting Sierra Nevada due to global warming, which will only reduce our water supplies. As a result of global warming, two-thirds of the Sierra Nevada snowpack may disappear. That's an amount sufficient for 16 million people. Where, in the future, will this water come from if we can't store water from wet years to use in dry years?
 - Lake Tahoe is a harbinger of what's to come for the rest of the state. A recent report found that, since 1911, the percentage of precipitation that falls as snow has dropped by 18 percent. And we will see similar trends across the state.
-

So what should be done?

This fight can't turn into one based on political, regional or economic differences - north vs. south; west vs. east; farms vs. fish; Republicans vs. Democrats.

We need to see the state as a whole. That means protecting all those things that make our state great - our precious environment; our agricultural industry, the largest in the nation; our great cities; and our economic growth.

If there are two conflicting proposals, the likelihood is that both will go down to defeat.

So my message is this - find a solution that ensures that California has an adequate water supply for the future. Doing nothing is not an alternative.

So we must have a plan that includes conservation, recycling, desalination, groundwater recharge and, yes, surface storage. There is no one silver bullet. All must be done to ensure that California is not left scrambling for water.

Retrieved Monday October 22 from:

<http://feinstein.senate.gov/public/index.cfm?FuseAction=NewsRoom.OpEds>

American River Parkway Preservation Society

E-Letter #65: November 9, 2007

**Sacramento's Homeless Community:
It's Okay to Camp in the Parkway**

What this article in the Sacramento Bee today validates is that from the police helpfully patrolling their camps in the American River Parkway, the courts allowing their illegal camping to continue, and the homeless agencies who feed them and provide daily supplies; the fate of the poor communities of North Sacramento that have been unable to use their part of the Parkway for so many years due to large scale illegal camping, is, tough luck; that part of the Parkway belongs to the homeless and the downtown Sacramento establishment wants to keep it that way.

The community of North Sacramento, the North Sacramento Chamber of Commerce, and our organization, has been advocating against this sad state of affairs for years, but other than momentary publicity and temporary clean-ups, little has changed; as we can tell by these photos of well established camps patrolled by the police, as the headline says “aiding the inhabitants, enforcing the law”.

Here is the link, photos and article: <http://www.sacbee.com/101/story/480393.html>



Sacramento Police Officers Mike Cooper, left, and Mark Zoulas walk through a homeless encampment Wednesday on the American River as Steve, a resident who didn't want to give his last name, prepares a meal. "You see all kinds of good every day," Zoulas observed. "I love my job." Anne Chadwick Williams /awilliams@sacbee.com



Officer Mark Zoulas visits the American River encampment of Candice Moran, who wanted to show him how she and others had been cleaning up the river bank. Anne Chadwick Williams / awilliams@sacbee.com



Sacramento Police Officer Mark Zoulas engages in some traditional police work, booking a homeless woman into the Sacramento jail on Wednesday for allegedly assaulting an officer with Mace. Anne Chadwick Williams / awilliams@sacbee.com



Greg Carr, who is homeless, asks Officer Mark Zoulas to monitor the community service he must perform. "Sure," Zoulas responded. Anne Chadwick Williams / awilliams@sacbee.com

Officers to the outcast

Two Sacramento cops patrol homeless camps, aiding the inhabitants, enforcing the law – and loving what they do

**By M.S. Enkoji - menkoji@sacbee.com
*Published 12:00 am PST Friday, November 9, 2007***

The patron saints of Sacramento's homeless population wear badges and carry guns.

Batman and Robin is how they're known on the street.

Every day, two Sacramento police officers engage with those on society's margins who few others will even acknowledge. They listen to the mentally disturbed, they counsel the hopelessly addicted, they keep track of the itinerate drifter.

They love it.

"You see all kinds of good every day," said Officer Mark Zoulas, 50, the Batman. "I love my job," he said, a boyish, bearish 27-year-veteran of the force.

In the seemingly endless debate over what we should do for homeless people, Zoulas and his partner, Officer Mike Cooper, just do it.

They make arrests, for sure. But they also give rides for court dates. They buy Egg McMuffins. They hand out Christmas bundles.

They lend a buck here and there – and get it back, now and then. They gain trust. They keep order out there.

After Union Pacific Railroad recently told an impromptu camp of homeless people to leave its northern Sacramento property, the two officers stepped in as informal liaisons, reassuring the dozens of illegal campers that the government and nonprofit agencies who came to the vacant lot bearing motel vouchers were there to help.

As people signed up for free two-night stays this week in local motels and climbed into vans for at least a temporary reprieve from the threat of citations, Zoulas and Cooper mingled at the edge of the field, chatting and joking with people.

They asked the officers what will happen if they come back to the vacant lot; will their stuff be all right? Questions that only Zoulas and Cooper could answer to their satisfaction.

"Hey, Batman. Hey, Robin," came the greetings. "Thanks, you guys," people murmured in parting.

"We know all their names," said Cooper, 43, a 17-year veteran. It's hard to disrespect someone who has bothered to learn your name, lent an ear to your story, even if he's hauled you in for too many missed court dates.

Cooper has partnered for seven years with Zoulas, who has worked the beat for 10. They know their people so well, they can recognize them prone on a blanket spread out on the sidewalk – especially if their warrants are piling up.

In the last decade, almost by default, Zoulas and Cooper melded what is called "problem-oriented policing" duties into a unique speciality because of the population they encountered on their beat, said Lt. Don Reahm, their supervisor.

Their beat includes the northern part of the city where homeless people are deeply entrenched because of secluded stretches of the American River, industrial neighborhoods and several social service agencies.

The two are still cops, primarily responsible for enforcing the laws, including trespassing and loitering, Reahm said. But their holistic approach is lowering crime and complaints, he said.

Veterans with congenial personalities and an intelligent approach, they can display patience and compassion and still enforce the law, he said,

"They're the best at what they do," Reahm said.

When a homeless woman they knew drove away from Loaves & Fishes this week in an older sedan with out-of-state license plates, they got suspicious.

"Where'd she get a car?" Cooper mused as he ran the plates. They came back registered to a man wanted for armed robbery. Within hours, an officer fished him out of the tent city on railroad property where he apparently thought he could hide out, cleanshaven, in street shoes and slacks.

Zoulas and Cooper cruise streets in a black and white marked sport utility vehicle, windows down, ready to wave.

"Hi, Cheyenne. What's up?" Zoulas called out on a late morning this week.

If Zoulas pulls to a stop, more often than not, men and women belly up to the vehicle, casually leaning crossed arms on each door for a chat.

"Anyway, long story short," began Greg Carr as he explained his dilemma to Zoulas, who listened intently in the driver's seat. Carr, 51, homeless for eight years, needs to fulfill eight hours of court-ordered community service.

With three layers of clothing on, the last a Midas jacket, as in "Trust the Midas Touch," Carr wears a can opener around his neck.

He wanted Zoulas to be his supervisor, the person who monitors his community service and signs his court papers, a common request of the two. "Sure, sure," Zoulas responded, proposing a cleanup stint at Loaves & Fishes.

That over, Carr told Zoulas and Cooper about his plans to run for mayor next year.

"By the way, I have to register to vote," Carr called out, grinning as Zoulas pulls away.

Zoulas nosed the vehicle along the American River Parkway, where down the levee a hidden subculture thrives. Along the tree-lined riverbank, shelters fashioned from plastic tarps emerge from the brush as they hike down dirt paths to check on things.

Candice Moran, 40, who lives in one of these shelters, tied up her dog after it rushed the two officers. Cancer is eating its way into her stomach and kidneys, she said, but she manages to get treated at a hospital.

She wanted to arrange transportation for a friend's court date with the officers. And, she wanted to show off the heaps of garbage that she and others had been cleaning up along the bank.

"They're top-of-the-line cops," she said. Dressed in a fleece pullover and sturdy shoes, she escorted the officers through the woods. "They don't look down on us. I have a lot of respect for these guys."

In another camp a short distance away, John Kraitz, gangly and barefoot, worked on a bike in front of his wooded shelter as he greeted the officers.

Kraitz, 53, who must have had promise in another life, talked to them about Patagonia and the mysterious oceanic forces where the Atlantic meets the Pacific in South America.

As he handed Zoulas his cat, Chairman Meow, Kraitz lamented the loss of the beat cop.

"These guys are beat cops," he said. "They know the people they're dealing with. I don't think they're out here to do harm."

About the writer:

- Call The Bee's M.S. Enkoji, (916) 321-1106.

Retrieved Friday, November 9, 2007 from
<http://www.sacbee.com/101/story/480393.html>

American River Parkway Preservation Society

E-Letter #66: December 26, 2007

**Sacramento Downtown Development:
Too Monocentric?**

An important insight concerning development that has not yet been understood by local leadership is that noted by Bogart (2006):

“The dominant intellectual approach to describing cities during the twentieth century was the *monocentric city* model. In a monocentric city, all commercial and industrial activity takes place in the central business district, while the rest of the city consists of residential areas. This description was reasonably accurate as recently as 1950 in most cities...

“Even by 1960 observers such as Jane Jacobs and Jean Gottman had discerned a new structure for metropolitan areas, although popular interpreters of their work have neglected this insight. This new structure was called the *polycentric city*, in recognition of the multiple centers of economic activity that now comprised the metropolitan area. While some people have recognized this change for more than forty years, it still has surpassingly little impact on the design of public policy.” (p.9)

Sacramento is a text-book example of this thinking with the over-focused approach to the Sacramento downtown area’s development as somehow the key to the region’s well being while the suburban areas of Arden Arcade, Citrus Heights, Elk Grove, Folsom, and Rancho Cordova, develop into thriving centers of their own virtually unrelated to what occurs in downtown Sacramento unless their residents happen to work there.

The impact this has on the planning around the Parkway is also significant, from the virtual giving over of its section to homeless encampments by downtown Sacramento interests, to the desire on Rancho Cordova’s part to revitalize its section for the enhanced recreational and enjoyment of the natural setting envisioned by the Parkway founders, destroying the congruence many, including our organization, see as the optimal future of the Parkway.

Given that the urban regions in question all lie within the boundaries of Sacramento County, one would naturally expect that entity to play a leading role in planning that could bring the differing regions together around the one area they share, the Parkway.

Bogart, W. (2006). *Don’t call it sprawl: Metropolitan structure in the twenty first century*. New York: Cambridge University Press.

American River Parkway Preservation Society

E-Letter #67: January 6, 2008

ARPPS Letter Published in Sacramento Bee Today



Robert Sewell swings out over the American River on to enjoy the view during a New Year's Day nature walk along the parkway. Sewell and his neighbors have an appreciation for the natural area that is so close to midtown Sacramento.

Feedback letters: Parkway Jewell, etc.

<http://www.sacbee.com/110/story/611023.html>

Published 12:00 am PST Sunday, January 6, 2008

Get thee to a river

Re "Call of the wild," Jan. 2: <http://www.sacbee.com/101/story/603383.html> A wonderful story capturing the essence of the American River Parkway, its educational and sanctuary beauty, so needed by those living in the city and so accessible for the children of the urban neighborhoods along its banks.

Robert Sewell and his neighbors who understand the power of the parkway to bring deep joy into the lives of children – and themselves in the process – have embraced it in the truly significant way all of us need reminding of: the powerful and restorative impact it can have on the lives of those living in urban neighborhoods.

In the lower parkway, urban neighborhoods are clustered around the north and south banks of the American River that have long suffered from the excessive litter and illegal camping by the homeless, largely rendering the parkway inaccessible with any degree of safety for the families who could benefit from its natural beauty.

This story helps remind us of how much work has been done to improve the south bank and how important it is to ensure the entire parkway is kept clean and safe for those communities to enjoy.

David H. Lukenbill, Senior Policy Director
American River Parkway Preservation Society (ARPPS)

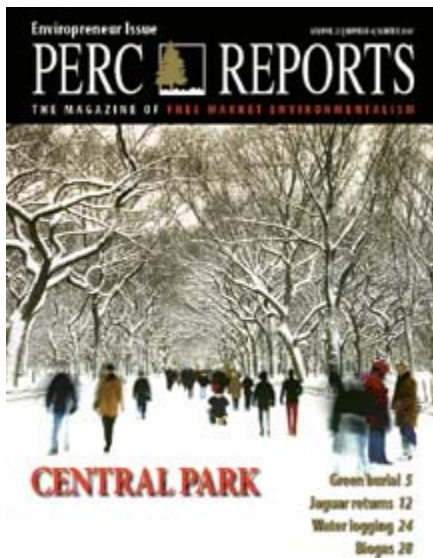
American River Parkway Preservation Society

E-Letter #68: February 4, 2008

Central Park Conservancy

We have long felt this organization is a model of what can be done with the American River Parkway, providing nonprofit management and fund raising capability to offset the management and funding problems it has suffered for decades.

This is an excellent article about the conservancy and some of its techniques which have done so much to enhance the safety and experience of the millions visiting Central Park each year.



Winter 2007

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Market-Friendly

Environmentalism in Midtown Manhattan

By Deroy Murdock

Most people consider New York City more a concrete jungle than an environmental oasis. Gotham's seemingly endless cement, asphalt, and steel keep it almost beyond nature. Yet an environmental hot spot has bloomed within America's largest, most

dense metropolitan center. Central Park's 843 acres of lawns, trees, and lakes, make excellent habitat for, among others, nesting woodpeckers, migrating chickadees, and vacationing Homo sapiens. Thanks to an initiative that employs many of the free-market-environmentalist principles that PERC espouses, Central Park may be in its most magnificent shape since opening in 1859.

After its mid-1970s near-bankruptcy, New York and Central Park were in similarly precarious shape. This former urban refuge had devolved into a rectangular showcase of despair. The Great Lawn was nicknamed "The Municipal Great Dustbowl." Next to a torched building, trash floated in the Harlem Meer. Few could sit and lament this, since so many benches were broken.

"It was another park and another era when I was a university student and our horticulture class made a field trip to Central Park," Douglas Blonsky recalls. "It was in such disrepair— landscapes were reduced to bare ground, historic buildings and structures were dilapidated and covered with graffiti, garbage was strewn everywhere—that we soon retreated to a bar on Madison Avenue."

In 1980, several philanthropists and activists launched the organization that Blonsky now leads. The Central Park Conservancy informally began to address the Park's urgent needs. It privately funded overdue repairs to Gotham's battered retreat and rehabilitated the Great Lawn, Turtle Pond, and Azalea Walk, among other areas.

The Conservancy turned a literal tragedy of the commons into acres of accountability. Under "Zone Management," the Conservancy divided the Park into 49 separate sectors.

"Each Park supervisor and uniformed gardener is now held accountable for the condition of his or her zone," explains Conservancy spokesperson Kate Sheleg. "Accountability is the single most important factor that the Conservancy employs in the management of Central Park." She says this policy "fosters a sense of ownership and pride among the gardeners as well as the volunteers assigned to each zone." Merit-based pay for Conservancy employees partially reflects how well they clean and cultivate their respective zones.

"Graffiti is removed within 24 hours," Sheleg adds. "Visible litter is removed by 9:00 each morning and continuously throughout the day; trash receptacles are emptied daily; lawns are carefully maintained; broken benches and playground equipment are fixed on the spot." Roughly 180 regular volunteers help perform this ongoing maintenance.

After 18 years of what some called "living together," the Conservancy and New York City "got married," with then-Mayor Rudolph W. Giuliani conducting the wedding ceremony. In one of his most innovative, yet overlooked, reforms, Giuliani signed an eight-year contract with the Conservancy that essentially privatized Central Park's management.

"This is really ensuring, documenting, and making permanent an arrangement that has grown over the years," Giuliani said as he and the Conservancy's then-chairman Ira

Millstein inked the February 1998 deal. “We are going to leave Central Park better than it is today because of this relationship,” Giuliani predicted.

The Conservancy’s contract has spared New Yorkers most of the Park’s operating costs. The Conservancy privately raises approximately 80 to 85 percent of the Park’s budget, while local taxpayers cover the balance. Better yet, rather than simply ladling out ever-higher sums of public dollars, the Conservancy must meet specific targets before the Department of Parks and Recreation taps the fiscal pot. The Conservancy must raise and allocate \$5 million annually for maintenance, repairs, landscaping, and public programs. Its contract then grants it \$1 million in city funds, dedicated to specific services. If the Conservancy exceeds its initial \$5 million expenditure threshold, it can receive up to \$1 million more from city coffers.

The Conservancy also collects 50 percent of net revenue, above \$6 million, from Park concessions, which include Wollman Rink’s ice-skating fees, and food sales from 70 pushcart vendors and The Boathouse and Tavern on the Green restaurants. In fiscal year 2006, this generated \$1.6 million in additional city payments to the Conservancy. In turn, the Conservancy says 80 percent of what it raises directly covers horticulture, maintenance, recreation, education, and public activities.

In April 2006, New York City and the Conservancy renewed their contract for eight more years. City Hall committed \$25 million to the Conservancy’s \$100 million “Campaign for Central Park” capital-repairs plan. (After just three years, this seven-year fundraising appeal already has collected \$111 million.) From 1980 through FY 2008, the Conservancy will have spent some \$500 million in the Park, only \$100 million of it from the city treasury.

While privatizing Central Park’s management has benefited taxpayers, how has Mother Nature fared?

Blonsky recalls a December 11, 1992, Nor’easter that barreled up the Atlantic coast, dumping two inches of rain on New York City. This deluge forced silt, leaves, and branches into Central Park’s catch basins, clogging them and causing widespread flooding. Some cars in the Park were swamped, further cluttering things. Ball fields washed away, and footpaths turned to mud. Much of Central Park remained impassable for a week. Another Nor’easter struck Gotham last April 15. The Park barely noticed. Despite a 7.6-inch downpour, it re-opened the next day.

“Clearly, that is because the Park is now green, well planted, and healthy,” Blonsky says. “We clear our catch basins regularly. In the past, they weren’t cleaned. Also, well-maintained lawns, plant beds, and landscaping really absorb rainwater. Over the years, the Park has been transformed in such a way that we now can handle floods.”

The park thrives in dry weather, too. “My main focus in working in the Park’s 130 acres of woodlands is to create healthy soil and a diversity of plants,” says Regina Alvarez, the Conservancy’s Director of Horticulture and Woodland Management. “This supports a diversity of wildlife.” From manual weeding to careful use of herbicides to planting

trees, shrubs, and wildflowers, Alvarez says the Conservancy has helped rebuild the Park's food web—from the bugs that birds gobble to the flora on which dragonflies spread their wings. “For decades, the general public was damaging the soil and habitat,” Alvarez says. “The Conservancy has begun to reverse that.”

On her desk, just steps from several scarlet and gold maples, a small collection of insects is suspended in a clear rectangle of Lucite that could adorn a 10th-grade science classroom. “We are right under the Atlantic Flyway,” Alvarez notes. “It’s like Interstate 95, only higher up.” Beyond the owls “who winter in New York City,” warblers, hummingbirds, and American robins are among the avian species that visit Manhattan as they travel seasonally between north and south. “They pass through the Park anyway, but we make it a more comfortable place for them when they come here to refuel on their migration routes.”

Some Conservancy fundraising efforts directly sponsor improvements to flora. Its Women’s Committee arranged for 2,326 of 9,993 seating areas and their nearby landscapes to be underwritten by the Adopt-A-Bench program. For as little as \$75, contributors can fund the planting of 50 tulip or daffodil bulbs in honor of friends or loved ones. Since 2001, 150,000 bulbs have been planted. A record 60,000 new bulbs first bloomed last spring. Most significantly, the Tree Trust has made the Park’s 26,000 trees available for donors to support in perpetuity. To date, about 1,000 have been endowed.

Meanwhile, longtime Conservancy trustee William Golden sponsored a new Soil & Water Lab, which helps Alvarez and other specialists keep the Park verdant and vibrant. It also doubles as a learning center where primary and secondary school students learn soil and water science.

“The Conservancy’s efforts have benefited not only New York, but cities around the world,” Gotham Mayor Michael Bloomberg has observed. “Its success in Central Park has raised the standards for all city parks and now serves as a model for park management.” Park officials from Canada, Chile, Holland, South Korea, and Turkey visited in 2006, to learn from the Conservancy’s experiences.

According to Brazilian park manager Francisca Cifuentes, “some of the ideas” the Conservancy showed her last August “have already been implanted into Ibirapuera Park in São Paulo, including the bench sponsors and breaking the area down into sectors to better micro-manage the maintenance and make people accountable.”

Central Park now greets some 25 million guests annually. Only Times Square hosts more visitors. “Typical weekdays now get as many people as we saw on weekends,” says the Conservancy’s Douglas Blonsky. “At times, we wonder if we can keep up with these crowds, but the better we maintain the Park, the better the public respects the Park.”

New York commentator Deroy Murdock is a nationally syndicated columnist with the Scripps Howard News Service and a senior fellow with the Atlas Economic Research Foundation in Arlington, Virginia. He was a PERC Media Fellow this fall.

Visit <http://www.centralparknyc.org> for more information.

Retrieved February 4, 2008 from <http://www.perc.org/perc.php?id=1017>

David H. Lukenbill, Senior Policy Director
American River Parkway Preservation Society (ARPPS)

American River Parkway Preservation Society

E-Letter #69: March 3, 2008

Protecting the Sanctuary

1) Introduction

The American River Parkway Plan is the legislated document governing Parkway management and without regular updating is not an effective tool for management or the residents living along the Parkway who wish to build on their private property.

One of the major benefits of the proposed management of the Parkway by a nonprofit organization contracting with a Joint Powers Authority of the Parkway adjacent governments, is the dedicated oversight it would bring—ensuring such mandated updating did occur—protecting the sanctuary of the Parkway and the rights of property owners.

An excerpt from a February article in the Bee is enclosed, as well as our responding letter to the editor published a few days after, regarding this situation.

2) Sacramento Bee Article Excerpt

February 14, 2008

Supervisors OK homes on bluff above parkway

Board rejects preservationists' claim project violates aesthetic standards of scenic area

By Ed Fletcher - efletcher@sacbee.com

Published 12:00 am PST Thursday, February 14, 2008

The Sacramento County Board of Supervisors has rejected local preservationists' attempt to block a proposal to erect two blufftop homes along the American River Parkway.

Its 4-1 decision Wednesday allows the homes to be built 35 feet from the bluff rather than the standard 70-foot guideline.

More than 40 parkway activists – bikers, kayakers, runners and birders – asked the board to keep the area free from development during a hearing that lasted more than 4 1/2 hours.

Preservationists and parkway enthusiasts had cast the debate over the homes as a fight to protect the open-space integrity of the 23-mile recreation area and nature preserve.

"The American River Parkway is a precious and irreplaceable resource," Sacramento resident Jim Morgan testified. "I'd like to urge the board to reject the ... proposal."

But attorney Tim Taron said his client, Tim Lien, had proved it was safe to build the homes 35 feet from the bluff, as required, and was doing enough to hide the new homes from public view.

"This is a project that is permitted by your code," Taron said.

Complete article link: <http://www.sacbee.com/101/story/711296.html>

3) Letter to Editor

Sacramento Bee

Published February 16, 2008

Letters: American River Parkway...

<http://www.sacbee.com/110/story/716659.html>

A good plan can deal with this

Re "Supervisors OK homes on bluff above parkway," Feb. 14

The project on the bluff in Carmichael was correctly approved under the current regulations governing development adjacent to the American River Parkway; but we suggest the regulations could be changed to a more sanctuary-protecting position

congruent with our guiding principle: If it can be seen from the parkway, it shouldn't be built along the parkway.

One of the reasons for litigious building regulations is that the 1985 Parkway Plan – the management guidance document ratified by local and state government – was not properly updated every five years as called for in the 1985 plan to keep up with changing development patterns along the parkway.

Consequently, the updating of building rules and regulations needed to help guide public leadership in the awarding of building permits was also not done every five years in tandem with the parkway plan update, helping create the current, litigious-generating confusion.

An update process was finally begun in 2004 (almost 20 years behind schedule) and is due for completion in 2008.

We hope this case will guide public leadership to ensure the new parkway plan update does include clear guidelines for protection of the public sanctuary as well as providing guidance for those private property owners adjacent to the parkway.

David H. Lukenbill, Senior Policy Director, American River Parkway Preservation Society

American River Parkway Preservation Society

E-Letter #70: April 7, 2008

Public Access to Public Space



As this stunningly beautiful picture accompanying the April 2, 2008 article from the Sacramento Bee: Might oaks from little acorns grow? This year brings a bumper crop, @ <http://www.sacbee.com/101/story/830070.html> reminds us; we are so very fortunate in the deep wealth of publicly financed open space in our area, and can rightfully appreciate the vision and foresight of the folks whose efforts have created such a bounty.

Unfortunately however, the treasured open space, as can be discovered by a perusal of the respective websites of two of the most beautiful projects—has rather severe restrictions for the public in trying to access it.

The Deer Creek Hills Preserve @ <http://www.sacramentovalleyconservancy.org/> and the Cosumnes River Preserve @ <http://www.cosumnes.org/> are two local projects that have been largely funded with public moneys, yet remain relatively closed to the public except through infrequent guided tours.

While most outdoor enthusiasts understand the need to preserve and protect sensitive ecology, they also might bristle a bit at their inability to access the open space their tax monies have paid for and we would hope the nonprofit organizations managing these public land treasures will soon develop the ongoing public safety and protection capability to allow the public to venture into these areas more freely.

The great value of the American River Parkway is the relatively free access to it at virtually any point along its 30 mile length and though we all see some severe problems

that have developed as a result of this access—particularly in the North Sacramento area due to illegal camping and the accompanying Parkway degradation—the free access is a priceless resource to the larger community of legitimate and respectful Parkway users.

Free access is a public policy that needs to be examined for these other natural jewels in our community, which, we need to remember, community funds have largely paid for.

This free access may be somewhat difficult to create, but it can probably be accomplished by either devoting some of that funding—or creating new fund development efforts—to building the capacity of preserving and protecting the open space through means other than simply excluding the public from it most of the time.

It is a policy discussion certainly worth having.

American River Parkway Preservation Society

E-Letter #71: May 7, 2008

Homeless Housing: Scattered or Concentrated?

This is an expanded version of the commentary published in the Sacramento Bee on April 10, 2008 entitled: ***Scatter homeless housing; don't concentrate sites*** @ <http://www.sacbee.com/110/story/850545.html>

Most people in Sacramento are concerned about how best to help the homeless and we hope and pray that the unfortunate folks struggling without homes will someday be able to live a life of security and health.

ARPPS shares this concern, particularly how it impacts the American River Parkway and the adjacent communities.

Illegal camping by the homeless in the Parkway has long been a serious problem that has virtually denied the adjacent communities of North Sacramento—some of which are among the poorest communities in the region—safe access to the Parkway.

Restricting the ability of poor communities to safely enjoy their local recreational area is a tragic neglect of the commons for people who rarely have the option of traveling to discover and enjoy family-safe recreational areas.

Our organization has always considered this issue as one of our major objectives and it is one of our five guiding principles: (3) *Regarding illegal camping by the homeless in*

the North Sacramento area of the Parkway: Social and environmental justice calls upon us to help the poor and distressed person but not at the expense of the adjacent community to visit the Parkway safely.

We understand the difficulty of working with the homeless and reducing the incidence of illegal camping and in our first research report in 2005 addressed the issue, which you can see at our website at <http://www.arpps.org/report.pdf> (pp. 25-37).

Helping the homeless is often a devil's bargain, as those who work in the field know all too well.

The homeless can generally be divided into three groups.

- 1) Those who are willing to work and just need some help in getting back on their feet, but have not yet developed the capacity to do so.
- 2) Those who are mentally ill, require long-term housing and treatment, and generally cannot do much about their situation without medical help.
- 3) Those who are alcoholics, addicts, (though some would include these in the second group) and petty criminals, who generally will not cooperate with programs offered to them.

Groups 2 and 3 are the chronic homeless and a poignant reminder of the danger they face living on the Parkway can be found in the stories in the Sacramento Bee <http://www.sacbee.com/101/story/904177.html> and <http://www.sacbee.com/101/story/907260.html> along with the accompanying comments, about a recent murder of one of the chronic homeless who had been living on the Parkway for years.

Our local government decided to become part of the national 10-year plan to reduce chronic homelessness in 2006. (See the 2007 annual report on the Sacramento plan here: http://www.communitycouncil.org/homelessplan/docs/2007_homelessreport.pdf)

A key part of the 10 year plan is the adoption of the ***Housing First*** model.

This is a common sense concept that says before you can begin to deal with the issues the chronic homeless have, you need to get them into secure housing. As all of us who are aware of the Maslow hierarchy of needs know, physical security (including food and sleep) is the most basic need that has to be dealt with before the others can, and being housed begins to address that.

Our organization is a supporter of the ***Housing First*** approach to helping the chronic homeless and it is being used most successfully by the New York program ***Pathways to Housing*** <http://www.pathwaystohousing.org/> .

Housing First specifies two methods of implementation. One is housing and services concentrated in one area, and the other is housing scattered in individual units throughout the community with services delivered by Assertive Community Treatment teams as described here

<http://www.pathwaystohousing.org/TopMenu/ACTServices-2.html> .

The concentrated service method, while more convenient for the service providers, has a downside of being somewhat destructive of the communities within which it is concentrated and the examples in the various neighborhoods in our community bear that out.

The local approach is about 60% concentrated and 40% scattered-site.

A recent article in The Bee <http://www.sacbee.com/101/story/806590.html> noted another Sacramento neighborhood – South Sacramento – is concerned about concentrated homeless housing and services moving into a converted 74 unit apartment complex.

They are right to feel concern, as the complex will quite possibly degrade their neighborhood as the concentration of homeless services has degraded the 12th / 16th Street and Richards Boulevard area.

The impact of those concentrated services has been spilling over into illegal camping in the Parkway, aggressive panhandlers on the K Street Mall, and increased crime in both areas.

A major benefit in the scattered-site approach is that the homeless, rather than being surrounded by other homeless who, in effect, help create and maintain the very same failure-oriented situation they are trying to escape from, are scattered into neighborhoods of regular folks whose influence is much more salutary.

During the formation of this program in Sacramento, our organization advocated for a 100% scattered-site approach to alleviate the illegal camping along the Parkway.

However, our advice was not taken, and illegal camping by the homeless in the Parkway, (to stay close to the concentration of homeless services in the 12th / 16th Street/Richards Boulevard area) is now spilling over into the midtown areas of the Parkway, close to where the recent murder occurred. (Near the Blue Diamond Growers building)

The concentrated approach now being pushed in the poor community of South Sacramento will possibly have the same effect on the surrounding neighborhood and commercial district as the existing concentration of homeless services has had on downtown and North Sacramento.

The situation is currently getting worse in the North Sacramento area as there was a major illegal camp along the Parkway, (clearly visible for several weeks until it was

finally moved and the area cleaned) underneath the Highway 160 at the corner of the Northgate Boulevard exit and Del Paso Boulevard entrance to 160.

The North Sacramento Chamber of Commerce has been advocating something be done about the illegal camping in their neighborhoods for years, and though periodic clean-ups have occurred, it keeps falling back into the same rut of decaying neighborhoods, increased crime and a degraded business atmosphere.

We can do better, much better, and our neighborhoods as well as the homeless, need us to do better.

We have two suggestions.

The first is to conduct regular sweeps by the police, accompanied by homeless advocate and treatment organizational representatives through the Parkway to eliminate the illegal camping that is still prevalent.

This is the only way we are aware of that the chronic homeless will respond to help, if it is offered in a vigorous way with law enforcement backing up the homeless service providers and was pioneered in San Francisco as the Matrix program, see this article: <http://www.city-journal.org/article01.php?aid=1368>

The second, regarding the implementation of the ***Housing First*** approach, is that the scattered-site method, with stringent screening, be used to help the chronic homeless, rather than the concentrated method.

Most scattered-site rental units—apartments, duplex and houses—will probably still be in the poorer communities as that is where the least expensive rentals will be found, but as they will not be concentrated the impact on the surrounding community should be much reduced.

The stringent screening has to ensure that active criminals, pedophiles, and rapists are not allowed within the units as they would clearly be a danger to the surrounding families.

There is enough experience out there with helping the chronic homeless, through programs like *Ready, Willing, & Able* <http://www.doe.org/> & *Pathways to Housing* <http://www.pathwaystohousing.org/> to know that the chronic homeless can be helped and in the process we can become a much stronger and more compassionate community, with a much safer Parkway.

American River Parkway Preservation Society

E-Letter #72: June 6, 2008

Environmentalism as Religion

A key part of our 2006 report, *The American River Parkway: Protecting its Integrity & Providing Water for the River Running Through It, A Report on the Auburn Dam Policy Environment*, (<http://www.arpps.org/Report2-AuburnDam.pdf>) was the subject of environmentalism as religion (pages 19-31).

The concept of environmentalism as religion is touched on in a recent book review in the *New York Review of Books*—in the final paragraphs—and the writer reaches the conclusion that the secular religion of environmentalism is more good than bad, and that is a pretty interesting concept to mull over.

The Question of Global Warming

By [Freeman Dyson](#)

“...All the books that I have seen about the science and economics of global warming, including the two books under review, miss the main point. The main point is religious rather than scientific. There is a worldwide secular religion which we may call environmentalism, holding that we are stewards of the earth, that despoiling the planet with waste products of our luxurious living is a sin, and that the path of righteousness is to live as frugally as possible. The ethics of environmentalism are being taught to children in kindergartens, schools, and colleges all over the world.

“Environmentalism has replaced socialism as the leading secular religion. And the ethics of environmentalism are fundamentally sound. Scientists and economists can agree with Buddhist monks and Christian activists that ruthless destruction of natural habitats is evil and careful preservation of birds and butterflies is good. The worldwide community of environmentalists—most of whom are not scientists—holds the moral high ground, and is guiding human societies toward a hopeful future. Environmentalism, as a religion of hope and respect for nature, is here to stay. This is a religion that we can all share, whether or not we believe that global warming is harmful.

“Unfortunately, some members of the environmental movement have also adopted as an article of faith the belief that global warming is the greatest threat to the ecology of our planet. That is one reason why the arguments about global warming have become bitter

and passionate. Much of the public has come to believe that anyone who is skeptical about the dangers of global warming is an enemy of the environment. The skeptics now have the difficult task of convincing the public that the opposite is true. Many of the skeptics are passionate environmentalists. They are horrified to see the obsession with global warming distracting public attention from what they see as more serious and more immediate dangers to the planet, including problems of nuclear weaponry, environmental degradation, and social injustice. Whether they turn out to be right or wrong, their arguments on these issues deserve to be heard.”

Retrieved June 6, 2008 from <http://www.nybooks.com/articles/21494?email>

This other insightful column of May 31, 2008 from Charles Krauthammer, excerpted here, also examines, in his inimitable way, that concept.

He also expresses—in the first paragraph—many American’s (who don’t have time or inclination to interpret the conflicting claims of scientists and politicians, but do care deeply about the environment) general feeling on the issue of global warming.

Carbon Chastity

The First Commandment of the Church of the Environment

By Charles Krauthammer
Friday, May 30, 2008; A13

“I’m not a global warming believer. I’m not a global warming denier. I’m a global warming agnostic who believes instinctively that it can’t be very good to pump lots of CO₂ into the atmosphere but is equally convinced that those who presume to know exactly where that leads are talking through their hats.

“Predictions of catastrophe depend on models. Models depend on assumptions about complex planetary systems—from ocean currents to cloud formation—that no one fully understands. Which is why the models are inherently flawed and forever changing. The doomsday scenarios posit a cascade of events, each with a certain probability. The multiple improbability of their simultaneous occurrence renders all such predictions entirely speculative.

“Yet on the basis of this speculation, environmental activists, attended by compliant scientists and opportunistic politicians, are advocating radical economic and social regulation. “The largest threat to freedom, democracy, the market economy and prosperity,” warns Czech President [Vaclav Klaus](#), “is no longer socialism. It is, instead, the ambitious, arrogant, unscrupulous ideology of environmentalism.”

“...Environmentalists are Gaia's priests, instructing us in her proper service and casting out those who refuse to genuflect. And having proclaimed the ultimate commandment—carbon chastity—they are preparing the supporting canonical legislation that will tell you how much you can travel, what kind of light you will read by, and at what temperature you may set your bedroom thermostat.

“Only Monday, a British parliamentary committee proposed that every citizen be required to carry a carbon card that must be presented, under penalty of law, when buying gasoline, taking an airplane or using electricity. The card contains your yearly carbon ration to be drawn down with every purchase, every trip, every swipe.

“There's no greater social power than the power to ration. And, other than rationing food, there is no greater instrument of social control than rationing energy, the currency of just about everything one does and uses in an advanced society.”

Retrieved May 31, 2008 from <http://www.washingtonpost.com/wp-dyn/content/article/2008/05/29/AR2008052903266.html>

American River Parkway Preservation Society

E-Letter #73: July 7, 2008

Drought & Solutions

Our 2006 report, *The American River Parkway: Protecting its Integrity & Providing Water for the River Running Through It, A Report on the Auburn Dam Policy Environment*, <http://www.arpps.org/Report2-AuburnDam.pdf> focused on the water supply benefits of building the Auburn Dam.

An even larger benefit for the region would be the raising of Shasta Dam to its originally engineered height of 200 feet higher than it now is, tripling its water supply, which this 2004 article from the Sacramento Bee describes. <http://dwb.sacbee.com/content/news/story/11527399p-12429402c.html>

The reasons why Californians—and most Americans—have struggled for several decades to figure out a way to have enough water for our people, our agriculture, and our environment, without building any new dams, are varied.

If it was just something happening in California, it could perhaps be simply chalked up to the historic battle for water in a state that has too much in the north and not enough in the south.

But this is a struggle that seems to be occurring all over our country and much of Europe, with the most heartening evidence of massive dam building projects coming from Asia, where China built the Three Gorges project, the largest hydroelectric project in the world. http://en.wikipedia.org/wiki/Three_Gorges_Dam .

California—most populated state in the country and still growing—needs more water and more conveyance systems for moving it; something the deep ecology sector of the environmentalist community is generally dead-set against, while promoting deep conservation and environmentalist policies placing the health and well-being of animals over the health and well-being of human beings. http://en.wikipedia.org/wiki/Deep_ecology

This type of analysis continues to get us nowhere fast, but as more members of the larger environmentalist community (which includes most of the rest of us) see the results of the decades long and rather restrictive way of dealing with the natural community growth of areas, like California—that are highly hospitable to human habitation—will possibly change their perspective and become supporters of community growth rather than continue a doomed-to-failure fight against it.

This has been happening already, and the important 2007 book, *Break Through: From the Death of Environmentalism to the Politics of Possibility* has helped, commented on from the author's website:

“What the new ecological crises demand is not that we constrain human power but unleash it. Overcoming global warming demands not pollution control but rather a new kind of economic development. We cannot tear down the old energy economy before building the new one. The invention of the Internet and microchips, the creation of the space program, the birth of the European Union - those breakthroughs were only made possible by big and bold investments in the future.”

<http://www.thebreakthrough.org/breakthroughbook.shtml>

You can read the 2004 essay which began the discussion that has started refocusing the environmental community—a good and necessary thing for a movement lost in ideological quicksand— *The Death of Environmentalism: Global Warming Politics in a Post-Environmental World*, at

http://www.thebreakthrough.org/images/Death_of_Environmentalism.pdf .

American River Parkway Preservation Society

E-Letter #74: August 6, 2008

Growth & Taxes

It is one thing to revitalize the urban core—as Sacramento has been doing for several years—but if it is done at the expense of our major attraction (wonderful suburbs and the American River Parkway), we will continue to see the negative effects of a continuing drop in the net migration rate.

Two recent articles from the Sacramento Bee, one about the suburbs largely responsible for the attractiveness of our region—along with the Parkway—and the other about taxing from Dan Walters; along with an analysis from a tax policy group and our past news release on taxing for the Parkway, form a nice symmetry for reflection during an economic slow down.

Sacramento Suburban

The key policy statement in this excellent article about Sacramento <http://www.sacbee.com/110/story/1127379.html> is that about 80% of Californians want to live in the suburbs and the future of our town and region depends on realizing that, and acting on it through our public policy.

It is one thing to revitalize the urban core—as Sacramento has been doing for several years—but if it is done at the expense of our major attraction (wonderful suburbs and the American River Parkway) we will continue to see the negative effects of a continuing drop in the net migration rate.

An excerpt.

“Although a healthier downtown with reasonable density is good for the entire region, the high-density focus does not make a good fit for a predominately middle class, family-oriented region such as Sacramento. Unlike an elite city like San Francisco, Sacramento's growth has been fueled by an influx of educated, family-oriented residents – the populations that have been fleeing such high-priced places where the housing supply is constrained.

“Long-term demographic trends, and perhaps common sense, suggest that most people do not move to Sacramento to indulge in a "hip and cool" urban lifestyle. If someone

craves the excitement, bright lights and glamorous industries of a dense city, River City pales compared with places like San Francisco, New York or Los Angeles.

“The fact Sacramento has fared far better than these cities over the past 15 years suggests the region's recent problems lie not in a lack of downtown condos and nightlife, but with a housing market that, as in much of California, has been totally out of whack. Once a consistently affordable locale, by the mid-1990s Sacramento's housing prices jumped almost nine times income growth, an unsustainable pace seen in a few areas such as Riverside, Miami and Los Angeles.

“As a result, the refugees from the coastal counties who had been coming to Sacramento for affordable housing stopped arriving. Net migration to the region, more than 36,000 in 2001, fell to less than 1,000 in 2006.”

Walters on Taxes

Dan Walters on taxes is excellent <http://www.sacbee.com/111/story/1130045.html> and informs us that the courts invalidated an attempt to get around the 2/3 voter approval requirement to raise taxes for general use, and last month's ruling might have helped kill a recent attempt to increase taxes for property owners along the Parkway to pay for Parkway improvements with a simple majority vote, for something that is clearly a county-wide general-use issue requiring a 2/3 voter approval.

An excerpt.

“All of the local taxes must survive Proposition 218, a measure approved by voters as a follow-up to Proposition 13 that raises the voting threshold for local taxes that are used for general purposes, such as the proposed Santa Clara tax for schools.

“That hurdle was driven home in a Supreme Court decision last month that invalidated another Santa Clara County tax, a property assessment imposed by the Santa Clara County Open Space Authority in 2001 to finance expansion.

“The assessment violated Proposition 218 because it failed to connect the revenue being collected to specific public improvements, the court said in a ruling that contained this somewhat acidic observation: "An assessment calculation that works backward by starting with an amount taxpayers are likely to pay, and then determined an annual spending budget based thereon, does not comply with the law governing assessments, either before or after Proposition 218.”

Tax Analysis

A good analysis of the Supreme Court decision is at the California Tax Association's website at http://www.caltax.org/caltaxletter/2008/072808_courts.htm and here is an excerpt.

“According to Proposition 218, an assessment can be imposed only for a "special benefit" conferred on real property (Article XIII D, Section 2(b)), and the assessment on any parcel must be in proportion to the special benefit conferred on the particular parcel (Article XIII D, Section 4(a)).

“Such assessments require only a majority vote of the property owners, weighted by the financial interest of the owners. Because of the majority-vote provision, a number of local governments have been looking at assessments to finance general government services and non-specific public improvements, as in this case...

“The court also opined: "Proposition 218 clearly mandates that a special benefit cannot be synonymous with general enhancement of property value."

ARPPS Press Release

In the ARPPS Press release of January 18, 2008 we looked at Parkway Funding and regarding Parkway taxes, noted:

“An additional two points regarding any new taxes being imposed for the Parkway:

“1) Sacramento County residents are already being taxed for parks and any new taxes providing service for the county should be approached in the appropriate way, through a county-wide tax proposal which requires a 2/3 vote.

“2) The Parkway adjacent property tax is essentially unfair as it taxes some property owners for a regional resource benefiting all residents and the Parkway is a regional resource, as reflected in virtually all of the reports about it, and certainly in our membership which includes members from Auburn, Davis, Elk Grove, Folsom, Gold River, Granite Bay, Rocklin, Roseville and Sacramento.”

Read complete Press release at <http://www.arpps.org/news.html> (3rd news item down)

American River Parkway Preservation Society

E-Letter #75: September 5, 2008

American River Parkway Plan Update

One of the major items we worked on during the initial planning period for the formation of ARPPS in 2002, was to encourage organized advocacy to

finally conduct the planning update process that was mandated to be done every five years in the original Parkway Plan of 1985, but had not been done since.

Soon after, the update process began and now is reaching completion—for which we are very happy—and the community should feel some sense of pride in the work that has been done.

The crucial piece of the completion is to ensure that in the future, the update process sticks to the original five year sequence of review and update, as new issues will evolve requiring new planning.

The Sacramento Bee published an American River Parkway Plan Announcement on August 30, 2008, which is enclosed.

<http://www.sacbee.com/101/story/1197589.html>

***American River Parkway
Published 12:00 am PDT Saturday, August 30, 2008***

Local officials are in the process of updating the plan governing the use of the American River Parkway. The plan controls what gets planted, dictates recreational activities and controls building rules along the 23-mile parkway from Discovery Park to Lake Natoma.

New uses:

- Mountain biking on some dirt roads.
- Updated building aesthetic controls.
- Updated rules on plantings and river flows.
- Seven acres near River Bend Park (formerly known as Goethe Park) zoned for an interpretive center and native plant nursery.
- Bike and pedestrian bridge allowed near Highway 160 and Discovery Park.

Ideas rejected:

- Off-leash dog area.
- Rancho Cordova expansion of Live Steamers miniature railroad

Key votes:

- Wednesday: Approved by the Sacramento County Board of Supervisors.

- Sept. 15: Before Rancho Cordova City Council at 5:30 p.m.
 - Sept. 18: Before Sacramento City Planning Commission at 5:30 p.m.
 - Oct. 7: Before Sacramento City Council at 6 p.m.
 - January 2009: Approval required of state Legislature.
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APPENDIX II

ARPPS Newsletters October 1, 2007 to September 30, 2008

American River Parkway Preservation Society Newsletter Issue 16 - Fall 2007

Contents

Request for Help With Mailing	Pages 1 - 2
Essay	Pages 3 - 4
<i>Policy Development & Heritage</i>	
Executive Summary: Annual Research Report	Pages 4 - 5
Society Information	Page 6

Request for Help With Mailing

Our work is built on five guiding principles and the first two:

(1- *Preserving the Parkway is not an option, it's a necessity, and*

(2- *What's good for the salmon is good for the river,*

depend on a reliable year-round supply of water flowing through the Parkway at the right temperature and rate of flow.

Given the growth of our community, requiring ever increasing water from the American River, the only way to ensure an adequate supply for the foreseeable future is through the building of the Auburn Dam, the subject of a letter we wish to send, but can only do so with your help.

Please help us send a letter to 5,518 people in the region by helping cover the cost of mailing: \$465.00 for the mailing list and \$3,170.00 for the mailing, for a total cost of \$3,635.00 (\$.66 per letter)

If you can help, send a check (made out to ARPPS with Direct Mail in For line) by October 15th. If we get enough we will proceed and send you a donation receipt. If not we will return your check. In either case we will report on the results in our next newsletter.

Here is the letter we wish to send:

Dear Mr./Ms.:

Building Auburn Dam—in addition to providing 500 year flood protection—will preserve the recreational and natural assets of the Parkway as the building of Folsom Dam helped create them.

Prior to the completion of Folsom Dam in 1956, the American River could be virtually walked across in dry years. However once the dam was built—allowing the river running through it to have regular summer flows—the American River Parkway Plan became viable and it was adopted in 1962.

The power of high water during flood conditions, or Folsom Dam releases to meet increasingly demanding water contracts during dry years, has a corrosive impact on the levees, destroying habitat and Parkway recreational assets.

Heritage trees along the river are being lost, and during even normal rainy seasons—such as the one last winter—much of the area around Discovery Park remains flooded and unusable until spring.

The levees on the lower American River were built close to the river channel to flush the residue from hydraulic gold mining that had clogged the river for years.

This has long been flushed out and lovely communities now surround the land along the river and Parkway, but without a strategy to establish greater control over the American River by building the Auburn Dam, the Parkway will continue to degrade.

The American River Parkway Preservation Society (ARPPS) is encouraging Sacramento area public leaders to recognize that the only means for guaranteeing the integrity of the Parkway and the safety of the public it serves is the construction of the Auburn Dam. We are the only parkway-focused organization advocating this solution.

Please consider joining the other members of our community who share a concern about the future of the Parkway—our vulnerability to a catastrophic flood and who want to see Folsom Lake full enough for summer boating, by making a tax-deductible contribution to support our work. We would welcome your membership and be truly grateful for any help you can give.

Sincerely,

Michael Rushford, President
David H. Lukenbill, Immediate Past President

Enclosure: Membership Form & Return Envelope

Essay

Policy Development & Heritage

The public policy process is very much like basketball. Many members of the team handle the ball and are responsible for the score, but only one actually puts the ball into the basket.

The difference is that the policy team is often stretched out in time and space, and rarely is able to be on the same floor at the same time.

That is where understanding the public policy process as a series of processes, seemingly unconnected, but having structure when looked at over time.

John W. Klingdon, in his landmark 1984 book, *Agendas, Alternatives, and Public Policies*, notes in the preface to the 2003 Second Edition:

The process described in this book seems highly fluid and loosely coupled, various streams—problems, policies, and politics—seem to flow through and around the federal government largely independent of one another, and big policy changes occur when the streams join. (p. xix)

This description of the public policy process as a series of streams is very applicable to the development of the Parkway; problems emerge, policies are developed to address them, and the politics move to support the policies as the streams join and the policy is implemented.

In the case of the Parkway, the problem was the opening of the American River to development from the completion of Folsom and Nimbus Dams which reduced the flood danger of the rainy season and the parched river beds of the dry months.

Prior to the completion of Folsom Dam in 1956, the American River could be virtually walked across in dry years, however once the dam was built—allowing the river running through it to have regular summer flows—the American River Parkway Plan became viable and it was adopted in 1962.

Sacramento is growing from its roots of tearing gold from its ground—still evidenced by the tailings along the river near Gold River and Rancho Cordova—to the Parkway; creating from the waste of the river of gold a green sanctuary threaded by a clear river refreshing in its visual and aquatic beauty.

We have seen in our community how the past has been remembered, and the wounds touched by the tender hearts of today, shedding tears and applying balm; and with the emergence of the California Indian Heritage Center along the Parkway, the thematic work of the Unity Center and the reality of our regions diversity—so tied into our history—the Parkway’s role as the natural heart of our community is strengthened.

The Parkway is the convergent part of the American River Watershed, flowing into the Sacramento, the Delta, the Bay and out the Golden Gate to the wide ocean, which helped bring the world to our shores so many years ago; part of destroying a way of life, but creating another.

This growth over time applies also to the policy needed to support our natural heart, and as the area around the parkway becomes more crowded, the sanctuary it provides becomes more precious, and the policies needed to ensure its protection, preservation, and strengthening become more acceptable.

Making the connection between the building of the Auburn Dam and the long term preservation of the Parkway, may seem opaque now, but as the power of high water during flood conditions or Folsom Dam releases to meet increasingly demanding water contracts during dry years continues to have a corrosive impact on the levees, destroying habitat and Parkway recreational assets, it will become clearer.

So it is with the National Heritage Area designation.

Executive Summary: Annual Research Report (Posted to Website)

1) Introduction: What we wish to specifically accomplish with this report is:

- Continue the discussion about using the nonprofit governance model for the American River Parkway, and
- Open the discussion about thinking of the Parkway in relation to the American River Watershed (ARW).

2) Governance: The trend of local government partnering with nonprofit organizations to help take care of public resources really exploded with local government from the *Reinventing Government* movement begun by the book of the same name by David Osborne and Ted Gaebler.

3) Ecoregionalism: Ecoregionalism is a fairly new concept that has some direct application to our local situation regarding the long-term health and vitality of the Parkway and can be envisioned in three ways:

- Sacramento County and its three major rivers, the Sacramento, American and Cosumnes. (Existing Organizational Collaborations);
- American River Watershed, (Rivers of Gold National Heritage Area)
- Embracing both, (Golden Necklace)

Farney (2006) describes ecoregionalism as:

States and localities ...working with conservation groups to link existing preserves and the privately owned land between them...An emerging school of thought...ecoregionalism is increasingly influencing preservation projects across the nation.

4) Heritage: Pursuing National Heritage Area designation for the American River Watershed is a sound strategy. There are several models for what we would like to see become the *Rivers of Gold National Heritage Area*—encompassing the American River

Watershed including the gold discovery site at Coloma and the American River Parkway—but the one with another metal very important to the nation central to it, would be the *Rivers of Steel National Heritage Area* in Pennsylvania.

5) Agenda for Policy Discussion:

- **For Parkway Organizations:** Consider the value of continuing the government/public discussion about establishing nonprofit governance for the American River Parkway?
- **For Government Leadership:** Consider the value of developing an ecoregional approach for the American River Watershed through the National Heritage Areas program?
- **For Community Organizations:** Consider working for Sacramento County ecoregional collaboration in the creation of a connected county-wide system of trails along the three rivers?



Society Information

The American River Parkway Preservation Society is a 501 (C)(3) nonprofit organization. Donations are tax deductible to the fullest extent of the law. As a member, you will receive selected publications and invitations to the Society's private events.

EIN # 20-0238035

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Newsletter Editor: David H. Lukenbill

Our Mission:

Preserve, Protect, & Strengthen the American River Parkway, Our Community's Natural Heart.

Our Vision:

We want our Parkway, seven generations from now, to be a vibrant, accessible, and serene sanctuary, nourishing and refreshing the spirit of all who enter it.

Our Guiding Principles:

- (1) Preserving the Parkway is not an option, it's a necessity.
- (2) What's good for the salmon is good for the river.
- (3) Regarding illegal camping by the homeless in the North Sacramento area of the Parkway, social and environmental justice call upon us to help the poor and distressed person, and the poor and distressed community.
- (4) If it can be seen from the Parkway, it shouldn't be built along the Parkway.
- (5) Regarding new Parkway usages, inclusion should be the operating principle rather than exclusion.

The Society depends solely on its membership to accomplish what needs to be done to preserve the Parkway in perpetuity, and we deeply appreciate any additional financial support you can provide, or by encouraging others to become members.

Thank You!

Copy service for our newsletter is generously donated by University Copy & Print, in the University Village Courtyard, located at 446 Howe Avenue and is owned by ARPPS Charter Member, Stan Goman.

Thanks Stan!

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American River Parkway Preservation Society

American River Parkway Preservation Society Newsletter

Issue 17 - Winter 2007/2008

Contents

Follow Up Mailing	Pages 1
Organizational Update	Pages 3 - 4
<i>Expanding Parkway Users & Parkway Development (Rancho Cordova as Model)</i>	
Book Review:	Pages 4 - 5
<i>A Contract with the Earth (2007) Newt Gingrich & Terry L. Maple</i>	
Society Information	Page 6

Follow-Up on Mailing

In our last newsletter we asked for financial help to do a large mailing of 5,500 to local residents. Though we had a helpful response, it was not enough to do the mailing as we had hoped, so as promised, the funds donated for that project were returned.

Instead, the board donated enough to just buy the mailing list (\$470.00) and it is being used to mail the letter at the affordable rate of 50 a week—memberships are trickling in—rather than all at once as we had wanted.

Organizational Update

Over the past three years our focus has been: in 2004, public safety in the Parkway; in 2005, the water supply needed to maintain optimal conditions for the salmon and human recreation in the Parkway; and in 2006, the larger planning visions that are possible, centric to the Parkway.

This year our focus is on expanding Parkway users and enhancing the development of the Parkway's recreational and educational resources.

As the Parkway adjacent communities—Rancho Cordova, Sacramento, Folsom—continue to evolve as cities they are realizing that it is important to balance the natural preserve resources with developed recreation/education resources.

One of our guiding principles is “If it can be seen from the Parkway, it shouldn’t be built along the Parkway.” This applies to residential or commercial developments that would be an intrusion on the sanctuary experience most of us expect from our visits to the Parkway.

We support educational development such as the Effie Yeaw Nature Center and the planned Indian Heritage Center, and recreational development like the golf courses in the Parkway and recreational projects Rancho Cordova proposes (noted below), all of which are an enhancement of what makes up the Parkway experience.

There are many other types of policy developments that could enhance the Parkway’s natural, recreational and educational value, and first among these is the expansion of its land. Being able to acquire new land adjacent to the Parkway as it becomes available for sale—expanding the Parkway footprint—is a vital part of our mission to strengthen the Parkway and as our community grows; having a larger Parkway becomes even more important.

The financial ability to do this is part of the reason we call for nonprofit management of the Parkway as a nonprofit organization has the optimal capability to raise funds philanthropically for such things as land acquisition, which government—the current Parkway management—generally does not.

The Parkway, including the recent addition of a mountain bike course in the updated Parkway Plan still under environmental review, has the potential to become a greatly more attractive venue for the public than it is now.

Being able to consider these potentials require a corresponding realignment to the founding vision—from the natural preserve for-its-own-sake paradigm recently drifted into—to that of a natural recreational and educational area congruent with its founding vision from the 1960’s.

This founding vision of a natural recreational area for human use has largely been reshaped by the efforts of environmentalist organizations working from the paradigm of restricting human engagement with nature because, in their view, humans are essentially the cause of the problems nature faces.

From this perspective, as noted by Ted Nordhaus & Michael Shellenberger (2007) in their new book *Break Through: From the Death of Environmentalism to the Politics of Possibility*:

Environmental tales of tragedy begin with Nature in harmony and almost always end in a quasi-authoritarian politics. Eco-tragic narratives diagnose human desire, aspiration, and striving to overcome the constraints of our world as illnesses to be cured or sins to be punished. They aim to short-circuit democratic values by establishing Nature as it is understood and interpreted by scientists as the ultimate authority that human societies must obey. And they insist that humanity’s future is a zero-sum proposition—that there is only so much

prosperity, material comfort, and modernity to go around. If too many people desire such things, we will all be ruined. *We*, of course, meaning those of us who have already achieved prosperity, material comfort, and modernity. In the end, the story told by these eco-tragedies is not that humankind cannot stand too much reality but rather that Nature cannot stand too much humanity. (pp. 131-132)

We have seen this played out in our Parkway recently with the overly-restrictive attitudes towards users who hope for some opportunity to be part of the Parkway experience, whether it is walking their dogs without leashes in a fenced area of the Parkway, drinking beer while rafting in the river (surely an ancient tradition), and the most egregious, the opposition to the Indian Heritage Center being built in the Parkway where an ancient village had existed for millennia prior to the Europeans arrival.

However, Parkway advocates and local government who denounced the restoration of the *original* California Indian village site as the Indian Heritage Center, supported the *copy* at the Effie Yeaw Nature Center, seemingly unaware of the contradiction.

Excellent ideas about developing the recreational/agricultural/educational resources of the Parkway have been well advanced by Rancho Cordova and give a sense of some of the ideas that can be done throughout the Parkway.

- *Formally recognize organic farming and production of native plants as a permanent use in the Parkway – previously agriculture had been described as a temporary use.*
- *Designate land as Developed Recreation to accommodate an Interpretive/Education Center that would focus on nature habitats of the Parkway, restoration of the Clifton Drain channel and the organic farm/native plant nursery.*
- *Create a sensory garden immediately west of Hagan Park. The sensory garden was intended for the enjoyment and education of the entire community, but with a particular focus on persons with physical limitations. The sensory garden would require a high level of improvement to accommodate the physically impaired.*
- *Create a native plant arboretum immediately surrounding the sensory garden. The arboretum would highlight plant communities naturally occurring in the Parkway, would serve both educational and passive recreation goals, and would provide a transition from the sensory garden to natural habitat.*
- *Create a buffer of natural vegetation/habitat surrounding the arboretum. This habitat buffer would visually screen the arboretum and sensory garden and, along with the arboretum, would allow unrestricted movement of wildlife.*

- *In conjunction with the sensory garden/arboretum, realign the existing Sacramento Valley Live Steamers rail line. This would allow the rail lines to be less dense and more integrated in the Parkway environment. This change would also allow the existing rail to be pulled back from the American River Parkway Bike Path.*
- *[T]he exploration of a bike/pedestrian/equestrian bridge connection between Hagan and Ancil Hoffman Parks. This bridge would serve a variety of recreation and transportation needs and connect important facilities on the north side of the river to Rancho Cordova.*

Retrieved December 4, 2007 from

http://www.cityofranhocordova.org/news/american_river_parkway_plan.html

Other Ideas

Recreation

- Beach Volleyball Tour: (Already scheduled at Cal Expo)
- Horse Drawn Carriage: Old Town to Folsom (Requires separate trail)
- Concerts: (Discussions with Bill Graham Presents were held)
- Fireworks Celebrations: July Fourth (Rancho Cordova)

Public Safety:

- Park Rangers on Horse Patrol: (Increase visibility and presence)

Education

- Nature Centers including Ranger Stations as at Effie Yeaw: These should be dispersed throughout the Parkway, connected to specific communities, (Rancho Cordova, North Sacramento, Alkali Flats, etc) on both sides of the river.

Book Review: A Contract with the Earth: Newt Gingrich & Terry L. Maple (2007)

This is one of the two newly published environmental books I would recommend everyone read this year, along with *Break Through* (2007), from which I quoted earlier.

Gingrich and Maple believe that the problems human beings have created with the environment are problems that can be solved by human ingenuity and the political will of public leadership operating from the mainstream of environmentalist thinking.

To define that mainstream, they offer a test:

ARE YOU A MAINSTREAM ENVIROMENTALIST?

TEST YOURSELF

Rate yourself on a scale from 1 to 10 for each statement below, with 10 meaning that you strongly agree with the statement and 1 meaning you strongly disagree.

- A healthy environment should be able to coexist with a healthy, growing economy.
- Investments in science and technology will generate solutions to most of our environmental problems.
- Incentives should be offered to encourage corporations to clean up the environment.
- Most disagreements about the environment can be resolved through the art of compromise.
- Governments can play an important role in fostering and incentivizing a healthy environment but lose support when they are too controlling.
- Democracies have been far better environmental stewards than totalitarian states.
- Corporate and private philanthropy is essential to the success of a global environmental movement.
- Most of us have been taught to respect and protect the natural world.
- Political leadership will be defined in the twenty-first century by having a strong commitment to environmental leadership.
- America must be a global leader on environmental issues.

If you scored higher than 70, you qualify to be labeled a “mainstream environmentalist.” (pp. xxi-xxii)

Newt Gingrich was Speaker of the U. S. House of Representatives from 1994 to 1998, and prior to that was an environmental studies teacher at West Georgia College and founding chair of the West Georgia College Chapter of the Georgia Conservancy, and Terry Maple is president of the Palm Beach Zoo and professor of conservation and behavior at the Georgia Institute of Technology, giving both authors strong backgrounds from which to present their perspective on environmentalism.

In a November 10, 2007 interview with Katherine Mieszkowski about the book, Newt describes what he means by calling himself an “environmentalist”.

Somebody who believes that the environment is part of our heritage, and we have an absolute obligation to try to maintain it, and develop it, and sustain it. And somebody who has reverence for the extraordinary complexity that God has created in the natural world.

A great read and future reference!

A Contract with Earth (2007) by Newt Gingrich & Terry L. Maple and *Forward* by E. O. Wilson. Published by The Johns Hopkins University Press; Baltimore, Maryland.

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American River Parkway Preservation Society Newsletter

Issue 18 - Spring 2008

Contents

Essay **Pages 3 - 4**

Model of Growth for the Parkway: A Great Place

Book Note: *Don't Call it Sprawl* **Pages 3 -4**

Don't Call it Sprawl: Metropolitan Structure in the Twenty-First Century, William T. Bogart (2006). Cambridge University Press, New York.

Environmental Review for Parkway Plan **Pages 4-5**

Comment and Access Information

Society Information **Page 6**

Essay

Model of Growth for the Parkway: A Great Place

The Project for Public Spaces recently asked:

What If We Built Our Cities Around Places?

PPS's Great Cities Initiative proposes a place-based approach to revitalizing our towns, cities, and regions.

One of the joys for all of us working at PPS is learning from people all around the world about how they'd like to make their communities better. No two answers are the same, but listen long enough and the degree to which people share similar desires is remarkable. "Downtown would be a better place if I felt comfortable walking there," is a common sentiment. Or we'll often hear someone tell us, "There should be a place close to home where I can take my kids to play." Though the specifics vary, a steady current runs beneath the surface of what people say.

It's the same desire for shared, public places that has shaped human settlements since the first cities were built.

Retrieved March 8, 2008 from

http://www.pps.org/info/placemakingtools/issuepapers/great_cities_initiative

What is interesting about this is that while some public attention has been focusing on the development of the Sacramento downtown as the great place in our region, we already have a great place and it is the American River Parkway.

The rivers are what brought the Europeans to settle here, and it is along the banks of the American where the earliest Native American villages lasted for thousands of years, with the three major villages located in respectively; North Sacramento (Pujune), Sierra Oaks (Kadema) and Rosemont (Yusumne). (*The Lower American River: Prehistory to Parkway* (2005) (Peter J. Hayes, Editor, p. 7) Book available from the American River Natural History Association (ARNHA) at <http://www.arnha.org/publicationsart.html>

The Parkway already attracts many visitors to its sanctuary for recreation, education, and relaxation, but needs to be able to attract many more as the region surrounding it grows.

This requires a level of Parkway development that has been addressed by plans—for their specific area—by the city of Rancho Cordova and their user centric vision is worth emulating. See General Plan, Open Space, Parks & Trails Element (pages 10 & 11) at: <http://www.cityofranhocordova.org/Modules/ShowDocument.aspx?documentid=686>

The greatest expansion of use needs to occur in the poorer communities adjacent to the Parkway, such as the many neighborhoods of North Sacramento, where the closeness of the Parkway as a setting for premier outdoor park family experience has been long precluded by the large-scale illegal camping by the homeless.

The illegal campers are attracted both by the dense vegetation in the Parkway—much of which is destroyed for use in fires—and the proximity to the congregation of homeless services in the 12th Street and Richards Boulevard area.

Due to the efforts of the North Sacramento community, primarily local business people working through the North Sacramento Chamber of Commerce, some of the illegal camps have been moved out (though there is currently a fairly large campground set up under the 160 freeway at the corner of the Northgate exit and the Del Paso Boulevard entrance to 160) but unfortunately are now settling in the downtown and midtown residential and commercial areas.

While this is a key stumbling block to the safe use of the Parkway by the families in that area, it is also crucial that the entire Parkway environment for usage by other groups currently somewhat shut out of safe Parkway use—including the frail elderly and disabled—be included.

Planning for developing a separate trail for pedestrians and horses while allowing the current paved trail to be exclusively for bicyclists, will help; as will increasing Parkway access for the disabled and the frail elderly with many more park benches and picnic areas, just for resting and viewing.

Being able to raise the money for these types of projects is part of why we have long called for the Parkway to be managed by a nonprofit organization—contracting with a Joint Powers Authority of the local government stakeholders—to raise funds philanthropically for these types of projects.

The 2006 Financial Needs report on the Parkway estimated that future usage would be quite large: “we estimate the 2025 visitation should be over 12.4 million people annually”. (p. vi)

However, this increased visitation also brings increased economic benefit to our community:

If there is a build up of latent demand on the Parkway, then there is also an unrealized economic value in the Parkway. Using Gold’s projected visitation for 2006 and the National Park Service Money Generation Model, the estimated annual direct and indirect spending for all Parkway related goods and services in the greater Sacramento Area was \$364,218,973, with the estimated annual Parkway visitor direct spending portion being \$163,007,792. Indirect spending reflects the impact that park visitors have on the local economy in terms of their contributions to sales, income and jobs in the area. (p. vi)

American River Parkway 2006 Financial Needs Study Update. Retrieved March 8, 2008 from <http://www.sacparks.net/our-parks/american-river-parkway/financial-needs-study/docs/ARP-Financial-Needs-Study-Update-2006.pdf>

While there is no suggestion that the Parkway replace Sacramento downtown as the great place of the region, it is certainly worth considering as one of them with the proper focus put towards its preservation, protection, and enhancement.

Book Note: Don’t Call it Sprawl

Don’t Call it Sprawl: Metropolitan Structure in the Twenty-First Century, William T. Bogart (2006). Cambridge University Press, New York.

An important insight concerning development that has not yet been understood by local leadership is that noted by Bogart (2006):

The dominant intellectual approach to describing cities during the twentieth century was the *monocentric city* model. In a monocentric city, all commercial

and industrial activity takes place in the central business district, while the rest of the city consists of residential areas. This description was reasonably accurate as recently as 1950 in most cities...

Even by 1960 observers such as Jane Jacobs and Jean Gottman had discerned a new structure for metropolitan areas, although popular interpreters of their work have neglected this insight. This new structure was called the *polycentric city*, in recognition of the multiple centers of economic activity that now comprised the metropolitan area. While some people have recognized this change for more than forty years, it still has surpassingly little impact on the design of public policy.
(p.9)

Sacramento is a text-book example of this thinking with the over-focused approach to the Sacramento downtown area's development as somehow the key to the region's well being, while the edge areas of Arden Arcade, Citrus Heights, Elk Grove, Folsom, and Rancho Cordova, develop into thriving centers on their own virtually unrelated to what occurs in downtown Sacramento, except for people who happen to work there.

The impact this has on the planning around the Parkway is also significant, from the virtual giving over of its section to homeless encampments by downtown Sacramento interests—destroying the congruence many, including our organization, see as the future of the Parkway—to the desire on Rancho Cordova's part to revitalize its section to enhance the recreational enjoyment of the natural setting envisioned by the Parkway founders.

Given that the regions in question all lie within the boundaries of Sacramento County, one would naturally expect that entity to play a leading role in planning that could bring the differing regions together around the one great place they share, the Parkway, and we continue in our hope to see this type of visionary leadership develop.

Environmental Review Document for Parkway Plan

Comment and Access Information

Here is the email Parkway Plan Stakeholders received on March 11, 2008 from Lauren Hocker at Sacramento County Department of Environmental Review about the document..

“To All Interested Parties:

“This e-mail is to notify you that the Draft EIR for the American River Parkway Plan Update has been released, and is available for review and comment. The DEIR is available for purchase either as a CD, for \$30, or as a hard-copy, for \$70. Please also know that the document is available in its entirety and chapter-by-chapter from the

Department of Environmental Review and Assessment website:
www.dera.saccounty.net. Click on the link "Search for Projects" that is on the upper left-hand side of the homepage, and enter the numbers 0332 in the Control Number field. A short list of projects will appear, and the ARPP Update is the 3rd from the top. Click on the "Details" link for the project, and you're there. We are also mailing out a copy of the DEIR to each of the following libraries:

Arden Branch Library
891 Watt Avenue
Sacramento CA 95825

Rancho Cordova Library
9845 Folsom Blvd
Sacramento CA 95827

Carmichael Library
5605 Marconi Avenue
Carmichael CA 95608

Folsom Branch Library
300 Persifer Street
Folsom CA 95630

Fair Oaks-Orangevale
Community Library
11601 Fair Oaks Blvd
Fair Oaks CA 95628

CSU Sacramento Library
2000 Jed Smith Drive
Sacramento CA 95819

Sacramento Public Library
828 I Street
Sacramento CA 95814

Orangevale Branch Library
8820 Greenback Lane
Orangevale CA 95662

“In your review, please focus on the sufficiency of the DEIR in discussing possible impacts on the environment, ways in which adverse effects might be minimized, and alternatives to the proposed project. Reviewers who wish to comment on this DEIR are urged to submit written comments to this office by April 21, 2008. Failure to do so will not preclude your right to testify at the public hearing before the Policy Planning Commission. The hearing has not been scheduled yet, but you may call the the Commission Secretary at (916) 874-7891, and when it has been scheduled the secretary will be able to provide you with the date, time, and place of the hearing. Thank you for your interest!”

Lauren Hocker
Associate Environmental Analyst
Department of Environmental Review and Assessment
Sacramento County
(916) 874-862

[Here is the direct link to the 442 page document]
http://www.dera.saccounty.net/portals/0/docs/EnvDocs_Notices/20030332220080307090837.pdf

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Newsletter

Issue 19 - Summer 2008

Contents

Essay	Page 1
<i>A Parkway Vision</i>	
Book Review	Page 4
<i>The City Beautiful Movement</i>	
Society Information	Page 6

ESSAY

A Parkway Vision

With all of the difficulty surrounding the ability of Sacramento County to provide for basic funding for the Parkway, let alone the increased funding it needs to accommodate area growth, it is an excellent time to remember the nonprofit management and fund raising alternative we've suggested as it has the potential to provide the management and the funding to realize a large vision for the Parkway. (See our website news page, 4th item down, *Guest Editorial, The American River Parkway: The Case for Management by a Nonprofit Organization*)

Let's explore a vision of the Parkway that may be enjoyed by the millions of people estimated to someday live close enough to it to embrace and recreate in its sanctuary.

The Parkway with the river running through it is 50 years old and has become a priceless community asset and beyond being a restorative sanctuary, it is:

- An economic engine that "generates an estimated \$364,218,973 in annual economic activity in the local economy." (*American River Parkway Financial Needs Study Update*, Dangermond 2006, p. 10)
- Lake Natoma was rated "Best All Round Rowing Facility in North America", by **Rowing News**, in its April 6, 2003 issue, noting; "As an all-around facility, Lake Natoma may be the closest North America comes to a Bled or Lucerne."
- "The parkway gets a million more visitors than does Yosemite National Park." *Parkway in Peril*, **Sacramento Bee Editorial**, January 2, 2004.

- Assumed visitation in 2025 is 12.5 million (Dangermond (2006, p. 10)
- Rated number one of the Best Road Biking Destinations in 2008 by Trails.com

Historic Legacy

Many feel the catalyzing event that led to the completion of the new nation of America, happened on the American River in January of 1848, when carpenter James Marshall found gold, followed in February of 1848 by the treaty of Guadalupe Hidalgo which ceded all Mexican lands north of the Rio Grande to America, and in December of 1848, when President Polk confirmed—on the floor of Congress—the gold discovery in California, news drawing the world here.

The river pouring out of what John Muir called the ‘Range of Light’ shone with a precious hue to help lead America to her power, centralizing California as a legendary destination, becoming an incubator of science and myth-shaping of America and the planet to this day; and with what treasured care do we embrace this heart of so deep a history that we allowed the ancient Indian village-site at the confluence with the Sacramento become permanent illegal homeless encampments and 40 tons of trash laying in the bushes, while the adjacent agonized communities continue—seemingly in vain—to call for our leaders to cherish our past, remember our accomplishments, and care for our treasures.

Recreate & Restore

The great park along the mythic river can become so much more to all of us who long to recreate and contemplate along its trails, beaches, and paths and here are some of the uses we could someday see in the Parkway:

- Separate wide trails for people walking, riding bikes and horses, able to enjoy the river at the particular traversing gait they prefer.
- Horse-drawn carriages that can trot people down the river trails, and gondolas that can pole and oar people down the river.
- Bike rentals from downtown hotels for venturing out into the finally-cleaned-up and safely patrolled Parkway areas near downtown.
- Where all venturing into the Parkway can find rest and relaxation on a multitude of benches and tables, nestled in prime viewing spots.
- Where access at all the points, in all of the neighborhoods, is accessible to the frail elderly and the disabled.
- Where all Parkway access and parking is free.
- Where more nature centers are dotted around the neighborhoods, bringing that special educative joy to all of the areas children and families, with rangers staffing each to enhance the public’s safety.
- Rangers on horseback, in swift quiet motorized rafts, on bikes, walking, and all over the Parkway.
- More organic gardens and farms.

- Concerts and plays in outdoor riverside amphitheaters.

All of these are being used, either already on the Parkway at some level, or at some of the many parks bordering waterways around the country which we have researched, as it has always been important to us that the ideas we present to the community have proven successful in other parks and though they may not have a specific applicability here, they are food for thought.

Portland, with its award winning Eastbank Esplanade and the River Renaissance project, continues to have success creating its river-front as a vibrant front porch for the city. Boston's Emerald Necklace and San Antonio's Riverwalk are legendary. White River State Park in Indianapolis 20 years ago began replacing an urban industrial area, and now is home to the Indianapolis Zoo, a baseball stadium, IMAX theater, the Indiana State Museum, the Eiteljorg Museum of American Indians and Western Art, the Congressional Medal of Honor Memorial, Military Park, the NCAA Hall of Champions and The Lawn, an outdoor performance venue overlooking the White River with seating for 5,000.

With horse-drawn carriages, bike rentals from downtown hotels and the increased public safety presence in the downtown and North Sacramento area of the Parkway long advocated for; we can envision people visiting Sacramento, staying in those downtown hotels, venturing out on the Parkway to get to golf courses, outdoor concerts and plays in Discovery Park, Paradise Beach, Sacramento State, Rancho Cordova, Gold River, Fair Oaks Village, Effie Yeaw and other Nature Centers, the Fish Hatchery, Nimbus Lake, old town Folsom, and links that are being established from new developments to the Parkway such as the proposed Folsom South Canal Corridor Plan.

Under current funding from Sacramento County and some in usage fees, the Parkway does not have the resources to move towards these types of enhancements as they cost a lot, as well as needing additional staff to manage and coordinate the increased recreational activities for an ever-increasing urban/suburban population desperate to use the Parkway.

The public/private partnership represented by nonprofit management, with its corresponding ability to develop large sums philanthropically, does have the capacity to venture into these more expansive recreational activities.

It is important to our organization to preserve for the community the ability to experience the Parkway fully, safely, and enjoyably; to absorb the sanctuary of an almost 5,000 acre garden along the banks of the American River where families can walk, ride their bikes, ride horses and in carriages, raft, fish, swim, sun themselves on the beaches and in the parks, play golf, have picnics, bird-watch, jog, listen to music or watch a play, and just plain sit in a sunny or shady spot and watch the river and people go by.

Book Review

The City Beautiful Movement. William H. Wilson (1989) Baltimore & London: John Hopkins University Press.

The goals of the City Beautiful movement grew out of the often compressed and harsh urban 19th century experiences of the large American cities; the reshaping of the religious visions of Fredrick Law Olmstead—the father of American landscape architecture—and the desire of its adherents to control the behavior of city dwellers in the direction they felt would be best for the 20th century city and its future. As Wilson writes:

The heyday of the City Beautiful movement, from about 1900 to 1910, saw middle and upper-middle-class Americans attempt to refashion their cities into beautiful, functional entities. Their effort involved a cultural agenda, a middle-class environmentalism, and aesthetics expressed as beauty, order, system, and harmony. The ideal found physical realization in urban design. Public and semi-public buildings, civic centers, park and boulevard systems, or extensions and embellishments of them, were the tokens of the improved environment. So were ordinary street improvements, including good paving, attractive furniture such as lampposts, and carefully selected and maintained trees. The goal beyond the tangibles was to influence the heart, mind, and purse of the citizen. Physical change and institutional reformation would persuade urban dwellers to become more imbued with civic patriotism and better disposed towards community needs. Beautiful surroundings would enhance productivity and urban economics.

In the broadest sense, then, the City Beautiful movement was a political movement, for it demanded a reorientation of public thought and action toward urban beauty. The environmental reorganization necessary to the City Beautiful and its immediate forebears required an altered political structure, including state enabling legislation, new public institutions such as park boards, and grants of power to private entities to build railroad stations and other semipublic buildings. The reorganized urban politics was remarkably flexible, encompassing both new or vitalized administrative agencies and expanded popular participation. Improvements of the City Beautiful type often required voter approval through bond issues, election campaigns, or other devices of participatory politics. The movement involved, too, a politics of accommodation between the expert planning professional and the enlightened citizens on the board or commission that set the basic planning goals and oversaw their construction. The political dimension of the City Beautiful movement went beyond structure and process to an element underlying much of the surface change: citizen agitation and activism on behalf of beautification. (p. 1)

Olmstead, whose religious groundings led to his belief that the well developed park landscape, such as that of his major work—Central Park in New York—had, as its primary purpose, to provide the human soul with sanctuary, spiritual refreshment, and

psychological regeneration from the negative effects of an often turbulent urban life, but that aspect of Olmsted was changed by the City Beautiful movement, as Wilson notes:

City Beautiful environmentalism was not, however, a linear extension of Olmsted's. The impact of Darwinism separated it from the analysis of Olmsted, a man whose fundamental ideas were formed in the first half of the nineteenth century. Endorsers of the City Beautiful were late-nineteenth-or-twentieth-century people. They believed less in the Olmstedian view of beauty's restorative power and more in the shaping influence of beauty. Darwinism had compromised the old belief in man as a natural creature made in the image of God, who shared some of God's attributes and who required a beautified, naturalistic reprieve from his imprisonment in the artificial city. (p. 80)

What struck me most about the movement—specifically its initial Olmstedian perspective—was the strategy of thinking of the development within the entire city through the lens of beauty, and their love of parks, as this excerpt notes:

City Beautiful planners typically treated naturalistic parks and parkways as precious assets, not as relics to be tolerated or disfigured by the imposition of their own designs. (p. 87)

And though the movement was often accused of not appreciating the beauty of the natural world, it was untrue.

...The charge that City Beautiful plans scorned or devalued natural beauty fits nicely with models of conflict or dichotomy in city planning, but the charge is simply untrue. (p. 87)

To Olmsted the landscaped park was central to his work:

While he was developing the park and boulevard system, the design mainstay of the City Beautiful, Olmsted was also formulating part of the movement's ideology. He argued that parks (and by later extension, all aesthetic improvements) raised surrounding land values, contributing to private enterprise and returning their costs through increased municipal real estate taxation. More fundamental to him, however, were the restorative, recreative influences of natural landscape on city-bound people. The park as a magnet for all urbanites and a benign instrument of class reconciliation and democratization. Olmsted's conception of the landscape park antedated the organicism and environmentalism of the City Beautiful era, but his conclusions were quite congenial to City Beautiful enthusiasts. They would replace his rationales with their own, yet their justifications would undergird the very same Olmstedian arguments. (p. 10)

And they were wonderful arguments indeed.

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Our Vision:

We want our Parkway, seven generations from now, to be a vibrant, accessible, and serene sanctuary, nourishing and refreshing the spirit of all who enter it.

Our Guiding Principles:

- (1) Preserving the Parkway is not an option, it's a necessity.
- (2) What's good for the salmon is good for the river.
- (3) Regarding illegal camping by the homeless in the North Sacramento area of the Parkway, social and environmental justice call upon us to help the poor and distressed person but not at the expense of the adjacent community to visit the Parkway safely.
- (4) If it can be seen from the Parkway, it shouldn't be built along the Parkway.
- (5) Regarding new Parkway usages, inclusion should be the operating principle rather than exclusion.

The Society depends solely on its membership to accomplish what needs to be done to preserve the Parkway in perpetuity, and we deeply appreciate any additional financial support you can provide, or by encouraging others to become members.

Thank You!

Copy service for our newsletter is generously donated by University Copy & Print, in the University Village Courtyard, located at 446 Howe Avenue and is owned by ARPPS Charter Member, Stan Goman.

Thanks Stan!

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APPENDIX III

Planning Position Papers

American River Parkway Preservation Society

Planning Position Paper # 2, October 20, 2007

The American River Parkway: Lower Reach Public Safety, Parkway Clean-Up, & Community Access

Contents	Page
I. Public Safety Strategy for the Lower Reach	1
Lower Reach Public Safety Policy Concepts	2
II. Parkway Clean-Up	4
ARPPS Homeless Job Training Project (AHJTP)	4
III. Community Access	5
IV. Conclusion	7
APPENDIX:	8
Open Letter to Board of Supervisors and City Council	8
Print Media on Illegal Camping: October 2003 to February 2006	9

With the continuing problems with illegal camping in the Parkway's Lower Reach, we felt it was important to provide a summary update of work already done on this issue to remind us all to keep focused on it.

I. Public Safety Strategy for the Lower Reach

The public safety issues along the Parkway can be examined from the perspective of two successful approaches to modern policing; **Problem-Oriented Policing** and the **Broken Windows Theory**.

Problem-Oriented Policing is described by Cordner & Biebel (2005):

Simply put, problem-oriented policing posits that police should focus more attention on *problems*, as opposed to *incidents*. Problems are defined either as collections of incidents related in some way (if they occur at the same location) [along the Parkway

for instance] or as underlying conditions that give rise to incidents, crimes, disorder, and other substantive community issues that people expect the police to handle. By focusing more on problems than on incidents, police can address causes rather than mere symptoms and consequently have a greater impact. [...] It emphasizes that police pursue large and critically important societal goals—controlling crime, protecting people, reducing fear, and maintaining order.” (p. 156, Problem-oriented policing in practice. *Criminology & Public Policy*, 4.2, 155-180.)

Broken Windows Theory was first described by James Q. Wilson and co-author George Kelling in a 1982 article in the Atlantic Monthly magazine. In a 1997 interview by Colloff, Wilson describes how it evolved:

George Kelling, the co-author, was asked to evaluate an experiment in New Jersey involving the assignment of foot patrol officers to inner city neighborhoods. The police did not think that foot patrols were having an effect on crime, although the citizens were quite enthusiastic about it. What Kelling found in his research was that the foot patrol officers did not in fact reduce crime, but they did make neighbors feel more comfortable as a community. This led me to wonder whether the national concern about crime rates was not ignoring an equally important concern about how neighbors felt about issues of neighborhood safety.

When I looked into it, I discovered that the neighborhoods that people were most fearful of were not necessarily the most crime-prone neighborhoods. They were neighborhoods where crime was displayed—where teenage boys hung out on street corners or where prostitutes walked. Citizens were concerned about keeping order as much as having safety.

If the rangers who are responsible for patrolling the Parkway, all with law enforcement training, followed basic police procedure, they would be concentrating their resources in the Lower Reach rather than upriver, but virtually all anecdotal evidence indicates upriver is where they are.

Lower Reach Public Safety Policy Concepts

Our third guiding principle is:

“Regarding illegal camping by the homeless in the North Sacramento area of the Parkway, social and environmental justice call upon us to help the poor and distressed person, and the poor and distressed community.”

In accordance with that principle we have suggested the following policies:

1) Enlarge and expand ranger patrols, with a major focus on the highest crime area, adopt a model being used in Houston for horse ranger patrols, and create a citizen hot-line and website.

a) Parkway Horse Rangers: Modeled after a program used at the Houston International Airport written about by Perlman (2005) where “[E]questrians who are granted permission to ride the 25 miles of trails in the area in exchange for helping airport security by keeping an eye out for suspicious activity.” (p.76)

b) Public Safety Hotline and Website with Follow Up Responses: A place where the public can call and/or email the location of illegal camping sites and other illegal activities and there is a follow-up response to the report.

The ongoing statistics from the ranger crime reports should be placed here as well as recent report of crime and descriptions of suspected criminals.

Right now there are several members of the public from the Lower Reach who call in locations of campgrounds and crimes, but the follow up is sporadic and not publicly accessible. Something as simple and cheap as a Parkway Public Safety Website would be a start.

The point is to allow the community to help, as they have shown a willingness to do so.

2) Safety with Compassion Program.

a) One of the few programs that has actually seemed to work at stopping the chronic homeless from camping illegally in public parks and getting them into community treatment programs, has been the Matrix program in San Francisco, described by Gaskin (1994):

San Francisco's septuagenarian columnist Herb Caen has likened it to a sixteenth-century English law that required public flogging of vagrants; the ACLU has condemned it as a violation of the basic constitutional rights to freedom of travel and association; members of the clergy have denounced it as a cold and uncaring attempt to sweep a desperate problem away. Yet ordinary citizens seem to like it. Last August Mayor Frank Jordan instituted the Matrix Program, a sort of tough-love approach to the growing problems caused by the homeless in San Francisco. The professionally indignant have been nipping at his heels ever since.

Walking down Market Street or up Powell Street, tourists and local citizens used to run a gauntlet of panhandlers, drunkards, drug addicts, and the mentally ill, who would line the sidewalks requesting (or demanding) money. Petty and serious street crimes were becoming commonplace in areas that were supposed to attract tourists. Union Square, surrounded by upscale stores in the heart of downtown, was increasingly avoided by anyone who didn't want to run the risk of being panhandled into penury. Every downtown park was becoming the property of the indigent as they set up tents and makeshift shelters.

Amid growing complaints by city businesses, tourist groups, and members of the general public, Mayor Jordan started the Matrix Program, which offers the homeless a chance to obtain shelter and services but also treats them as adults, asking them to take responsibility for their own lives. The program's many opponents are upset because it reasserts the public's right to safe streets and a decent quality of life by actively enforcing public-nuisance laws. (9/12/04: Taking back the streets-San Francisco, California's ordinance to control the homeless. *National Review*.)

Even with all of the controversy it generated, most observers agree that the program cleaned up the streets and helped many of the chronic homeless who would not seek help on their own.

The program model calls for entering illegal camping areas, led by local homeless service providers backed up by police, and move campers, even those resisting, into public services.

As many programs have found, being resistant to help does not always equate to not taking help when it is offered vigorously.

Vigorous help is exactly what is needed in the Lower Reach to allow the homeless illegally camping there begin to reclaim their lives, and the citizens of the community begin to reclaim their Parkway.

One of the most successful of the Doe Fund's programs is the Ready, Willing & Able Street Clean-Up Program, (RWA) described on their website <http://www.doe.org/> (2005):

Ready, Willing & Able is The Doe Fund's holistic, residential, work and job skills training program which empowers, employs and supports homeless individuals in their efforts to become self-sufficient, contributing members of society. *Ready, Willing & Able* has helped over 1,100 men and women become drug-free, secure full-time employment, and obtain their own self-supported housing. The program targets the segment of the homeless population considered the hardest to serve: single, able-bodied adults, the majority of whom have histories of incarceration and substance abuse. Criteria for acceptance into the program is that the applicant be ready, willing and able, both physically and mentally, to work and maintain a drug-free lifestyle. (n.p.)

(From 2005 ARPPS Research Report on the American River Parkway Lower Reach Area at <http://www.arpps.org/report.pdf> , pp 38-42)

II. Parkway Clean-Up

ARPPS Homeless Job Training Project (AHJTP)

Using the Ready Willing & Able program in New York <http://www.doe.org/> as a model, ARPPS facilitated a community discussion in 2005 to develop a similar program to clean up the Parkway.

ARPPS facilitated a series of monthly meetings in 2005 with stakeholder representatives to develop a job training program for the homeless cleaning up the Parkway, based on the Ready, Willing, & Able model.

AHJTP Meeting Participants: 1) David H. Lukenbill, Founding President, ARPPS; **2) Deborah Baron**, Executive Director, ARPPS **3) Tim Brown**, Executive Director, Loaves & Fishes; **4) Franklin Burris**, President, North Sacramento Chamber of Commerce; **5) Dana Christy**, Clean & Sober, Loaves & Fishes; **6) Deborah Dunham**, Development Director, Wellspring Women's Center; **7) Kathy Kossick**, Executive Director, SETA; **8) Ryan Loofbourrow**, Downtown Partnership; **8)**

Paula Lomazzi, Homelessness Board; **9) Robin Purdy**, SETA; **10) William Walker**, Workforce Development Manager, SETA; **11) Carolyn Washington**, Mutual Assistance Program.

AHJTP Draft Concept

- A job training, job development, and business creation program involving the recent homeless, who receive training and full-time jobs cleaning up the Lower American River Parkway, encompassing the Discovery Park, Woodlake Reach and Cal Expo area, eventually expanding to the Del Paso Boulevard area of North Sacramento, the Downtown area and the Capital Station District of Sacramento.
- The first-year pilot project, focusing on the lower American River Parkway will consist of three two-person crews, working under one supervisor, using large push buckets or carts, and brooms, rakes, shovels, etc, loading refuse into a truck for hauling while separating recyclable material for redemption.
- The program will move to the Del Paso Boulevard Area in the second year (six two-person crews and two supervisors), and
- Downtown and Capital Station area in the third year (twelve two-person crews and four supervisors).

AHJTP Draft Funding Concept

- The program will seek, after the first subsidized year, paying contracts with local business and government agencies, with the eventual goal of it becoming a private enterprise owned and operated by the formerly homeless.

Job Training & Housing

We feel that this type of job training and development approach, along with housing programs like Pathways to Housing, are the long-term strategies that will change the history of failure in helping the chronic homeless in Sacramento.

Clinging to the failed response to homelessness in Sacramento by allowing illegal campgrounds to exist in the Lower Reach, hurts the homeless and the homeless programs, degrades the environment for business and residents, and creates de facto public policy that perpetuates the failure.

(From 2005 ARPPS Research Report on the American River Parkway Lower Reach Area at <http://www.arpps.org/report.pdf> , pp. 34-36)

III. Community Access

There are several things that could be done to help develop greater opportunities for safe recreational and educational activities in the Lower Reach.

Community Resource Concepts

ARPPS and the North Sacramento community have been strong supporters of the Indian Heritage Center, which has recently been approved by California State Parks for the site in the Lower Reach chosen by the Heritage Center Task Force, and will continue to support the implementation of it.

However, there are others resources that would help restore the Lower Reach.

Among the many community resources that could be created in the Lower Reach are:

- **A Lower Reach Nature Center:**

As much good as the Indian Heritage Center will do for the Lower Reach, there is a strong need for a local community oriented nature center, modeled after the Effie Yeaw Nature Center, serving the Lower Reach community as Effie Yeaw serves the upriver community.

The organized support that will develop around the Lower Reach Nature Center will act as the organized support for the Effie Yeaw Nature Center, the American River Natural History Association (ARNHA), does for the upriver community; as a focal point for volunteers and donations to support the nature center and the Parkway.

- **Expanded Picnic Areas**

As the Lower Reach Nature Center will enhance the legitimate use that will help drive out the illegitimate use, expanding picnic areas will bring the community, particularly the low-income community which is a large part of the Lower Reach adjacent community, into a closer relationship with the Parkway.

- **Pedestrian and Biking Bridges into Downtown**

This would open up one of the area's most beautiful areas to the major tourist hotels, and add to the transportation options for the adjacent communities on both sides of the river.

- **Golf Course**

With the existing Campus Commons golf course by California State University, and the Ancil Hoffman golf course in Carmichael, the Lower Reach could support a golf course which would draw from downtown and the Lower Reach community.

- **Concert Area**

There were serious discussions awhile ago with a major concert promoter from the Bay Area to bring concerts to the Lower Reach, and it is a great venue to continue discussing, as well as an excellent social enterprise for Parkway funding.

(From 2005 ARPPS Research Report on the American River Parkway Lower Reach Area at <http://www.arpps.org/report.pdf> , pp. 49-50)

- **Disc Golf**

The American River Parkway Task Force of the North Sacramento Chamber of Commerce supported the development of a disc golf course in the Parkway's Woodlake Reach, and it was approved by the Board of Directors of the Chamber in 2006

Disc golf is a popular, low impact sport that will bring legitimate users to the Woodlake area, which has suffered from the problem of illegal camping for many years; and the most effective way to drive out illegitimate use is through the encouragement of legitimate use.

The group behind the development of the disc golf course has indicated they will take the lead in keeping it cleaned up and ensure the impact on the Parkway is minimal; and because of the nature of the sport, we see the impact as being positive.

IV. Conclusion

The problems in the Lower Reach, while being addressed much more vigorously since the extensive public advocacy work of the North Sacramento Chamber of Commerce and our organization, and the increased efforts of the County Parkway Rangers, along with the wonderful work of community groups, (see Appendix) still largely remain.

It is crucial to keep focused on this issue, particularly since the increased development of a legal strategy that has been taken for many years to allow sleeping in public as a fundamental right guaranteed in the Constitution, (one recent story from Los Angeles can be seen here: <http://www.latimes.com/news/local/la-me-homeless10oct10.1.6532999.story>) and while we feel this strategy will eventually be overturned in the courts, it continues to cause much harm to communities in the meantime.

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Weblog: <http://parkwayblog.blogspot.com/>
Website: <http://www.arpps.org/>

*"The best things are nearest: breath in your nostrils, light in your eyes, flowers at your feet,
duties at your hand, the path of God just before you."* —Robert Louis Stevenson

APPENDIX
NORTH SACRAMENTO CHAMBER OF COMMERCE &
AMERICAN RIVER PARKWAY PRESERVATION SOCIETY

February 20, 2006

Open Letter to Sacramento County Board of Supervisors and Sacramento City Council

Our two organizations, the North Sacramento Chamber of Commerce and the American River Parkway Preservation Society (ARPPS) have been working together for some years to improve public safety in the Lower Reach of the Parkway, to ensure the safe and enjoyable use of that area by the adjacent community.

Adjacent community complaints over the years to the Parks Department and the rangers staffing the Parkway about the unsafe conditions were largely ignored or deemed unjustified, raising, among other issues, an environmental justice concern.

This was in direct contradiction of Sacramento County reports notifying of the danger, including the *American River Parkway: Financial Needs Study* report of 2000 which said under the heading of New Threats to the Parkway: "...the invasion of areas of the parkway by homeless persons which has created a sense of lack of safety." (p. 2); and the *Lower American River: River Corridor Management Plan* of (2002) which stated as a recommended action, "Increase the number of County Ranger Patrols and City "Problem Oriented Police" efforts to achieve a "best practice" operational standard and to target illegal camping in the Parkway." (p. 59).

There have also been many articles about public safety in the Lower Reach in the local print media, (list enclosed), yet with all of this attention, there still appears to be an on the ground dismissing of the problem and the latest rendition of this is as a result of the efforts of Mary Tappel.

Mary is an environmentally-knowledgeable Parkway user who lives close to the Parkway. She has been very active in Creek Week, works for the State as an Environmental Scientist and has done work for SAFCA. She has led and organized creek clean ups throughout North Sacramento for the past 15 years and has a strong environmental justice perspective.

Mary was involved in a serious incident last year as a volunteer on the American River Parkway Foundation's Great American River Clean-Up in the Lower Reach area of the Parkway. We had advised against allowing volunteers to go into that area, (the Chamber deciding against being a sponsor, as we had in the past, because of our safety concerns) because of the fears we had of the illegal camper vs clean-up volunteer conflict Mary Tappel became the victim of.

Mary has continued her dedicated advocacy for safety in the Parkway, and from our perspective, she is doing the absolutely vital work of trying to protect the public against Parkway crime in the area having the dubious distinction of being the most dangerous in the Parkway.

We would hope that you will continue to respond to the important message that Mary and other advocates carry to the community, which is, that the entire Parkway needs to be a safe and enjoyable place for the public to recreate.

Sincerely,
(Signed)

Franklin Burris, President
North Sacramento Chamber of Commerce

(Signed)

Michael Rushford, President
American River Parkway Preservation Society

Cc: Chamber Board & Parkway Task Force, Parkway Society Board
Enclosure: Print Media on Illegal Camping: October 2003 to February 2006

Print Media on Illegal Camping: October 2003 to February 2006

- 1) Sacramento Bee, October 3, 2003: Parkway camping slackens with pressure on homeless** **By Walt Wiley -- Bee Staff Writer - (*Published October 3, 2003*)** “The huge campsites with dozens of occupants and accompanying filth by the ton are on the wane, even if there are people still camping on the parkway and even if homelessness is as much a problem as ever.”
- 2) Sacramento News & Review: November 14, 2004: Can't see the river for the trash, By Marie Wilson** “**My companion opened the door of the car to let his dog out.** Immediately, someone began shouting expletives at us, and two dogs began snarling and growling in our direction. Several homeless people appeared to be permanently camped in the shade of the trees with nearby trash strewn everywhere.”
- 3) Sacramento News & Review: December 2, 2004: Trail of fears** *The American River Bike Trail is idyllic, as long as you don't get maced, mugged or beaten with a rock ;* **By Jason Probst** “**Encompassing 32 miles from downtown** Sacramento snaking east into Folsom, the American River Bike Trail is a regional jewel of recreation and outdoor splendor. But some enthusiasts point to a discomfiting trend of incidents--including muggings, vehicle burglaries and assaults--that suggest public safety on the trail is sorely lacking.”
- 4) Sacramento Bee, December 22, 2004: R.E. Graswich: Waters irked at judge's refusal to cite homeless man for camping in park; By R.E. Graswich** “**Camped in:** The city of Sacramento has suffered a big defeat in its battle to stop homeless people from camping in parks. Sacramento Superior Court Judge D. Robert Shuman threw out a ranger's misdemeanor citation to Ronald Earl Stevens for camping on the American River Parkway. “
- 5) Sacramento Bee, March 31, 2005: City, county look for ways to stop trashing of parkway; Attempts to stop camping by the homeless haven't worked; By Cameron Jahn:** “Patrols and cleanups to battle illegal dumping by homeless campers in the American River Parkway have cost Sacramento County taxpayers at least \$630,000 since 2001 - with little success to show for it.”
- 6) Sacramento Bee, May 15, 2005: Anita Creamer: The struggle to change; A homeless woman searches for hope - helped by a mentor who won't give up** **By Anita Creamer -- Bee Columnist:** “Some nights, Allen sleeps on the couch of a longtime friend who lives in West Sacramento. Other nights, she stays on the river. Camping, she calls it. Unlike a lot of homeless women, she feels safe there: She's gathered an intricate network of friends - her street family - and they watch out for one another.”
- 7) Sacramento Bee, June 24, 2005: Challenge planned on camping ban; Often arrested, homeless man wants a jury to rule on his right to sleep anywhere.; By Christina Jewett;** “Gremlin is a homeless loner with a shock of gray

in his flaming red hair and a rap sheet nearly as long as he is tall. He is seldom seen, except by police, park rangers, prosecutors and public defenders. To them, he represents the point where homelessness is equal parts criminal justice dilemma and social problem.”

8) Sacramento Bee, June 30, 2005: A day in the life of the parkway; The urban oasis along the American River is the region's jewel: By Blair

Anthony Robertson; “The lower part of the trail is at times controversial, as many people say it is too frightening for them to use, what with the population of homeless campers and transients and the infrequent patrols by county park rangers.”

9) Sacramento Bee, July 21, 2005: Chief ranger says the job is a balancing act; Between protecting nature and enforcing the law, resources are stretched thin. By Bill Lindelof:

Q: Are there unsafe areas on the parkway west of the Capital City Freeway? **A:** I would not say they are unsafe. Some of the homeless with shopping carts out on the trail are intimidating. But crime associated with the homeless is almost completely restricted to what they are doing to each other. **Q:** Would you caution travel there alone? **A:** Anywhere on the parkway, we encourage people to buddy up. You never know who is going to be out there. In pairs, you have a better chance to avoid becoming a victim. **Q:** Is illegal camping still a big problem? **A:** Yes. Two rangers are assigned entirely to that problem on the lower river. We issue citations and make the homeless aware of services. We pick up camp debris on a daily basis: 30 tons in the last fiscal year. **Q:** What is the effect of illegal camping on plant life? **A:** They chop down plant material for campfires, for cooking sticks and tent stakes. They are indiscriminate. It does not matter if it is a nonnative plant or a protected species such as a valley elderberry (bush). Elderberry grow long, straight stems that make good cooking sticks and tent poles. **Q:** Should we have Dumpsters on the parkway for the homeless to use? **A:** We find that they go through the Dumpster and pull things out of it. That is one of the problems with having a Dumpster too close by to the parkway. **Q:** Ever afraid for your safety when trying to evict squatters from the parkway? **A:** No. We try to do that in pairs. A ranger on his or her own, if there are pit bulls or there is drinking, that ranger will radio for help.”

10) Sacramento Bee, September 8, 2005: Who uses the parkway, and how do they use it?; To explore funding needs, a telephone survey attempts to answer those queries. By Bill Lindelof:

“The bicycle trail, [Alan]Wade said, is maintained fairly well. It's off the trail, mostly, where trash is strewn. He also noted in his e-mail that some public restrooms are not in good shape, dogs run loose, there is unlawful camping, and rangers are in short supply.”

11) Sacramento Magazine January 2006: Into the Wild; by Andrea Todd:

“The 32-mile American River Parkway is arguably the greatest natural recreational resource in our state—if not our nation. More people use the parkway’s Jedediah Smith Memorial Bicycle Trail (which runs from Discovery park to Folsom Dam), a county park, on a given day than any other national or state park. Secluded, the parkway is idyllic. BUT IT IS SAFE? From poison oak to perverts, here’s what every trailblazer needs to know before venturing out.”

American River Parkway Preservation Society

Planning Position Paper # 3, November 19, 2007

California Dams & Auburn Dam: Policy Environment

Contents	Page
I. Introduction	1
II. Dams & Auburn Dam: Policy Environment Since 2003	2
III. Conclusion	3
IV. APPENDIX I: ARPPS Auburn Dam Press Release	5
APPENDIX II: Auburn Dam Chronology	6
APPENDIX III: USBR News Release, Auburn Dam Report	9
APPENDIX IV: Governor's News Release, Water Plan	10
APPENDIX V: Senator Feinstein's News Release	12
APPENDIX VI: ARPPS Article: Sacramento Union	14
APPENDIX VII: Organizations Supporting Auburn Dam	16
V. ADDENDUM INFORMATION SINCE REPORT	17

Introduction

Helping change public policy—particularly around a policy as controversial as the building of dams—partially involves the sharing of whatever successes are being generated by the actions of others who have influence over the policy of building dams and that is the subject of this paper.

In our report from last year about the Auburn Dam, we noted:

Our report looks at the oppositional environment surrounding the building of the Auburn Dam, to shed light on its motivation and origin; as the public supports building Auburn Dam, as the 2006 J. D. Franz Research Inc. survey revealed (58% El Dorado County, 59% Placer County, 62% Sacramento County); and few fully understand the ongoing opposition to the project.

The two issues, Parkway protection and the protection of Sacramento, become fused as the primary value of the Parkway is its location in the heart of the Sacramento metropolitan area, and what threatens the whole threatens the heart.

We look at the oppositional environment as it is becoming increasingly common for those just learning of the threat Sacramento faces from flooding, and how only Auburn Dam can protect us at the 500 year level, to ask: “How can anyone be against this?” (ARPPS Report on the Auburn Dam Policy Environment at <http://www.arpps.org/Report2-AuburnDam.pdf> (page 8))

California Dams & Auburn Dam: Policy Environment Since 2003

Sometime during the first year of our operation, as part of a board discussion about water supply on the American River with the president from a local bicycle club joining us as a guest, the Auburn Dam came up, and our guest’s comment was that if we as an organization ever came out in support of the Auburn Dam, that would be the end of our organization.

I was somewhat astonished at his opinion concerning the finality of the results of a policy option conversation, but later came to understand the reasons for him making it.

There are those—we focused on this in our 2006 report on the Auburn Dam policy environment, accessed at: <http://www.arpps.org/Report2-AuburnDam.pdf> (pps. 19-32)—who feel so threatened by the technology of dams and what it represents to their preferred way of life, that they have taken the position that dams are absolutely forbidden, no new ones should be built and all existing ones should be torn down.

Fortunately, the results from our support of the Auburn Dam in May of 2006 (**Appendix I**), weren’t quite so drastic.

From a membership high of 1,209 we are now at 678, with about 400 lost when the complimentary one-year memberships we gave to the approximately 420 auction item donors from our two years of putting on the *Fall for the Parkway* event, didn’t renew, but there were only about 10 directly attributed to our position on the Auburn Dam (including 2 board members), with the remaining loss from normal attrition.

With that in mind, it is instructive to look at the larger environment (political and scientific) that has developed regarding the Auburn Dam since that “fatal” proclamation was rendered four years ago.

We can begin with the history of the Auburn Dam from 1920 to 1989 published as an appendix in our 2006 report. (**Appendix II**)

Roger Canfield of the Auburn Dam Council takes it from there in his American River History, (<http://www.americanriverauthority.org/outreach/AR%20History.pdf>): and notes the changes from 2003 to 2005:

2003 — Agreement reached on federal project to raise Folsom Dam to increase downstream flood protection, raising flood safety level to 1 in 200 years.

2005 — \$1 million authorized by Congress for new study to determine cost to construct Auburn Dam today.

Since then, much has occurred:

2007 (January) The update report on the Auburn Dam which Congress authorized in 2005 was released. ([Appendix III](#))

2007 (September 18) Governor Arnold Schwarzenegger came out in support of building dams in his water plan. ([Appendix IV](#))

2007 (October 21) Senator Dianne Feinstein supports building dams in her Op Ed. ([Appendix V](#))

2007 (October 21) Delta Vision Task Force Draft calls for dams to be built. See at: http://deltavision.ca.gov/BlueRibbonTaskForce/Oct2007/Handouts/Item_4.pdf

Conclusion

The policy environment is changing in relation to the use of dams as a vital part of the future water policy for California and this will substantially increase the possibility that Auburn Dam will eventually be built.

With the closing of the diversion tunnel at the Auburn Dam site earlier this year, many dam supporters felt dismayed. Don't be. Once the dam is allowed to move forward, the tunnel can be reopened, as noted in this story from the Auburn Journal of September 29, 2007:

**Channel project nearing completion
Finishing touches under way on river restoration
By: Gus Thomson, Journal Staff Writer
Saturday, September 29, 2007**

Just under a month after water started flowing again on a restored American River channel through the Auburn dam site, finishing touches are under way.

One of the major final projects was installation of steel beams on the face of the half-mile-long diversion tunnel that had channeled water underground through the canyon's dam construction area since the early 1970s.

While dam construction was halted nearly 30 years ago, the tunnel had continued to channel the river's water away from its natural stream course - and left the area dangerous and off-limits to boaters.

Just under a month after water started flowing again on a restored American River channel through the Auburn dam site, finishing touches are under way.

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While dam construction was halted nearly 30 years ago, the tunnel had continued to channel the river's water away from its natural stream course - and left the area dangerous and off-limits to boaters. ...

While the closure of the diversion tunnel represents a current change in direction, the work has been undertaken with the idea that the tunnel could one day be re-opened as part of a revived Auburn dam project. (Highlighting added)

Our article on how the Auburn Dam would help the Parkway was published in the Sacramento Union in the October 26, 2007 issue, page seven. ([Appendix VI](#))

There are several local organizations and government entities supporting the Auburn Dam and information about them is enclosed. ([Appendix VII](#))

And, in closing, let me repeat what the famous bumper sticker from the Auburn Dam Council proclaims:

BUILD IT, DAM IT!

David H. Lukenbill, Senior Policy Director
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The best things are nearest: breath in your nostrils, light in your eyes, flowers at your feet, duties at your hand, the path of God just before you.

—Robert Louis Stevenson

APPENDIX I

PRESS RELEASE

For Immediate Release May 22, 2006 Sacramento, California

**THE AMERICAN RIVER PARKWAY PRESERVATION SOCIETY
ANNOUNCES SUPPORT FOR AUBURN DAM, AMERICAN RIVER LEVEE
STRENGTHENING, AND RAISING THE HEIGHT OF FOLSOM DAM**

Sacramento, CA: May 22, 2006: The Society is announcing its support for the construction of the Auburn Dam, the strengthening of the American River levees, and the raising of Folsom Dam, to protect the natural and recreational integrity of the American River Parkway, the health of the salmon, and flood protection for Sacramento.

In January we announced our support for a major new dam on the American River to capture and control the American River Watershed run-off, which, through flood-condition releases from Folsom Dam, was devastating one of the most important parkways in the country.

Since then we have witnessed the following:

- Discovery Park closed more often than open since Christmas due to flooding.
- Continued erosion of the Parkway threatening many old growth trees, other habitat and wildlife, and the bike trail.
- Salmon deaths at Nimbus (1.2 million in the past month) due to dissolved gas supersaturation from the necessary and prolonged high run-off releases from Folsom and Nimbus Dams.

In January we felt that the proposed Auburn Dam design, planned for the North Fork of the American River, and the storage lake it would create, needed to be larger to accommodate the changing future conditions of climate, development, and public policy.

Since then, based on the continued and focused interest by national, state, and local government on flood protection and water supply in the Sacramento region, we are now confident that the planning for Auburn Dam will embrace the changing needs of the region, and, with the proposed raising of Folsom Dam and American River levee strengthening, will provide the storage, (and flow capacity when needed) to protect the integrity of the Parkway, the health of the salmon, and provide 500 year flood protection to the Sacramento region.

Michael Rushford, Board President & David H. Lukenbill, Senior Policy Director
American River Parkway Preservation Society (ARPPS) 2267 University Avenue,
Sacramento, CA 95825 **Phone:** 916.486.3856 **Web:** www.arpps.org
Blog: www.parkwayblog.blogspot.com

APPENDIX II

Chronology of Auburn Dam (1920-1989)

- 1920's Auburn Dam included in State water planning.
- 1940 MR=5.7 earthquake in Chico/Oroville area.
- 1944 Congress authorized Folsom Dam & Reservoir with 450,000 acre feet of storage.
- 1948 Congress increased Folsom Reservoir storage size to 1,000,000 acre feet.
- 1955 Folsom Dam was completed at cost of \$94 million. This dam prevented damage in the Sacramento area from the Christmas flood of the same year exceeding this cost. This Christmas flood helped initiate the need for additional flood protection studies and the Auburn Dam solution.
- 1963 Congressman Bizz Johnson introduced legislation to authorize the Auburn-Folsom South unit of the American River Division of the Central Valley Project.
- 1965 (July) Congress authorized the Auburn-Folsom South Unit for construction (PL 89-161). Acquisition of land and construction began in 1967.
- 1965 Another Christmas flood was minimized in the Sacramento area due to Folsom Dam. This again saved the capital area from flood damage which far exceeded the cost of Folsom Dam
- 1966 MR=4.6 earthquake in Chico/Oroville area.
- 1972 California State Water Resources Control Board established Directive-1400 to be implemented when Auburn Dam is completed. Until completion, Directive-893, requiring 250 & 500 cubic feet per second flows would continue as required flow levels in the Lower American River.
- 1974 (May 13) United States Bureau of Reclamation awards contract for foundation excavation and treatment of Auburn Dam to the Auburn Contractors (Ball, Atkinson & Arundel)
- 1975 (Aug 1) MR=5.7 earthquake occurs near Oroville; 50 miles north of Auburn.
- 1975 (Aug 11) A United States Bureau of Reclamation (USBR) engineers and geologists task force start internal reviews of Foothills fault system and the potential EQ activity at the Auburn Dam site. Task force members were R. Farina, A. Viksne, L. Cast, & J. Gilbert.
- 1975 (Nov) USBR task force recommends studies of the Foothills fault system and potential EQ activity.
- 1976 (May 5) USBR contracts with Woodward Clyde Consultants (independent geological consultants) to study seismicity of region around Auburn Dam site.
- 1976 (Jun 9) Failure occurred of USBR's newly completed earth and rockfill Teton Dam in Idaho.
- 1976 (July) USBR hires five-member board of independent geological and engineering consultants to guide and review the investigations and findings. They include: **Drs C. Allan**-California Institute of Technology, **Ray Clogh**-University of California, Berkeley; **R. Johns**- Stanford University; **L. Johnson**- University of California, Berkeley; and **L. Serafim**- Portugal.

- 1976 (Sept 1) California Department of Water Resources advises USBR that earthquake design parameters used for Auburn Dam were inadequate.
- 1976 (Dec 3) USBR sponsors geologic tours of Auburn Dam site to review status of seismic investigations. They included: United States Geologic Service; USCB; California Division of Mines & Geology, and California Department of Water Resources.
- 1977 (Feb 22) President Carter reveals he will cut \$39.7 million from fiscal year 1978 Auburn Dam budget along with eliminating some 18 other water projects in the western United States.
- 1977 (Jun 28) Woodward-Clyde revealed their findings and recommended earthquake design criteria: MR=6.5, FM=0.8 ft.
- 1977 (mid) California retained a consulting board of eminent geologists, seismologists & design engineers. The six members included: **G. Housner, J. Blum, D. Cambell, A. O'Neil, and H. Seed.**
- 1977 (Aug) President Carter approves the \$39.7 million for Auburn Dam. USBR releases their 3 volume Report on Auburn seismic evaluation.
- 1978 (Jan 17) Woodward-Clyde (after 16 months of study) deliver their final volume of an 8 volume seismic report: "Earthquake Evaluation of the Auburn Dam Area".
- 1978 (Jul 13) United States Geologic Services presents their technical review of Woodward-Clyde's study and recommends: MR=6.5-7.0, FM=3.0 ft.
- 1978 (Jul 28) USBR releases a 6 volume supplemental report of the earthquake study, and the findings of the 5 independent Auburn consultants.
- 1978 (Sept 14) USBR proposed design criteria as: MR=6.5 (2 miles from dam site), FM=1.0 inch.
- 1979 (Jan 4) California Department of Water Resources: Consulting Board for Earthquake Analysis, recommended: MR=6.5, FM=5.0 inches.
- 1979 (Jan 25) Secretary of the Interior, C. Andrus says Auburn Dam will have to be redesigned because of earthquake hazards.
- 1979 (Mar 5) California Department of Water Resources: Consulting Board for Earthquake Analysis, recommended: MR=6.5, FM=5.0 inches minimum and 9.0 inches preferred.
- 1979 (Jul 30) Secretary Andrus approved the earthquake design parameters: MR=6.5, FM=9.0 & Ground Response Acceleration (GRA) =0.5 g in the one second portion of the spectrum.
- 1980 (Aug 11) Feasibility level designs were completed for a rockfill and curved gravity alternatives for Auburn Dam.
- 1980 (Dec 30) Andrus announces a safe dam can be built at Auburn but we must resolve the Lower American River controversy. Selection of the alternate dam was 'Curved Gravity-3' with 600 megawatt power plant.
- 1984 President Reagan announced a new national policy calling for non-federal cost sharing for financing water projects. A Federal-State Auburn Dam Task Force was established to find ways to accomplish this.
- 1985 Bechtel International hired to determine a less costly option to Curved Gravity-3, such as Rolled Compacted Concrete.

- 1986 (Feb) Record runoff floods demonstrate that Sacramento Metropolitan area is extremely vulnerable to flooding from the American River. Folsom Dam was hours away from losing control.
- 1987 (July) USBR released the “Auburn Dam Alternative Study” which evaluated five alternative sizes. Purpose was to assist in making informed judgments on the level of flood protection needed.
- 1987 (Sept) After 3 Congressional hearings, U. S. Corps of Engineers initiated a ‘dry dam’ study for the Auburn Dam site.
- 1988 (Sept) American River Authority (ARA) informed USBR that it could contribute \$700 million to cost-share water and power costs for the 2.3 million acre foot multipurpose dam.
- 1988 (Sept) Interior Department’s Assistant Secretary announced an Auburn dam cost-sharing negotiating team to negotiate with interested California parties and in particular, the ARA.
- 1989 (Dec) The Central Valley Project Water Association passed a resolution to oppose integration of Auburn Dam into the Central Valley Project.
- 1989 (Apr) ARA, San Joaquin County and Sacramento area water agencies said they’d support funds for water supply.

Abbreviations: MR = Magnitude on Richter Scale
FM = Foundation (horizontal) Movement

Acknowledgements: This chronology was compiled by Mike Schaefer for his presentation to the Auburn Dam Council on (10/2/05) and to the American River Authority on (6/17/06). Most of the information came from USBR’s geology consultant Wendel Carlson in his report titled, INTERIM CONSTRUCTION GEOLOGY REPORT, AUBURN DAM, dated November 1990.

APPENDIX III

Bureau of Reclamation News Release

Released On: January 30, 2007

Auburn-Folsom South Unit Special Report Released

The Bureau of Reclamation announces the availability of the Auburn-Folsom South Unit Special Report – Benefits and Cost Update. Through the Energy and Water Appropriations Act FY 2006, Congress directed Reclamation to prepare this report based on the 1978 design for a multi-purpose Auburn Dam. The report updates benefit values to current levels, identifies changes in design standards from 1978, assesses risks and uncertainties associated with the 1978 design, and recalculates the cost of the 1978 design to current dollars. The report does not reformulate any of the features of the Auburn-Folsom South Unit, nor does it reassess the water demands for the associated service areas.

Statutory requirements, project operations, demographics, and science have all changed significantly since the original formulation. The 1978 design was adapted to meet current conditions which, along with the projected future conditions, are different than what was known or projected previously. The analysis was based on various assumptions selected from a broad set of possibilities; therefore, the report presents a range of outcomes, particularly cost and benefit values. The report does not include a benefit-cost (b-c) analysis, nor does it calculate a revised b-c ratio. In addition, the analysis revealed several general conclusions that could be addressed if any future study on the Auburn-Folsom South Unit is undertaken.

The report is available online at http://www.usbr.gov/mp/ccaoc/docs/auburn_rpt/index.html. For additional information, please contact Mr. Mike Finnegan, Area Manager, Central California Area Office, at 916-989-7200, TDD 916-989-7285. To request a paper copy or compact disk of the report, please contact Ms. Sammie Cervantes at 916-978-5189, TDD 916-978-5608, or via e-mail at scervantes@mp.usbr.gov. If you encounter problems accessing documents online, please contact Ms. Lynnette Wirth at 916-978-5102 or e-mail lwirth@mp.usbr.gov.

Retrieved October 27, 2007 from:

<http://www.usbr.gov/newsroom/newsrelease/detail.cfm?RecordID=15341>

APPENDIX IV

Governor's Office News Release

09/18/2007 GAAS: 733:07 FOR IMMEDIATE RELEASE

Governor Schwarzenegger Submits Comprehensive \$9 Billion Water Infrastructure Proposal for Legislative Special Session

Governor Schwarzenegger announced a \$9 billion comprehensive water infrastructure proposal to be introduced in the legislative special session that he called in response to California's water crisis. The plan invests \$600 million from Propositions 50, 84 and 1E to immediately relieve pressure on the Delta from environmental challenges and to respond to a recent federal court ruling that will reduce water deliveries to Southern California. It also includes \$5.6 billion in water storage, nearly \$2 billion in Delta restoration (in addition to the above-mentioned \$600 million), \$1 billion in grants for conservation and regional water projects and \$500 million for specific water restoration projects. Written in two bills authored by Assembly Republican Leader Michael Villines (R– Fresno) and Senator Dave Cogdill (R – Modesto), the proposal represents a combination of ideas previously detailed in proposals by the Governor and legislative leaders.

“Our water crisis has gotten worse with the dry conditions and the recent federal court action that is going to have a devastating impact on the state's economy and the 25 million Californians who depend on Delta water. We need a comprehensive fix,” said Governor Schwarzenegger. “That is why we are introducing two bills to solve California's water crisis in both the short and long-term. I look forward to working and negotiating with my partners in the Legislature so we can approve a comprehensive upgrade to California's water infrastructure.”

Details of the \$9 billion comprehensive water infrastructure proposal include:

- \$600 million from Propositions 50, 84 and 1E to immediately relieve pressure on the Delta from environmental concerns
- \$5.6 billion in above and below ground water storage
 - \$5.1 billion in surface storage
 - \$500 million in groundwater storage
 - Identifies three locations for surface storage (Sites, Temperance Flat Reservoir and Los Vaqueros Expansion Project.)
 - Specific criteria to assure public benefits and environmental benefits
- \$1.9 billion for Delta Restoration and water supply reliability
 - \$1.4 billion for habitat restoration
 - \$500 million in early actions to address environmental concerns in the Delta
- \$1 billion in grants for conservation and regional water projects

- \$500 million in grants for specified watersheds throughout the state, including the San Joaquin River, Klamath River, Los Angeles River and others

In January, building on his Strategic Growth Plan from last year, the Governor introduced a comprehensive plan to invest in additional surface and groundwater storage to meet the needs of population growth and manage the effects of climate change on California's hydrology and water delivery systems. The plan will help communities protect against flooding, and capture water from storms and snowmelt run-off to supply cities, farmers and business with water during drought conditions.

The Governor's comprehensive plan also includes significant funding toward restoration of the ailing Delta and would lead to the development of a new conveyance system. Twenty five million Californians rely on the Delta for clean, safe water. It also irrigates hundreds of thousands of acres of Central Valley farmland and it is the backbone of California's \$32 billion agricultural industry.

Last year, the Governor directed the Delta Vision Blue Ribbon Task Force to develop a Delta management plan. The task force will present its findings and recommendations by January 1, 2008 and its Strategic Plan by October 31, 2008. The Bay Delta Conservation Plan is also underway, being developed with broad participation from water agencies, environmental organizations and local representatives.

Retrieved October 27, 2007 from <http://gov.ca.gov/index.php?/press-release/7461/>

APPENDIX V
Senator Dianne Feinstein's News Release

Dams Provide One Key Element for State's Future Water Supplies
San Jose Mercury News
Sunday, October 21, 2007

California needs every drop of water possible to ensure a healthy future for our state.

Yet - unless Gov. Arnold Schwarzenegger, Senate President Pro Tem Don Perata and Assembly Speaker Fabian Núñez come together on a single water bond proposal - California may be left high and dry.

So I'm urging both sides to sit down, find a compromise and work this out.

Here's the good news: Both sides in Sacramento recognize the need for action. Schwarzenegger has a plan to rebuild California's water infrastructure, as do Perata and Núñez.

Both plans provide for conservation, recycling and local solutions to water quality and supply issues. Any effective plan needs these features.

But the key difference is this: The governor's plan allows for surface water storage - where it is economically feasible and beneficial - while the Perata/Núñez plan does not.

Given our uncertain water future, I believe you've got to allow for surface water storage.

This could help increase our water supplies and help restore the ailing Sacramento-San Joaquin River Delta. Three of the projects contemplated - Sites Reservoir, Los Vaqueros and Temperance Flats - have the potential to produce new fresh water to help the deteriorating delta water ecosystem.

I've spoken to both sides and urged them to reach an agreement.

I'm no water expert. But I've legislated long enough in the field - rebuilding our levees, restoring the San Joaquin River and ensuring adequate water for farmers - to have learned that there are certain significant facts that must be grappled with:

- California is largely a dry state. To be sure, we get bursts of precipitation in the northern part of the state during winter months. So it's absolutely critical that we be able to save that water from the times when it is wet, and be able to move it to the places that need it when it is dry.
- California has an insatiable thirst for water. We've got 37 million people now, and more and more people come every day. Yet, we essentially have the same water infrastructure that we had when we were 16 million people. Where are we going to find

enough water for residents, for fish, for farms? Conservation and recycling are critical, but will not be enough.

- I just visited Santa Clarita, a booming city just north of Los Angeles. A developer came up to me at a town hall event and said he is building a new community of 20,000 homes. I asked the question: Where does the water come from? And this question is being asked in every fast-growing community across the state.
 - We've got a melting Sierra Nevada due to global warming, which will only reduce our water supplies. As a result of global warming, two-thirds of the Sierra Nevada snowpack may disappear. That's an amount sufficient for 16 million people. Where, in the future, will this water come from if we can't store water from wet years to use in dry years?
 - Lake Tahoe is a harbinger of what's to come for the rest of the state. A recent report found that, since 1911, the percentage of precipitation that falls as snow has dropped by 18 percent. And we will see similar trends across the state.
-

So what should be done?

This fight can't turn into one based on political, regional or economic differences - north vs. south; west vs. east; farms vs. fish; Republicans vs. Democrats.

We need to see the state as a whole. That means protecting all those things that make our state great - our precious environment; our agricultural industry, the largest in the nation; our great cities; and our economic growth.

If there are two conflicting proposals, the likelihood is that both will go down to defeat.

So my message is this - find a solution that ensures that California has an adequate water supply for the future. Doing nothing is not an alternative.

So we must have a plan that includes conservation, recycling, desalination, groundwater recharge and, yes, surface storage. There is no one silver bullet. All must be done to ensure that California is not left scrambling for water.

Retrieved Monday October 22 from:

<http://feinstein.senate.gov/public/index.cfm?FuseAction=NewsRoom.OpEds>

APPENDIX VI

Auburn Dam Helps the Parkway

October 26, 2007
Sacramento Union (Page 7)

The Auburn Dam Helps the Parkway

By DAVID H. LUKENBILL
American River Parkway Preservation Society

Editor's Note: The following is a special commentary in favor of building the Auburn Dam. Tell us what you think—email your opinions to editor@SacUnion.com.

One of the most contentious issues in local and regional water matters is the Auburn Dam and it will be more so this year with the reported onset of La Nina, the weather phenomenon that creates the conditions in which the flooding rainstorms called the Pineapple Express occurs.

Positions have been staked out on one side or the other (we support building the Auburn Dam) but generally they have all focused on the flood protection or power generating aspect.

Our concern is how it will help the American River Parkway and the salmon in the lower American River.

Building Auburn Dam – in addition to providing 500 year flood protection – will preserve the recreational and natural assets of the Parkway as the building of Folsom Dam helped create them.

Prior to the completion of Folsom Dam in 1956, the American River could be virtually walked across in dry years. However once the dam was built – allowing the river running through it to have regular summer flows – the American River Parkway Plan became viable and it was adopted in 1962.

The power of high water during flood conditions, or Folsom Dam releases to meet increasingly demanding water contracts during dry years has a corrosive impact on the levees, destroying habitat, Parkway recreational assets, and creating dangerous conditions for the salmon.

Heritage trees along the river are being lost, and during even normal rainy seasons – such as the one last winter – much of the area around Discovery Park remained flooded and unusable until spring.

The levees on the lower American River were built close to the river channel to flush the residue from hydraulic gold mining that had clogged the river for years. This has long

been flushed out and lovely communities now surround the land along the river and Parkway, but without a strategy to establish greater control over the American River by building the Auburn Dam, the Parkway will continue to degrade.

The American River Parkway Preservation Society is encouraging Sacramento area public leaders to recognize that the only means for guaranteeing the integrity of the Parkway and the safety of the public it serves is the construction of the Auburn Dam.

We are the only parkway-focused organization advocating this solution.

Our members share a concern about the future of the Parkway and the entire American River Watershed, whose health and effective management are so crucial to the human and natural resources adding so much to our quality of life.

Our enjoyment of a vibrant year-round Parkway, optimal conditions for the salmon, a Folsom Lake full enough for regular summer boating, combined with our vulnerability to a catastrophic flood make the argument to build the Auburn Dam as solid, in our opinion, as the concrete that will hold back the floods.

*David H. Lukenbill is the Senior Policy
Director for the American River Parkway Preservation Society.*

APPENDIX VII

Organizations Supporting Auburn Dam

1) *The American River Authority*

“The American River Authority (ARA) was formed in 1982 to support construction of the Auburn Dam, and has since expanded its scope to also include a variety of other water issues. The ARA is a joint powers authority comprised of Placer, El Dorado and San Joaquin counties, and the Placer and El Dorado County Water Agencies.”

Website: <http://www.americanriverauthority.org/index1.asp>

2) *The Auburn Dam Council*

“Hurricane Katrina has clearly identified the level devastation and misery that can be brought about by rising water. Without a doubt our citizens are concerned about their safety and economic welfare. This has created renewed interest in the Auburn Dam because, as we have maintained for fifty years, it is the only long term solution to both flood and drought conditions.”

Website: <http://www.auburndamcouncil.org/index.html>

3) *The Sacramento County Taxpayers League*

“The Taxpayers League has supported the Auburn Dam for years. The advent of the Sacramento Water Forum, whom worked for over six years to formulate the policy and agreements for water supply for the County through the year 2030, and my job as the League's representative, makes it incumbent on me to keep members informed as to the likelihood that the dam will ever be built. To make sense of the controversy over the dam, you must be aware of the different dams proposed, factions supporting each, and what motivates them”.

Website: <http://sactax.org/auburndam/index.asp>

4) *American River Parkway Preservation Society*

“*Sacramento, CA: May 22, 2006:* The Society is announcing its support for the construction of the Auburn Dam...to protect the natural and recreational integrity of the American River Parkway, the health of the salmon, and flood protection for Sacramento.”

Website: <http://www.arpps.org/news.html>

Addendum Information Since Report

<http://www.americanriverauthority.org/admin/upload/Draft.ARA.Presentation.12-17-07.pdf>

Thursday, January 31, 2008

New Auburn Dam Report

This is extremely good news that this project is proceeding with additional information being developed.

The report has been commissioned by the American River Authority and the link goes to the presentation outlining what the report will consist of.

<http://www.sacbee.com/101/story/643936.html>

Plan for 500 Years

A core principle of our organization is that the Auburn Dam should be built as it will protect the Parkway from the degradation high waters cause along the Parkway and will provide a 500 year level of flood protection to the region.

It is good to see public leadership reaching the same conclusion after so long being satisfied with 200 or even a 100 year level of flood protection when New Orleans had a 250 year level prior to Katrina hitting.

Study: Plan for bigger floods

By Matt Weiser - mweiser@sacbee.com

Published 12:00 am PST Friday, January 18, 2008

A major new study

<http://www.water.ca.gov/news/newsreleases/2008/101507challenge.pdf> of flood risk in California's Central Valley urges communities to use worst-case scenarios to build up their levees, rather than setting arbitrary targets based on flood probability.

Sacramento, known to have the worst flood risk of any major metropolitan area in the nation, is working to erect levees strong enough to withstand a 200-year flood, a catastrophic flood predicted to have a half-percent chance of striking in a given year.

The plans to fortify citywide levees by 2015 have ignited a levee war between local and federal officials because they call for restrictions that could result in a building moratorium in the city's fast-growing Natomas basin.

But instead of setting 200-year safety goals, the new study suggests even stronger flood-protection measures – guidelines that may invite even more controversy in the future.

Citing the Valley's "severe" flood risk, the report by a national panel of experts urges California to go further than the legislative steps taken last year to control floodplain development and improve levees.

One of those new laws pushes communities toward that 200-year flood protection, or about double what exists today in most of the Sacramento region.

The report released Thursday instead urges California communities to prepare for the "probable maximum flood," which defines a worst-case storm using historical weather records, storm behavior and runoff intensity.

This would result in protection that exceeds the 200-year threshold and may reach 500-year protection, said the panel's chairman, Gerald Galloway, a former brigadier general at the U.S. Army Corps of Engineers.

"It will require higher levees," said Galloway, now a professor of engineering at the University of Maryland. "This is going to require a substantial investment in structural protection, and it's going to require wise use of the floodplain."

The study was commissioned in July by California's Department of Water Resources. The 13-member panel included engineering and environmental experts from the University of California and throughout the nation.

The study's authors praise California for strides it has taken to rein in flood risk, considered to be among the worst in the nation due to storm intensity, rapid urbanization and deteriorating levees.

The Legislature and Gov. Arnold Schwarzenegger last year approved six bills to move the state toward 200-year flood protection and to control risky floodplain development. In 2006, voters approved two bond measures that will raise \$5 billion for flood-control projects.

"California is setting the tone for the rest of the nation in how to deal with the problem," said Galloway. "Our report says that's a giant step forward, but you need more steps. You haven't solved the problem."

DWR Director Lester Snow said he is pleased the report affirms the state's recent efforts. And, he said, the state is prepared to plan for greater protection risk suggested by the authors.

"They also recognize we need to engage the business community, developers and local governments to continue moving forward," he said. "We will do that."

One new state law forbids local government from approving new housing in floodplains after 2015, unless the area has – or is planning – 200-year flood protection. Another holds local government liable for damages if it "unreasonably" approves floodplain development, a standard criticized as vague.

The study team said that's not good enough.

Instead, they said, all the Valley's flood-threatened urban areas should have at least 200-year flood protection by 2020, regardless of development pressure.

The team recommended convening a scientific panel to decide how much protection each community needs. The outcome would be based on the so-called "probable maximum flood."

The report also recommends that future development should not occur in floodplains, and that existing rural lands in floodplains should be off-limits to development.

Local governments also must have proper land-use controls to enforce these requirements, and must share financial liability for any flood damages that do occur.

And, where feasible, new levees should be set back from the river to create more wildlife habitat and a wider river channel to reduce flood levels. Most levees were intentionally built close together to create narrow river channels to scour away sediment left by hydraulic gold mining, a strategy no longer needed.

The study recommends that anyone living behind even the strongest of levees should be required to purchase flood insurance. And long-term funding and oversight must exist to ensure levees are maintained in top condition.

Taken together, the recommendations would require a huge investment by state and local governments – several times more than the \$5 billion already approved by voters.

"The tough decision is figuring out how to get people together to work on these issues," Galloway said. "You've got your hands full because there's such tremendous pressure for growth."

Yolo County Supervisor Mike McGowan, board member of the Delta Protection Commission, supported most of the report's conclusions. But he objects to a blanket ban on floodplain development and the notion that local communities should share liability for flood damages.

"I agree that the thoughtless proliferation of urbanized growth in floodplains is wrongheaded," he said. "But it doesn't mean that you can just say 'no' completely to everything, because we are a society and an economy that's based on growth and expansion."

ARPPS Annual Organizational Report

Submitted on October 10, 2008 by

David H. Lukenbill, CFO & Senior Policy Director
American River Parkway Preservation Society (ARPPS)
*Preserve, Protect, and Strengthen the American River Parkway,
Our Community's Natural Heart*

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*“The best things are nearest: breath in your nostrils, light in your eyes,
flowers at your feet, duties at your hand, the path of God just before you.”*

—Robert Louis Stevenson

