

American River Parkway Preservation Society

Annual Report

October 1, 2005- September 30, 2006

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.**

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American River Parkway Preservation Society
Organizational Leadership

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(2004) Robert J. Slobe, President
North Sacramento Land Company

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

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

Executive Summary

Our work over the past year accomplished two 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 a poor and distressed community, which, by allowing illegal camping by the homeless, it has been, 2) entered into the community discussion the concept of the Auburn Dam as the only flood protection option able to also protect the integrity of the Parkway which the levees do not.

We shared with the community the importance of including all flood protection options in the discussion about Sacramento flood control.

Our year-long focus on water flow and temperature control, not only for flood protection, but for the optimal health of the salmon, resulted in a report that begins to address the issue of the opposition to the dam most view as the best solution, provides some policy concepts for public discussion, and moves us closer to a community-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 community forums, daily posting to the Parkway blog, sending open letters to public leaders and editors of local media, and e-letters to membership and community leaders, facilitating group discussion around important issues, 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, and
- creating a National Heritage Area encompassing the Parkway.

We publish conceptual and policy primer reports annually on World Rivers Day (the last Sunday in September) and have published two so far:

- 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.

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 collaborative programs of luncheon forums, public presentations, membership meetings, and 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, recently topping *Fast Company* magazine's list of the 15 most creative cities in the nation, (November 2005: Issue 100), 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 (www.arpps.org/news) 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: Social and environmental justice call us to help the poor and distressed person and the poor and distressed community.

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.

Water Supply Report: Executive Summary

1) Introduction: 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 and few fully understand the opposition to the project.

2) Auburn Dam: A Taboo Subject: Even though there is general agreement that the option providing the highest level of flood protection is the Auburn Dam, during the public discussion for months after the New Orleans floods and our own scare in New Years 2006, there was scarcely a mention of the dam in local media flood coverage.

3) Sacramento Flooding History Since 1950's: In addition to our brief history, there is a comprehensive history from the American River Water Authority which can be accessed at www.americanriverauthority.org Public Outreach page.

4) Providing Water & Protecting the Parkway's Integrity: The Parkway Plan's founding primary goal is "To provide, protect and enhance for public use a continuous open space greenbelt along the American River extending from the Sacramento River to Folsom Dam".

However, the River Corridor Management Plan's (the de facto Parkway Plan) primary founding purpose prioritizes "Preserve the flood-carrying capacity and ensure the long-term reliability of existing and planned flood-control improvements" as more important.

The only option capable of resolving the policy contradiction is the Auburn Dam.

5) Optimal Thinking: Leavenworth (2206) interviewed Retired Brigadier General Gerald E. Galloway, a civil engineer who led a White House Study in 1993 to report on what caused the floods in the Midwest, and who probably knows as much about flooding as anyone in the country.

Galloway made several good points, chief among them that the country needs to set a 500 year level of protection from flooding as the standard, and notes what level the Dutch and Japanese feel is appropriate:

The Dutch, the Japanese, have a 10,000- year level of protection. Their attitude is let's do what we need to do to prevent a catastrophe. It requires a commitment to do something. It might be more than strengthening the levees.

6) Environmentalism as Religion: “Today, one of the most powerful religions in the Western World is environmentalism. Environmentalism seems to be the religion of choice for urban atheists.” (Michael Crichton)

7) Public Leadership: Understanding why the struggle against the technological solutions to the natural forces that can destroy natural resources, like unrestrained flooding in the Parkway, is so often fervent; can help shape what it is that we should be seeking from our public leadership.

8) Water Power: Auburn Dam will produce about 600 mega watts of electricity, almost as much as that lost by the shutdown of the Rancho Seco nuclear power plant.

9) The Salmon: Salmon need properly cold water running at the right flow for the optimal conditions in which to spawn and grow. In the past, before dams were built on the rivers to control the water for people to live safely and have a stable water supply, the salmon could venture as far up the river as needed.

Now, it takes the storage of water in larger dams to have enough to provide for human communities and the salmon, and in the case of the American River fall-run of the Chinook salmon, it is going to take an Auburn Dam.

10) Beauty Dams Create: We often hear about the natural beauty that will be lost when the Auburn Dam is built, but it may also create beauty as Sens (2006) notes:

On a bright blue day in June, we were gazing out at the Hetch Hetchy Reservoir from the top of the O'Shaughnessy Dam...Hetch Hetchy Valley now lies submerged under several hundred feet of water, and the dam is seen by many not only as a scar but as a symbol of misplaced priorities.

What seemed to me, as...I walked the trail to Wapama Falls, a path etched along the water's edge, was that in covering one beauty, the dam had managed to create another. The sheer valley walls rise abruptly from the waters like the sides of a great granite tub, their outlines casting a quivering reflection in the mirror of the reservoir's surface. Just ahead, the impressive cascade of Wapama Falls was weeping freely, draining the park's north-western snowpack. (p.48)

11) Agenda for Policy Discussion: a) Government Leadership should seek the optimal solution for flood protection, at the 500 year level, while remembering economic, equity, and efficiency concerns.

b) Environmental leadership should consider this statement from Michael North, president of Greenstar.

[Environmentalists are mistaken to think that] protecting endangered species and ecosystems is more important than protecting people, communities, and culture. Implicitly, by their actions, environmentalists sometimes overlook the historic human element, the fact that people are part of the global ecosystem too. Environmentalists would never actually say this, of course, but sometimes their actions express it. (Grist)

c) Business leaders should consider the importance of protecting, at a 500 year level, the economic engine value of the Parkway, which is estimated by Dangermond to be \$364,207,034 in 2006.

Public Communication & Education

As a policy development organization, communication and public education is one of our core functions, and we approach it with all of the avenues currently available to us, including:

- **Parkway Blog:** The blog is posted to every weekday, except for holidays, and provides an archive of current news related to some aspect of the Parkway, scholarly reports from peer-reviewed publications, and information from organizations addressing issues related to those of the Parkway.

The Parkway Blog can be accessed at <http://parkwayblog.blogspot.com/>.

- **Published letters to the editor:** We write to the editors of the local media regularly, and those letters which have been published the past year are included in this section, in chronological order, with open letters to public leadership.
- **Open letters to public leadership:** We send open letters to public leadership regarding issues related to the Parkway and those we have sent the past year are included in this section, in chronological order, with letters to the editor.
- **E-Letters:** We send e-letters to our membership, advisory groups, and community leaders, on a regular basis and those which we have sent this past year, in chronological order, are included in the Appendix.

Letters to the Editor Published 2006

1) Letter to the Editor
Sacramento Business Journal
October 8, 2005

I hope that the call to public leadership that Eleni Tsakopoulos-Kounaakis expresses in her article of October 7, 2005, *Let's talk about building the Auburn dam, (linked to below)* will be responded to.

Having the once-agreed upon solution to our flooding problem off the table of flood solution discussion, as she described in her service with the Sacramento Water Forum, (SWF) is the thinking that doomed New Orleans.

It also explains the reaction I received shortly after forming this organization in 2003 and approaching the SWF for policy information about protecting the salmon in the American River by providing the optimal protective conditions of appropriate water temperature and water flow.

I asked the SWF leadership what solution the agency had determined could provide those optimal conditions, and a large dam holding cold water that could be released when needed was never mentioned.

It is hoped our public leadership will heed Ms. Tsakopoulos-Kounalakis's implicit advice and create a proper forum for public discussion about solving the problem of major flooding, with every solution on the table.

Our community, with the beauty and serenity of the Parkway as its natural heart, await that leadership.

David H. Lukenbill, President
American River Parkway Preservation Society

2) Letter to the Editor
Sacramento Bee
October 15, 2005

Dear Editor:

Regarding your editorial of October 15, 2005, "**Some humility please—Big easy mess couldn't occur here. Oh yeh?**", while we are pleased to see public leadership taking an active role in public discussion about Sacramento's vulnerability to the kind of flooding that sunk New Orleans, we agree with your editorial's conclusion that, "*These meetings should be a two-way street for learning.*"

Public leadership too often has a tendency to so severely restrict public dialogue that the informed public wishing to participate drops-out of the process, which has, unfortunately, also happened in the American River Parkway Plan Update format, also very restrictive of public comment.

Serious public issues call for a process encouraging public participation, not restricting it.

Sincerely,

David H. Lukenbill, Founding President
American River Parkway Preservation Society (ARPPS)

3) Letter to Editor, Sacramento Bee: December 7, 2005

Managing river parkway

Re "Caring for the critters," Nov. 30: The addition of a veterinary hospital at the Sacramento Zoo is possible mainly because in 1997 the Sacramento Zoological Society, founded in 1957, contracted with the city to provide the management for the zoo that the city could no longer provide effectively.

The key sentence in the article is: "The nonprofit Sacramento Zoological Society spearheaded fundraising efforts and, to date, has raised more than \$1 million." Fundraising capability is a key benefit of having a nonprofit contract to manage a public resource.

This is exactly the type of arrangement the American River Parkway Preservation Society is suggesting be done with the parkway, where it should work as effectively.

David H. Lukenbill, Sacramento
Founding President, American River Parkway Preservation Society

4) Letter to Editor
Sacramento Bee
January 20, 2006

Time for some planning

Re "Time to cross that bridge?" Jan. 9: As the story notes, it is probably time to lift the taboo on discussing new bridges over the American River. It also might be time to lift the taboo surrounding the discussion of solutions to other problems associated with the American River – flooding, parkway management and funding, illegal camping by the homeless - a taboo that keeps public leadership from solving problems only after due deliberation of all of the options. Public improvement doesn't destroy neighborhoods and resources. Nonexistent or poor planning does.

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

5) Letter to Editor
Sacramento Bee
February 28, 2006

Dutch flood control example

Re "Areas at higher risk may face new rules," Feb. 21: Isn't there some responsibility from public leadership to protect the public from natural disasters through wise policies that reduce their potential occurrence when the technological solutions are available, like flooding or, in another public safety area, crime.

Rather than penalizing the victim of flooding or crime, shouldn't public leadership be advocating for those solutions available to protect the public from being victimized in the first place? Three strikes laws and more prisons seem to have reduced the crime rate substantially and the public is much safer as a result.

The Dutch accept nothing less than 1,000-year flood protection in their planning and they have reduced flooding substantially, so flood protection technology is available.

What are the Dutch doing about flooding that we can't do and what has California's public leadership done about crime that can't be done about flooding?

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

6) Letter to Editor
Sacramento Bee
May 7, 2006

Proper water planning

Re "General: Integrate solutions on floods," April 30: The interview with the Army Corps division commander was a real gem, reminding us how important it is to maintain balance in the discussions about flood control.

Public leaders who accomplished California's flood control planning many years ago knew this, which is why they included an Auburn Dam, a higher Shasta Dam and a peripheral canal in their planning to control floods, store and move water to deal with the dry years California sees regularly, and the substantial growth they knew would continue, as people migrate to the lifestyle and weather that makes California a premium place to live.

Achieving balance in our approach to flood protection is a crucial aspect of the public discussion, and we are glad to see it presented so well in your interview with Brigadier General Schroedel.

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

7) Letter to Editor
Sacramento Bee
June 13, 2006

Exciting river plans

Re "Park plan thinks big," June 6: This is the most exciting riverside park idea since the American River Parkway, and the marriage with it at the confluence of our two rivers will create one of the nation's truly great parks, forming the pendant of a golden necklace of greenways, parks and trails along the rivers, through the trees and into the deep canyons from which so much gold once came.

In the late 1800s, Fredrick Law Olmstead Sr. created the Emerald Necklace, a world-renowned linking of green space, parks and trails along the Charles River in Boston. It took almost 20 years to complete. In roughly the same amount of time, we may have a golden necklace linking our river communities in another beautiful marriage of land and water a continent away.

This is a wonderful and visionary plan for Sacramento.

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

8) Letter to Editor
Sacramento Bee
September 5, 2006

Flood control: Alternative to luck

Re "Can we handle a big flood?" Aug. 27: An Auburn dam will provide the 500-year protection that is the gold standard in flood protection for the Sacramento region, though it could take 15 years to complete -- 100- and 200-year protection, which can come online much sooner, are the vital bronze and silver steps towards achieving gold. Rather than counting on our continued luck and water management skill, achieving gold would be good public policy that will ensure Sacramento avoids the tragedy of New Orleans.

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

9) Letter to Editor
Sacramento Bee
September 24, 2006

How to avoid the next flood

The Dan Walters column, "Auburn Dam, peripheral canal back on the table for discussion," Sept. 18, recognizes that the threat of catastrophic flooding and the likelihood of serious water shortages are real problems that can no longer be ignored. The leaders who developed our State Water Project 50 years ago designed Shasta Dam to be 200 feet higher than it is today, tripling its water storage. That improvement, the construction of a full-service dam at Auburn and the peripheral canal would eliminate flooding along the Sacramento River, provide the flows

necessary to protect salmon and other species along the American River and the Delta, and guarantee water for agriculture and people for many decades into the future.

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

Open Letters to Public Leadership

NORTH SACRAMENTO CHAMBER OF COMMERCE & AMERICAN RIVER PARKWAY PRESERVATION SOCIETY

February 20, 2006

1) 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)

(Signed)

Franklin Burris, President
North Sacramento Chamber of Commerce
Society

Michael Rushford, President
American River Parkway Preservation

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

(Enclosure) 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.

August 7, 2006

2) An Open Letter to the Board of Supervisors

Re: the Proposed Ban of Alcohol in the Parkway

Our organization opposes the banning of alcohol in the Parkway during holiday periods, as it penalizes the many individuals, families, and group outings in which alcohol plays an enjoyable and responsible role in their recreation in the Parkway; to get at those few individuals who abuse alcohol.

The preferred method of dealing with alcohol abuse in the Parkway is through continued education about the dangers of over-drinking while around a river in which people drown regularly, and, most important, an increased police presence during holiday periods.

Sincerely,

Michael D. Rushford, President

Kristine Lea, Vice President

David H. Lukenbill, Treasurer/Senior Policy Director

Cc: BOS

Articles Published in 2006

1) Woodlake Neighborhood Association News

January 2006

American River Parkway Update

I attended a meeting on Thursday, January 16th at the North Sacramento Chamber office to hear Roger Dickinson present the plan to reduce chronic homelessness recently adopted by the city and county.

The plan's essential direction, putting the chronic homeless in housing before providing services, though counter intuitive, is good, and has proven successful in other parts of the country.

Some North Sacramento business owners and residents in the audience see the problems from illegal campers along the Parkway increasing, and we would have liked to have heard a stronger position being taken to solve the illegal camping on the Parkway.

Unfortunately this is probably going to get worse before it gets better, as the county will have less money in future years to provide public safety in the Parkway than they do now, and what they have now is far below what the Parkway needs to even maintain basic public safety.

What is encouraging is the increased attention paid by the media and public leadership to the problems on the Parkway's Lower Reach.

The *Sacramento Bee* has published stories related to the Parkway; the January 2006 issue of *Sacramento* magazine had a several page story, *Into the Wild*, on the public safety issues in the Parkway, as well as recent stories from *Sacramento News & Review*, *Inside Arden* newspaper and *Sacramento Business Journal*.

The Parkway management plan update process, being the responsibility of the Update Citizen's Advisory Committee (UCAC), is moving along and recent results from the December 2005 meeting, some of which relate to the Lower Reach, are listed.

Key Outcomes

- UCAC members agreed to several changes to priority policies in Chapter 5: Recreational Use of the Parkway. Substantive policy changes affirmed by the Committee as a whole are listed below with exclamation point bullets and bold type. These changes will be made by staff. Additional UCAC comments and suggestions are listed in normal type with round bullets. These will be reviewed by staff in developing a final draft of this chapter.
- The UCAC approved a policy change by vote for the first time. The following direction on off-paved-trail cycling was approved by a 16 to 4 vote (members Frank Ciril, Peggy Berry, Lou Heinrich, and Al Freitas in opposition). This agreement will be used by staff to create new policy language for Chapter 5:
 - Permit off-paved-trail bicycling on designated maintenance and emergency roadways at the discretion of the Parkway manager, as approved on locally adopted area plans—which requires a public approval process including adoption by the Board of Supervisors.
 - Designate off-paved-trail bicycling on Woodlake and Cal Expo area plans per the Integrated Area Planning phase (IAP) and at the discretion of the Parkway manager.

- Further expansion of permitted off-trail bicycling may occur after a three-year trial period and evaluation subject to Parkway manager discretion requiring approval on locally adopted area plans and consistent with conditions A-D in staff proposal 5.14
- Note: Ron Suter, Director, County Parks, requested and received clarification that the first and second bullet points also would include “consistent with conditions A-D in the staff proposal 5.14”

All in all, even with the obvious problems still plaguing the Lower Reach of the Parkway, the progress that has been made in raising the awareness of the public and public leadership has been heartening.

It wasn't that long ago that the only folks rising their voices that something needed to be done about public safety and protecting the natural heritage of the Parkway's Lower Reach, were a few voices from the Woodlake and North Sacramento community, most notably Bob Slobe and Rob Kerth, and Franklin Burriss from the North Sacramento Chamber.

Thankfully, that is no longer the case, and as the larger community continues learning about the problems of a truly treasured resource, they will ultimately press for solutions, but we need to keep the attention focused, not only on the problems but also on the solutions.

David H. Lukenbill, Chair
 American River Parkway Task Force
 North Sacramento Chamber of Commerce
www.northsacramento-chamber.org/speaking-5
 & Senior Policy Director
 American River parkway Preservation Society
(Read our report on the Lower Reach at www.arpps.org/news)

- 2) Woodlake Neighborhood Association News
 April 2006

AMERICAN RIVER PARKWAY UPDATE

A program being developed to work on clean-up and public safety issues in the Parkway's Lower Reach has already begun to show some results.

The River Keepers effort, founded by Mary Tappel, with support from the North Sacramento Chamber and American River Parkway Preservation Society (ARPPS) has been cleaning-up, posting public safety notices, and reporting to the City Council and Board of Supervisors on a regular basis about the effort.

The Chamber and ARPPS sent this open letter to the City Council and Board of Supervisors supporting the effort February 20th.

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, 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,

Franklin Burris, President

Michael Rushford, President

The other Parkway project we are starting work on will connect its historic Woodlake roots to what it was envisioned to be throughout.

We are opening discussion around the creation of the Carl & Myrtle Johnston Nature Center in the Woodlake Reach of the Parkway.

Carl & Myrtle Johnston, often driving County Park's first Director Bill Pond, 'father of the parkway', around their land in their red Cadillac convertible, sharing their vision of what the Parkway could become, and ultimately their family seeing the Parkway's dedication on that very land; are long overdue for being honored for their pivotal founding efforts.

In addition to the educational and environmental justice programs benefiting local schoolchildren that could be offered there, the Johnston Center could also house the River Keepers program, and the park rangers, (as the other nature center in Carmichael does) providing a substantial boost to public safety in the Woodlake Parkway area.

David H. Lukenbill, Chair
American River Parkway Task Force
North Sacramento Chamber of Commerce
www.northsacramento-chamber.org/speaking-5
& Senior Policy Director
American River parkway Preservation Society
www.arpps.org

3) Inside Arden Newspaper
August 2006

Published in Inside Arden, August 2006, (pp. 36 & 41)

City Voices

Our Emerald Necklace Why We Need Gold Rush Park:

Gold Rush Park is a planned 970 acre development at the confluence of the Sacramento and American River. It would replace the existing warehouse, business, and apartments with parks and open space, fine arts and performing arts venues, a zoo, botanical gardens and conservatories, and a canal district with boating and restaurants, housing and shops.

For virtually all of its history Sacramento's two riverbanks have been our back alleys, where all the places we don't want to look at wind up, while the two rivers have flooded so many times they have been leveed to the point of recreational and visual unusability.

In the suburbs the American River Parkway embraces the American River, creating sanctuary and delighting all who use it. In urban Sacramento there is nothing that embraces the rivers as beautifully, elegantly and completely as Gold Rush Park will, by fully bringing our two rivers into the marriage with the capital city which so many have long wished for.

Sacramento has the elements, as Joel Kotkin notes in his book *The City*, which form the foundation from which great cities are built, “the creation of sacred space, the provision of basic security, and host for a commercial market...”.

Here is what Gold Rush Park will do:

1. It will form the jeweled pendant in an emerging vision of greenways, riverways, parks, and trails that will eventually embrace our region like a golden necklace from Sutter’s Mill in Coloma, where gold was first discovered by James Marshall in 1848, to the confluence in Sacramento, the gateway to the gold fields. This will create one of the most spectacular linking of parks, history and water in the nation, rivaling Boston’s famed Emerald Necklace.

This golden necklace, with Gold Rush Park as its beginning, would stretch east along the American River Parkway up to Folsom and beyond, all the way to Sutter’s Mill, reaching back and then south along the Laguna Creek Trail System down into the Cosumnes River Preserve Corridor, then west flowing back to the Sacramento River, and heading north back up to the confluence.

2. Along with the California Indian Heritage Center planned just across the American River, the park will memorialize the greatest migration of peoples in the history of the western hemisphere and commemorate the tragedy that the migration inflicted on California Indians.

3. Pedestrian and bike bridges will connect the park with the American River Parkway to create the largest urban park in the nation (surpassing the 5,000 acre Forest Park in Portland) and serve as an appropriate setting of land and water for the capital of the largest, most beautiful state in our country.

4. The vision for Gold Rush Park is financially feasible, beginning to be embraced by local public leadership, and possible to accomplish. The assemblage of supporters is broad, with deep roots in the history, commerce and public service of our region. This visionary marriage of land, water, commerce, history, and people can happen here as it has happened elsewhere.

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; and 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, and the Eiteljorg Museum of American Indians and Western Art, the Congressional Medal of Honor Memorial, the NCAA Hall of Champions and The Lawn, an outdoor performance venue overlooking the White River with seating for 5,000.

5. Gold Rush Park will be the capstone project that will complete the long regeneration of the downtown, finally making Sacramento a world-class, destination city—where people come just to wander its parks, boat and fish its rivers, shop in its stores and explore its zoo, museums, galleries and historical sites.

Gold Rush Park has all of the elements to make Sacramento a truly great river city.

For more information visit www.sacramentovalleyconservancy.org or www.arconservancy.org

David H. Lukenbill is the Founding President and Senior Policy Director of the American River Parkway Preservation Society and chairs the American River Parkway Task Force of the North Sacramento Chamber of Commerce.

American River Parkway Preservation Society Financial Statement

October 1 2005 to September 30, 2006

Public Support & Revenue-All Sources

1. Contributions.....	\$7,508.00
• In-Kind.....	\$4,684.00
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).....	 \$12,192.00

Expenses

11. Salaries.....	\$0
12. Employee Benefits.....	\$0
13. Payroll Taxes.....	\$0
14. Professional Fees.....	\$7,781.50
15. Insurance.....	\$0
16. Supplies.....	\$244.55
17. Telephone.... Donated by President	\$124.00
18. Postage & Shipping.....	\$462.00
19. Occupancy.... Office Space Donated by President	\$2,400.00
20. Rental & Maintenance of Equipment Equipment use donated by President	\$1,200.00
21. Printing & Publications.....	\$150.85
22. Travel..... Travel Expenses donated by President	\$960.00
23. Conferences, Conventions & Meetings.....	\$403.27
24. Specific Assistance to Individuals.....	\$0
25. Membership Dues.....	\$440.00
26. Awards & Grants.....	\$169.06
27. Miscellaneous.....	\$0
28. TOTAL EXPENSES (Add 11-27).....	\$14,335.23
29. Board Designations for Future Specifics.....	\$0
30. TOTAL EXPENSES FOR BUDGET PERIOD FOR ALL ACTIVITIES (28+29).....	\$14,335.23
31. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY RESTRICTED FUNDS.....	\$0
32. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY UNRESTRICTED FUNDS (30-31).....	\$14,335.23
33. EXCESS (DEFICIT) OF TOTAL SUPPORT & REVENUE OVER EXPENSES (10-32).....	(\$2,143.23)
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 \$7,508.00 (61.58%)**
 - In-Kind. **Total \$4,684.00 (38.42%)**
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: \$12,192.00 (100%)**

Expenses

- 11. Salaries: Total \$0**
- 12. Employee Benefits: Total \$0**
- 13. Payroll Taxes: Total \$0**
14. Professional Fees: Accountant: \$101.50 (.83% of revenue), Capacity Building Consultant: \$7,380.00 (59.30% of revenue), Website Maintenance: \$180.00 (1.48% of revenue); Bank Charges: \$120.00 (.98% of revenue) **Total \$7,781.50 (63.82% of revenue)**
- 15. Insurance: Total \$0**
- 16. Supplies: Total \$244.55 (2.01% of revenue)**
- 17. Telephone: Donated by Consultant (valued at \$124 annually) Total \$124.00 (1.02% of revenue)**
- 18. Postage & Shipping: @ .37 & .39 & .02 & .23 stamps for mailing of newsletters, and membership development mailings, Total \$462.00 (3.79% 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 (19.69% 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 (9.84% of revenue)**
- 21. Printing & Publications: Envelopes, stationery, photo copying, document copying, books, Total \$150.85 (1.24% of revenue)**
- 22. Travel: Donated by Consultant, (valued at \$960 annually, .40 a mile @ 200 miles a month) Total \$960.00 (7.87% of revenue)**
- 23. Conferences, Conventions & Meetings: Lunch Board Meetings, Annual Event, Chamber Meetings, Total \$403.27 (3.31% of revenue)**
- 24. Specific Assistance to Individuals: Total \$0**
25. Membership Dues: Am. Soc. Public Admin (2 yrs. @ \$175.00) North Sacramento Chamber of Commerce (\$90), Woodlake Neighborhood Association (3 yrs. @ \$25) Auburn Dam Council (\$100) Yellowstone to Yukon, Eco regionalism: (\$50): **Total \$440.00, (3.61% of revenue)**
26. Awards & Grants: Slobe Advocate Award to Mary E. Tappel, Awards by Kay Plaque: **Total \$169.06, (1.39% of revenue)**
27. Miscellaneous: \$0
- 28. TOTAL EXPENSES (Add 11- 27) \$14,335.23 (117.59% of revenue)**
29. Board Designations for Future Specifics: \$ 0
- 30. TOTAL EXPENSES FOR BUDGET PERIOD FOR ALL ACTIVITIES (28+29): \$14,335.23**
31. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY RESTRICTED FUNDS: \$0
- 32. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY UNRESTRICTED FUNDS \$14,335.23**
33. EXCESS (DEFICIT) OF TOTAL SUPPORT & REVENUE OVER EXPENSES (10-32) **(\$2,143.23)**
34. Depreciation of Buildings & Equipment..
35. Major Property & Equipment Acquisitions:

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 **799 members**

Retention Rate **85%**

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: **10 Members**

HONORARY LEADERSHIP MEMBERS

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

Subtotal: **169 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: **38 members**

TOTAL MEMBERSHIP **1,016 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

Second Year Review
July 1, 2005- June 30, 2006

[The strategy is copied as it is on our website, and our work in 2005-2006 in each area, is noted under the Action Taken (2005-2006) headings throughout the strategy.] *David H. Lukenbill, June 30, 2006*

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.

No Action Taken (2005-2006):

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

No Action Taken (2005-2006):

National Heritage 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 (2005-2006): In a series of 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. It will be our focus for 2007.

(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 (2005-2006): Our major focus this year, and in two press releases, a series of letters to the editor, blog postings and our newsletters, we have consistently raised the policy issues we felt to be most effective in meeting the objective of providing adequate water storage through the construction of Auburn Dam and raising of Folsom Dam, to allow for controlled water flow and temperature.

Action taken (2005-2006): An open letter was sent to local congressional representatives, John Doolittle, Dan Lungren, and Doris Matsui on February 27, 2006, asking:

We would also like to encourage you to rally around the optimal solution that will prevent flooding at the level of safety all agree is most desirable, the 500 year + level, which only a major new dam on the American River can provide.

While the current solution being offered—strengthening of levees— is crucial, it should not allow us to forget that the optimal protection from flooding in Sacramento can only come from a major new dam.

(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.

- 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 (2005-2006): Continued to raise the issue through a regular Parkway Update in the Woodlake Neighborhood Association Newsletter, e-letters, and blog postings.

(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 (2005-2006): Other than mentioning this issue in a couple of letters to the editor and in e letters, we have not focused much on this issue during the past year, but will be a part of our governance focus in 2007.

(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 (2005-2006): Continued to offer support and encouragement to groups working to become an accepted Parkway user group, including:

- Disc Golf Course in Woodlake Reach (to develop a disc golf course in the Parkway);
- SacDog Owners Group (to develop a policy of being able to walk dogs without leashes in a designated area)
- SAMBA (Sacramento Area Mountain Bike Association, who wants to build a trail for their use and which they will pay for and take care of, in the Parkway),
- California Indian Heritage Museum (who wants to build a Heritage Center in the Parkway in North Sacramento),
- Rancho Cordova (who want to exercise some governance over the part of the Parkway in their city limits and have developed a well-thought-out concept plan)

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 (2005-2006): Communications & Marketing included:

- 1) Lower Reach Report (September 2005)
- 2) 2005 Fall for the Parkway event (September 2005)
- 3) Quarterly newsletters (July, October, January & April),
- 4) 15 e letters to community parkway leaders and ARPPS members,
- 5) 7 Letters to Editors Published (6 in Sacramento Bee, 1 in Sacramento Business Journal)
- 6) Book project committee

- 7) Parkway website
- 8) Daily blogsite

This resulted in a membership of 1,010 as of June 30, 2006.

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 \$259,034,030 in annual economic activity in the local economy.” (2000 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 (2005-2006): Chaired American River Parkway Task Force of the North Sacramento Chamber of Commerce.

- **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 (2005-2006): 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 (2005-2006):

- **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.

Action Taken (2005-2006): Co-sponsorship of 3 public forums:

- a) Indian Heritage Center with North Sacramento Chamber (August 2005)
- b) Guardian Angels with North Sacramento Chamber (October 2005)
- c) Homelessness Report with North Sacramento Chamber (January 2006)

- **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 (2005-2006): Honorary memberships were extended to leaders of other Parkway organizations, government entities, and other community groups working on Parkway issues, including American River Natural History Association (ARNHA), American River Parkway Foundation (ARPF), Save the American River Association (SARA), Sacramento County Parks Commission, Sacramento County Planning, Sacramento County Parks Department, Lower American River Task Force (LARTF), American River Operations Working Group (AROG), Auburn Dam Council, Sacramento Valley Conservancy, American River Conservancy, as well as a few one-on-one and small group meetings with various other leaders and community groups.

- **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.

No Action Taken (2005-2006):

Review & Update

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

Conclusion

Our third year has been most productive in terms of learning more deeply about the issues confronting our Parkway and the community connected to it; and our growing membership. We remain so very grateful for the continued support of the community, and feel deeply the obligation to discover and articulate policy concepts for the problems of the Parkway and work to see them implemented.

This is a work always requiring a partnership, of the community who supports our work, of the public leadership who finds value in our work that can be adapted to public policy, and for our colleagues in the community also working to preserve, protect, and strengthen the Parkway.

The Sacramento region is a wonderful place to live and grow our families and businesses, and see futures come into being.

Working together, we can ensure that the future of our Parkway is truly visionary, and fulfills the vision we have crafted and believe deeply in.

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.

Appendix
ARPPS E-Letters

ARPPS E-Letter #29

Hello Everyone:

Here is your copy (scroll down) of a letter published in the Sacramento Business Journal.

Take care.

David Lukenbill

Letter to the Editor
Sacramento Business Journal
October 8, 2005

I hope that the call to public leadership that Eleni Tsakopoulos-Kounaakis expresses in her article of October 7, 2005, *Let's talk about building the Auburn dam, (linked to below)* will be responded to.

Having the once-agreed upon solution to our flooding problem off the table of flood solution discussion, as she described in her service with the Sacramento Water Forum, (SWF) is the thinking that doomed New Orleans.

It also explains the reaction I received shortly after forming this organization in 2003 and approaching the SWF for policy information about protecting the salmon in the American River by providing the optimal protective conditions of appropriate water temperature and water flow.

I asked the SWF leadership what solution the agency had determined could provide those optimal conditions, and a large dam holding cold water that could be released when needed was never mentioned.

It is hoped our public leadership will heed Ms. Tsakopoulos-Kounalakis's implicit advice and create a proper forum for public discussion about solving the problem of major flooding, with every solution on the table.

Our community, with the beauty and serenity of the Parkway as its natural heart, await that leadership.

David H. Lukenbill, President
American River Parkway Preservation Society

And here an excerpt from the story I wrote about.

October 7, 2005

Another Voice

Let's talk about building Auburn dam

Eleni Tsakopoulos-Kounalakis
Sacramento Business Journal

After the devastating floods of New Orleans, I was really hopeful that our community leaders would start talking again about how we need to build the Auburn dam. But even faced with the realities of New Orleans, few seemed to want to wade back into the debate over the dam. At least, not on the side of why we should build it.

I should probably follow their lead. I mean, I've got an SUV and a place to go.

But I have this image that I can't get out of my head of a woman standing on her rooftop, clutching her babies and waving a white flag. And I know that without the Auburn dam, there is a very real chance it will one day happen here.

The levees won't be strong enough: If you didn't know it before, you should know by now that levees are no match for a major act of Mother Nature. But a lot of people have known this for a long time. And back in the days when our leaders thought big, back in the days when we built the University of California campuses and the interstate freeways, California had a plan.

In 1965, after the U.S. Army Corps of Engineers determined that it would be the best protection against a major flood, construction of the Auburn dam was authorized by the federal government. Groundbreaking ceremonies were held in 1968, and a giant concrete and steel foundation was poured.

The government bought land upstream from the dam to set aside as a new water reservoir. A 720-foot-tall bridge was built to carry traffic from one side to another. Construction got under way on the Folsom South Canal to incorporate the Auburn dam into the new enhanced flood control system.

In the mid-1970s, however, earthquake concerns were raised. The Bureau of Reclamation hired a panel to review the concerns, and it eventually came up with design modifications so the structure could withstand geologic shifts.

But it was the political ground that shifted. By the late 1970s, opposition to dam building had become a major tenet of the environmental movement. A debate raged for more than 20 years. Then in 1992 there was a meeting of the minds. Local congressmen Bob Matsui, Vic Fazio and John Doolittle (representing roughly the left, the center and the right of the American political spectrum) all agreed to go together to ask Congress for the funding to build the dam.

They were, first and foremost, concerned with the safety of the people of this region.

Alas, despite their unified front, no money was allocated. And the discussion faded.

ARPPS E-Letter #30

Hello Everyone:

Enclosed is a letter to the editor about an editorial in today's Bee, also enclosed.

Take care, enjoy the weekend.

David

Letter to the Editor
Sacramento Bee
October 15, 2005 (PUBLISHED)

Dear Editor:

Regarding your editorial of October 15, 2005, "**Some humility please—Big easy mess couldn't occur here. Oh yeh?**", <http://www.sacbee.com/content/opinion/story/13717884p-14560262c.html> while we are pleased to see public leadership taking an active role in public discussion about Sacramento's vulnerability to the kind of flooding that sunk New Orleans, we agree with your editorial's conclusion that, "*These meetings should be a two-way street for learning.*"

Public leadership too often has a tendency to so severely restrict public dialogue that the informed public wishing to participate drops-out of the process, which has, unfortunately, also happened in the American River Parkway Plan Update format, also very restrictive of public comment.

Serious public issues call for a process encouraging public participation, not restricting it.

Sincerely,

David H. Lukenbill, Founding President
American River Parkway Preservation Society (ARPPS)
Website: www.arpps.org

ARPPS E-Letter # 31, November 22, 2005

Hello Everyone:

We sent a letter to the editor of the Bee today (scroll down) and the editorial we referenced was also commented on in the November 17th post on our blog at <http://parkwayblog.blogspot.com/>, entitled *The Shrinking Uncity*, with a follow up November 18th entitled, *The Shrinking Uncity, Part Two*.

Take care and have a wonderful Thanksgiving!!

David H. Lukenbill, Founding President
American River Parkway Preservation Society

November 22, 2005

Letter to the Editor
Sacramento Bee

RE: Editorial: Uncities left behind November 16, 2005

If all of the current incorporations of new cities under discussion in Sacramento County are successful, only the areas of Carmichael and Antelope will remain as county land and Sacramento County will be even less able than now to carry out one of its most important public stewardship roles, caring for the American River Parkway.

Already the county falls behind millions of dollars annually in *necessary* Parkway maintenance, let alone having funds to improve it, and each incorporation increases that deficit and deterioration.

However, under our suggestion to contract the management of the Parkway to a nonprofit conservancy, the new incorporations, if successful, will add to an existing pool of government entities (Rancho Cordova, Citrus Heights, Sacramento, and Folsom) perhaps more receptive to preserving and protecting the Parkway than current county management appears to be.

Sincerely,

David H. Lukenbill, Founding President
American River Parkway Preservation Society

ARPPS E-LETTER #32: DECEMBER 7, 2005

Hello Everyone:

The Bee published our letter to the editor today, and I have enclosed it along with the article it referred to.

Take care and enjoy the holidays!

David

December 7, 2005

Managing river parkway

Re "Caring for the critters," Nov. 30: The addition of a veterinary hospital at the Sacramento Zoo is possible mainly because in 1997 the Sacramento Zoological Society, founded in 1957, contracted with the city to provide the management for the zoo that the city could no longer provide effectively.

The key sentence in the article is: "The nonprofit Sacramento Zoological Society spearheaded fundraising efforts and, to date, has raised more than \$1 million." Fundraising capability is a key benefit of having a nonprofit contract to manage a public resource.

This is exactly the type of arrangement the American River Parkway Preservation Society is suggesting be done with the parkway, where it should work as effectively.

David H. Lukenbill, Sacramento
Founding President, American River Parkway Preservation Society

Caring for the critters

Sacramento Zoo to build on-site veterinary hospital

By Erika Chavez -- Bee Staff Writer

Published 2:15 am PST Wednesday, November 30, 2005

The ring-tailed lemur soon will have a place to repose, and the spotted hyena will have a haven in which to heal.

A groundbreaking ceremony Thursday at the Sacramento Zoo will be the first step toward a long-awaited on-site veterinary hospital, a \$2.5 million project slated for completion by next fall.

The Dr. Murray E. Fowler Veterinary Hospital will house a laboratory, treatment rooms, intensive-care unit, holding and surgery facilities, said Mary Healy, director of the Sacramento Zoo.

Windows will allow zoo visitors to watch as the animals are cared for, a rare "behind-the-scenes" peek into the inner workings of a modern zoo.

The 5,000-square-foot hospital will be a key part of maintaining the zoo's accreditation with the American Zoo and Aquarium Association, Healy said.

The goal: to maintain a healthy animal population through routine physicals and exams.

"Preventive medicine has become a much larger piece of taking care of zoo animals than it has been historically," Healy said. "We've been making do with a one-room clinic and a bathroom that we converted for X-ray processing, but we know we need to get more sophisticated with our animal care."

The nonprofit Sacramento Zoological Society spearheaded fundraising efforts and, to date, has raised more than \$1 million. The society's board decided to take out a loan to cover the remainder of construction costs.

ARPPS E Letter # 33

Hello Everyone:

The Bee published my letter today, accessed at:
<http://www.sacbee.com/content/opinion/story/14094532p-14924477c.html>.

Here is the expanded version, in brackets.

Take care.

David H. Lukenbill

Time for some planning

Re "Time to cross that bridge?" Jan. 9: As the story notes, it is probably time to lift the taboo on discussing new bridges over the American River. It also might be time to lift the taboo surrounding the discussion of solutions to other problems associated with the American River – flooding [building a dam], parkway management and funding [a nonprofit conservancy, raising an endowment], illegal camping by the homeless [enforcing the laws against it, describing it as illegal in stories about it, and writing about the impact on the adjacent community unable to use the parkway because of it] - a taboo that keeps public leadership from solving problems only after due deliberation of all of the options [good planning can only occur once all the options have been looked at]. Public improvement doesn't destroy neighborhoods and resources [bridges for better transportation, dams to control flooding, law enforcement to enforce laws; these are all well-tested concepts that should always be on the table in public decision making]. Nonexistent or poor planning does [and got us to the threatened closure of the parkway, the continued ineffective management of it, and lack of adequate funding for it].

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

ARPPS E Letter #34

Hello Everyone:

Great stories on bike trails, with a focus on "Rails to Trails".

Take care.

David

----- Original Message -----

From: [TPL Updates](#)

To: [David Lukenbill](#)

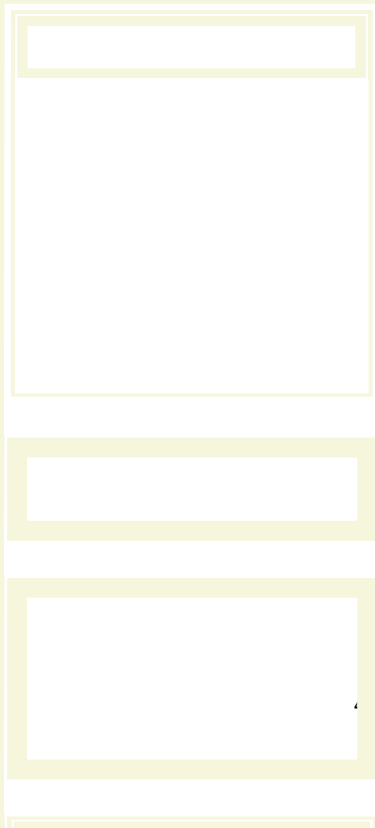
Sent: Tuesday, January 31, 2006 3:52 PM

Subject: TPL Web Site Update, February 2006



Welcome to TPL Updates for **February 2006** from **The Trust for Public Land**. In this issue we invite you along on a two day bike ride on Florida's Pinellas Rail Trail. We present our conservation highlights of 2005. And as always, you'll find a favorite recent success story from our Web site along with links to content added to the site last month. Thanks for your interest in conserving land for people and the work of The Trust for Public Land.

If you're having trouble viewing this email you can [read it online](#)





Michael Bagby/Treble Hook Design

Biking to Florida's Future

Early on a Saturday morning, I swung my bike onto the Pinellas Trail near downtown St. Petersburg, Florida. Stretching more than 33 miles north from St. Petersburg to Tarpon Springs, through one of Florida's most urbanized coastal counties, the Pinellas Trail is one of the nation's most successful rail trails. An energetic cyclist could easily complete the distance in a day, but my mission was to explore how the trail had positively transformed the communities it traversed.

[Read More](#)

[More about Florida's Rail Trail Network](#)

[Gallery of Rail Trails:](#) Washington, New Mexico, Arkansas, Michigan, and New York

Success Story of the Month



Jerry and Marcy Monkman

Common Pasture, MA

Almost 400 years after the Common Pasture was established as a grazing ground for livestock near Newburyport, Massachusetts, more than 1,000 acres remain open and undeveloped. Residents, visitors, and travelers along Interstate 95

have come to treasure the patchwork of fields, working farmland, wooded uplands, streams, and wetlands. [Read](#)

[More](#)

TPL's Conservation Highlights for 2005

TPL completed 253 conservation efforts in 2005--conserving 123,873 acres in 37 states, from inner city parks and gardens to vast sweeps of wilderness. With its affiliate, the Conservation Campaign, TPL also helped 36 counties and municipalities



EcoVillage Farm Center in Richmond, California, one of the places TPL helped protect in 2005. Photo: Richard Rollins

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LAST MONTH'S PAGES

[New Director for TPL's Southeast Conservation Finance Program](#)
[Over Two Acres Along Hudson River Protected \(NJ\)](#)
[Community Forest Preserved for Errol, NH](#)

[Agreement Would Preserve 360-Acre Farm in Groton, MA](#)
[Agreement Would Add 6K Acres to Baxter State Park \(ME\)](#)

[Art Auction To Fund Jamestown Site Protection \(VA\)](#)

[1,100 Acres Will Be State Park on Widewater Peninsula \(VA\)](#)

[Reports Show Need for Increased Land Protection Funds \(FL\)](#)

[Re-Enactment Will Raise Awareness for Jamestown Preservation \(VA\)](#)

[Access to Cache River Natural Area Expanded \(IL\)](#)
[210 Acres Added to Bastrop Area Nature Preserve \(TX\)](#)
[Former Lakeside Resort Now Recreation Area \(NJ\)](#)

[Panel Discussion on Playground Design, 1/31](#)

ARPPS E Letter # 35

Hello Everyone:

Here is a story from this morning's Bee (scroll down) describing an attack at CSUS close enough to the Parkway to bring it to your attention, and in a related issue, I have attached an Open Letter to the Sacramento City Council and Sacramento County Board of Supervisors concerning public safety issues on the Parkway.

Take care, and be careful out there.

David

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

CSUS police seek 2 men in attack on joggers

By Elizabeth Hume -- Bee Staff Writer

Published 2:15 am PST Thursday, February 23, 2006

SACRAMENTO - California State University, Sacramento, police are seeking two men who accosted female joggers last week on a bike trail at the campus entrance, authorities said.

On Feb. 16, six high school girls were jogging about 4 p.m. through campus. At the western entrance of the Guy West Bridge, they saw four men, ages 20 to 25. As the girls jogged past them, two men grabbed two of the runners, said Ken Barnett, university police chief.

One man is described as 5-foot-10, 185 pounds, with an athletic build and short brown hair. He was wearing blue jeans and a hooded gray American eagle sweat shirt with pink, green and blue stripes near the sleeve shoulders.

The second man is described as stocky, 5-foot-9, 185 pounds with spiky brown hair. He was wearing blue jeans and a hooded black or dark-colored sweat shirt with lettering.

Anyone with information is asked to call CSUS police at (916) 278-6851.

ARPPS E Letter #36 March 15 2006 Parkway Planning & Governance & SB 1776

An editorial today in the Bee (excerpt enclosed) addresses the prickly issues around Parkway planning and governance in an era of tightening budgets and new cities along the Parkway.

A joint powers authority to govern the Parkway is a good interim step, with the desired long-range goal for it to contract with a nonprofit organization to provide daily management, as the Sacramento Zoological Society has been providing successfully for the Sacramento Zoo since agreeing to a 1997 contract with the city of Sacramento.

Senator Dave Cox's bill, SB 1776, is a needed policy clarification to bring new city Rancho Cordova, who has 7.5 miles of the Parkway in its city limits, to the governing table.

Hopefully Senator Cox's legislative leadership, and his previous experience on the County Board of Supervisors, will also spur resolution for a joint powers authority approach leading ultimately to nonprofit governance of our beloved Parkway.

The reason this is a solution to consider is that is an approach already being used successfully, besides the Sacramento Zoo, in other major urban parks.

A public nonprofit organization managing the Parkway would have as its sole purpose management of the Parkway, ensuring that its natural resources are preserved, protected and strengthened for the enjoyment and use of the community.

The Parkway land would remain in public ownership, and local governments, like Sacramento, the County, Rancho Cordova, Folsom, and new cities that might arise such as Arden Arcade, Fair Oaks, Gold River, and Carmichael, would dedicate a set annual amount to the nonprofit for management, and have designated seats on the governing board.

Because of the effectiveness of nonprofit fund development and the community's generosity, much of the funding would come from the fundraising done by the nonprofit.

One very successful model is Central Park Conservancy which has brought Central Park back from long term deterioration under similar circumstances, and built an endowment of around \$110 million for park enhancement and maintenance.

A 501(c)(3) public benefit nonprofit corporation, acting as a Parkway management organization, seems to fit the bill for our Parkway, and the local resources available to help this come into being are substantial.

A high level of expertise is available within the existing Parkway community, Parkway related nonprofit organizations, County Parks staff, public Parkway related boards, commissions, and task forces, as well as other interested stakeholders and community leadership, such as Senator Cox, to create the depth of regional support and excitement for this solution and make it a reality.

Editorial: Planning the parkway?

Rancho Cordova raises a prickly question

Published 2:15 am PST Wednesday, March 15, 2006

The American River Parkway is arguably the greatest creation by the city and county of Sacramento, but the way this pristine landscape first enjoyed protection may not serve the changing community so well into the future.

Back in the 1960s when leaders envisioned the 23-mile-long, 4,000-acre parkway (and in the 1980s when the parkway plan was revised), the city and the county were the only local governments with a direct stake in the outcome. That's no longer the case. Rancho Cordova, once an unincorporated appendage of the county, is a city now with 7.5 miles along the river and its own ideas of how they should be managed. A bill before the Legislature proposes that when it comes to the parkway, Rancho Cordova should get a seat at the table, just like Sacramento. The issue cannot be ignored.

American River Parkway activists like nothing better than to "save" the parkway from a perceived threat, and Rancho Cordova has clumsily positioned itself as the bogeyman. Sacramento County and interested citizens have been busy reviewing the management protections along every inch of the parkway for two years. Without warning popped up SB 1776 by Sen. Dave Cox, R-Fair Oaks, whose district includes Rancho Cordova. His bill would give Rancho Cordova the power to approve changes to the parkway plan.

What does Rancho Cordova have in mind? The city's Web site (cityofranhocordova.org) lists nine ideas. They range from proposals that have generated considerable interest, such as building a new pedestrian bridge across the river to link Rancho Cordova's Hagan Park with Carmichael's Ancil Hoffman Park, to controversial ideas, such as expanding Hagan Park into parkway farmland.

Hello Everyone:

Here is a KVIE 6 notice about a special on local flood issues scheduled for April 5th.

I also attended a public administration association presentation about flood issues recently and will have a report on it in our next newsletter, scheduled for the second week in April, where this PBS report will also be reviewed.

Take care.

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

Notice KVIE 6: From Sacramento Bee, March 25, 2006, Scene Section, K12.

IF SACRAMENTO SUDDENLY FLOODS WHAT HAVE YOU GOT TO LOSE?

VIEWFINDER City at Risk
WEDNESDAY, APRIL 5, 7 pm AND 11 pm

The devastation caused by Hurricane Katrina along the Gulf Coast was a stark reminder of Sacramento's own precarious position: it is located at the junction of two rivers with a history of overflowing their banks. Sacramento is considered the most flood-prone city in the nation. *Viewfinder: City At Risk* examines this real and imminent threat and explores the efforts currently underway to protect the region from devastating floods.

ARPPS E-Letter # 38, April 25, 2006

Hello Everyone:

There were several excellent articles flowing through my computer this Earth Day, most of which I posted on our blog at <http://parkwayblog.blogspot.com/> but this is a favorite, about placemaking, I thought I would share with you. (scroll down)

Enjoy the emerging Spring!

Take care.

David

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

Posted on Blog on 4/23/06

Here is an Earth Day message from the Project for Public Spaces, sharing an excellent perspective, to focus on those public places we use and love and my thoughts immediately went to the Parkway.

Bringing Environmentalism Back Home

How Placemaking can reinvigorate the environmental movement

By Fred Kent, President, Project for Public Spaces (www.pps.org)

When I coordinated New York City's first Earth Day celebration in 1970, I hoped that the new idea of environmentalism would launch a robust citizen's movement to create what today we would call "livable" and "sustainable" communities. But over the past three and a half decades, what began as an extraordinary outpouring of grassroots energy has turned into a professionalized movement that seems beyond the reach of ordinary citizens. Scientists and lawyers now dominate green discussions.

While environmental organizations have made great contributions, we are increasingly confronted by problems that transcend science or law, from the deterioration of our landscape at the hands of out-of-control sprawl to the decline of once-vital communities in cities, suburbs and small towns. These realities are shaping the lives of tens of millions of people.

In celebrating another Earth Day this year, we at PPS are reminded that creating great public spaces is one of the best ways to engage people in shaping the environment around them. In other words, Placemaking creates meaningful connections between people and their surroundings. This simple idea could have profound implications for the contemporary environmental movement.

The environmental movement has raised its voice loudest in defense of rainforests, wetlands, and old-growth wilderness, sending a subtle message that the places most of us care about strongly--our neighborhoods, our hometowns--aren't really as important. But suppose for a minute that we enlarged the usual definition of the environment to include the places that people inhabit--where we live and work and play. Many people would then be willing to stand up as part of the environmental movement.

We'd witness a new breed of environmental activists working to make streets safe from traffic so our children can walk to school. They would lobby for communities to be better served by parks and farmers markets, and against the proliferation of wider roads and vast parking lots. They would transform outdated shopping malls into neighborhood centers complete with housing and lively public squares, sidewalk cafes and convenient transit stops, even libraries or new schools.

In short, this emerging vision of environmentalism protects both communities and nature by:

- Curbing sprawl by improving places in existing neighborhoods, creating less incentive for people to move to new homes in greenfield developments;
- Reducing air and water pollution by supporting small-scale, local economies, which by their nature are less resource-intensive;
- Reining in global warming by creating mixed-use destinations that shorten and minimize vehicle trips and reduce energy use.

Campaigns that incorporate the common goals of environmentalism and Placemaking are already underway. For instance, the New York City Streets Renaissance, a

partnership between PPS, Transportation Alternatives, and the Open Planning Project, seeks to reduce car use by creating places that prioritize pedestrians, transit, bicyclists, and above all street life. The challenge now is to make this kind of thinking--and this type of action--a model for environmental groups everywhere.

Luckily, environmentalists have always embraced the idea of place, especially in its ecological sense. Kentucky poet and farmer Wendell Berry, one of the most influential spokesmen for environmental causes, has written eloquently about the role of local ecosystems--or "places"--in sustaining human civilization. Gary Snyder, another respected thinker in the movement, has stated that "community values come from deliberately, knowledgeably, and affectionately 'living in place.'" British green leader Jonathan Porritt notes, "the environment is rooted in our sense of place: our homes, our streets, our neighborhoods."

A great opportunity now exists for the environmental movement to reach out to a broader base and new partners simply by expanding the scope of places it is willing to fight for. This expanded notion of the environment would encompass rural watersheds and town squares, coastal wetlands and neighborhood playgrounds. And by reinforcing the connection between public spaces and environmentalism, it would harness the energy of people who care passionately about Placemaking. It's a winning strategy to revive the movement and restore our planet. Let's bring the environmental movement back home.

<http://www.pps.org/info/newsletter/>

ARPPS E Letter # 39

Hello Everyone:

This letter to the Editor (scroll down) was published in today's (Sunday, May 7th) Bee on the Forum's Editorial Page.

We will continue to work for a balanced discussion around water policy which ultimately concern the integrity of the American River Parkway.

Take care.

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

Proper water planning

Re "General: Integrate solutions on floods," April 30:

The interview with the Army Corps division commander was a real gem, reminding us how important it is to maintain balance in the discussions about flood control.

Public leaders who accomplished California's flood control planning many years ago knew this, which is why they included an Auburn Dam, a higher Shasta Dam and a peripheral canal in their planning to control floods, store and move water to deal with the dry years California sees regularly, and the substantial growth they knew would continue, as people migrate to the lifestyle and weather that makes California a premium place to live.

Achieving balance in our approach to flood protection is a crucial aspect of the public discussion, and we are glad to see it presented so well in your interview with Brigadier General Schroedel.

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

ARPPS E Letter # 40

Hello Everyone:

The Bee did a major story on Parkway planning this morning at <http://www.sacbee.com/content/news/story/14254989p-15070436c.html> , and here is a response (scroll down) also posted on the parkway blog <http://parkwayblog.blogspot.com/> Take care.

David

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

Parkway Planning

The article in this morning's Bee focuses, essentially, on the discussion between those who feel the Parkway is a natural preserve, and those who feel it is a natural recreational resource. As in all public resources it helps to go back to the founding documents for intent.

In this discussion, it is the latter that are more congruent with the original documented intent, as we can see from the stated goals of the 1985 Parkway Plan, still guiding its daily management until its updating is completed.

“GOALS

To provide, protect and enhance for public use a continuous open space greenbelt along the American River extending from the Sacramento River to Folsom Dam; and

To provide appropriate access and facilities so that present and future generations can

enjoy the amenities and resources of the Parkway which enhance enjoyment of leisure activities; and

To preserve, protect, interpret and improve the natural, archeological, historical and recreational resources of the Parkway, including an adequate flow of high quality water, anadromous and resident fishes, migratory and resident wildlife, and diverse natural vegetation; and

To mitigate adverse effects of activities and facilities adjacent to the Parkway; and

To provide public safety and protection within and adjacent to the Parkway.”

American River Parkway Plan, December 1985. (p. 2-1)

The Parkway was designed for the enjoyment of human beings recreating in a natural sanctuary which needs continual enhancement and improvement to realize its dream of providing for all of us, for seven generations and more, the preservation, protection, and strengthening of the vital natural heart of our community.

The related argument’s answer, whether Rancho Cordova has rights to seats on the Update Planning Committee is obvious, of course they do, (Sacramento city has four and the County has five) and Rancho Cordova should have had at least three seats instead of the one they were given.

They should also have sign-off power on the final plan, as does Sacramento city and county.

The continued attempts to keep their voice from being heard, with 25% of the Parkway within their city limits, is very unfair, and a continuance of the ineffective management of our most precious natural resource.

The current Parkway management should be happy to receive additional (and effective) help, as Rancho Cordova has proven very effective growing and managing their city, and can bring that same professional perspective to a Parkway in need of it.

ARPPS E Letter #41

Hello Everyone:

There was a wonderful story in the Bee June 6th about Gold Rush Park, and we wrote a letter to the editor responding to it, published today in the Bee. Here is our letter and a link to the story.

Take care.

David

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

Exciting river plans

Re "Park plan thinks big," June 6: This is the most exciting riverside park idea since the American River Parkway, and the marriage with it at the confluence of our two rivers will create one of the nation's truly great parks, forming the pendant of a golden necklace of greenways, parks and trails along the rivers, through the trees and into the deep canyons from which so much gold once came.

In the late 1800s, Fredrick Law Olmstead Sr. created the Emerald Necklace, a world-renowned linking of green space, parks and trails along the Charles River in Boston. It took almost 20 years to complete. In roughly the same amount of time, we may have a golden necklace linking our river communities in another beautiful marriage of land and water a continent away.

This is a wonderful and visionary plan for Sacramento.

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

<http://www.sacbee.com/content/news/story/14264425p-15077090c.html>

ARPPS E Letter # 42

Hello Everyone:

There is just a wealth of information about Urban Parks from all the weblinks in this month's issue of LandLink I wanted to share with you.

Take care, enjoy the heat!

David

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



LandLink/City Parks, July 2006

TPL's LandLink newsletters are published for agency and conservation professionals. Subscribe/unsubscribe information appears at the bottom of this page. LandLink/Parks for People highlights urban conservation.

New Study Details City Park Acreage, Facilities, and Spending

According to a new study by TPL's Center for City Park Excellence, the 56 biggest U.S. cities include a total of 745,000 acres of parkland. For sheer park acreage, Jacksonville is number one, with almost 98,000 acres of parks and preserves, including water preserves.

Cities which devote a high percentage of land to parks and open space include:

- Albuquerque - 25%
- San Diego - 22%
- Washington, D.C. - 19.7%
- San Francisco - 19.3%
- New York - 19.1%

Cities with a high amounts of parkland per capita include El Paso and Austin, Texas, and Kansas City, Missouri.

Other areas reported on for the 56 cities are park spending per resident and park facilities.

[Review the full results at the Center's website](#)

TPL Plays Major Role at Urban Parks Summit

On May 17 and 18 the National Recreation and Park Association hosted a groundbreaking "Urban Parks Summit" in Chicago. The event brought together park and recreation professionals, elected officials, and non-profit partners from across the country. They took an honest look at park systems and discussed how to build a nationwide city parks movement. TPL's Center for City Park Excellence helped to plan the event, which included a reception hosted by TPL and workshops conducted by TPL staff.

[Read a recap of the event and keynote speech](#) given by Peter Harnik, Director of the Center for City Park Excellence.

The Trust for Public Land conserves land for people to enjoy as parks, gardens and other natural places, ensuring livable communities for generations to come.

The Trust for Public Land depends on the support and generosity of individuals, foundations, and businesses to achieve our land-for-people mission. For more information please contact us at (415) 495-4014 or on the web at www.tpl.org.

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ARPPS E Letter #43

Hello Everyone:

Here is an article I wrote, published this month, about Gold Rush Park, and the signature line inadvertently noted I was still president of the American River Natural History Association (ARNHA), which I haven't been for some time. It has been corrected in this post.

Take care, enjoy the wonderful weather.

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

Published in Inside Arden, August 2006, (pp. 36 & 41)

City Voices

**Our Emerald Necklace
Why We Need Gold Rush Park:**

Gold Rush Park is a planned 970 acre development at the confluence of the Sacramento and American River. It would replace the existing warehouse, business, and apartments with parks and open space, fine arts and performing arts venues, a zoo, botanical gardens and conservatories, and a canal district with boating and restaurants, housing and shops.

For virtually all of its history Sacramento's two riverbanks have been our back alleys, where all the places we don't want to look at wind up, while the two rivers have flooded so many times they have been leveed to the point of recreational and visual unusability.

In the suburbs the American River Parkway embraces the American River, creating sanctuary and delighting all who use it. In urban Sacramento there is nothing that embraces the rivers as beautifully, elegantly and completely as Gold Rush Park will, by fully bringing our two rivers into the marriage with the capital city which so many have long wished for.

Sacramento has the elements, as Joel Kotkin notes in his book *The City*, which form the foundation from which great cities are built, “the creation of sacred space, the provision of basic security, and host for a commercial market...”.

Here is what Gold Rush Park will do:

1. It will form the jeweled pendant in an emerging vision of greenways, riverways, parks, and trails that will eventually embrace our region like a golden necklace from Sutter’s Mill in Coloma, where gold was first discovered by James Marshall in 1848, to the confluence in Sacramento, the gateway to the gold fields. This will create one of the most spectacular linking of parks, history and water in the nation, rivaling Boston’s famed Emerald Necklace.

This golden necklace, with Gold Rush Park as its beginning, would stretch east along the American River Parkway up to Folsom and beyond, all the way to Sutter’s Mill, reaching back and then south along the Laguna Creek Trail System down into the Cosumnes River Preserve Corridor, then west flowing back to the Sacramento River, and heading north back up to the confluence.

2. Along with the California Indian Heritage Center planned just across the American River, the park will memorialize the greatest migration of peoples in the history of the western hemisphere and commemorate the tragedy that the migration inflicted on California Indians.

3. Pedestrian and bike bridges will connect the park with the American River Parkway to create the largest urban park in the nation (surpassing the 5,000 acre Forest Park in Portland) and serve as an appropriate setting of land and water for the capital of the largest, most beautiful state in our country.

4. The vision for Gold Rush Park is financially feasible, beginning to be embraced by local public leadership, and possible to accomplish. The assemblage of supporters is broad, with deep roots in the history, commerce and public service of our region. This visionary marriage of land, water, commerce, history, and people can happen here as it has happened elsewhere.

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; and 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, and the Eiteljorg Museum of American Indians and Western Art, the Congressional Medal of Honor Memorial, the NCAA Hall of Champions and The Lawn, an outdoor performance venue overlooking the White River with seating for 5,000.

5. Gold Rush Park will be the capstone project that will complete the long regeneration of the downtown, finally making Sacramento a world-class, destination city—where people come just to wander its parks, boat and fish its rivers, shop in its stores and explore its zoo, museums, galleries and historical sites.

Gold Rush Park has all of the elements to make Sacramento a truly great river city.

For more information visit www.sacramentovalleyconservancy.org or www.arconservancy.org

David H. Lukenbill is the Founding President and Senior Policy Director of the American River Parkway Preservation Society and chairs the American River Parkway Task Force of the North Sacramento Chamber of Commerce.

American River Parkway Preservation Society (ARPPS)

ARPPS E-Letter #44, September 15 2006

Ecoregionalism

As a follow-up to the article recently published about Gold Rush Park and reflecting on the linking of open space, private land, greenways, parks, river and creek ways, to the American River Parkway, creating a contiguous golden necklace from the confluence of the Sacramento and American Rivers, to Sutter's Mill in Coloma, back west through the Cosumnes River Preserve to the Sacramento River and back north to the confluence; is bringing local ecological thinking into a future worth working very hard for.

Looking at the work of organizations like the Sacramento Valley Conservancy's 21st Century Open Space Vision Map at: http://www.sacramentovalleyconservancy.org/project_map.htm and the American River Conservancy's Land Conservation Project map at: http://arconservancy.org/xoops/uploads/smartsection/21_sfar_public_arc_3_7_06.pdf and you can see the beginning creation of contiguous trails that can one day meet to form the necklace, a 100+ mile trail by which one could travel through the heart of the historic gold rush. Dennis Farney, writing in *Governing* magazine of August 2006, *Green Pieces*, read at: <http://www.governing.com/articles/8land.htm> 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." (p. 28)

Our work for the coming year will focus more on this aspect of envisioning the Parkway in relation to its larger setting, as we concentrate on governance issues around having a nonprofit organization provide daily management of the Parkway; and the possibility of creating a National Heritage Area embracing the Parkway and the Golden Necklace.

Many projects informed by ecoregionalism are being created, but surely the most visionary is the Yellowstone to Yukon, known as Y2Y, which Farney (2006) describes : "Y2Y envisions nothing less than a 'wildlife corridor' nearly 2,000 miles long. It would start in west-central Wyoming and end just below the Arctic Circle, preserving a whole ecosystem, still largely intact, across the backbone of North American. *Audubon* magazine has called the idea "North America's environmental equivalent of the Great Wall of China." (p. 28)

You can read more about it at their website: <http://www.y2y.net/default.asp>

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

American River Parkway Preservation Society (ARPPS)

ARPPS E-Letter #45: September 25 2006

Public Discussion on Flood Control & Auburn Dam

Over the past week, in addition to our Press Release yesterday about our Auburn Dam report at <http://www.arpps.org/news.html> , there has been a good public discussion on flood control and the Auburn Dam.

1) September 18, 2006: Sacramento Bee column by Dan Walters:

Dan Walters: Auburn dam, peripheral canal back on the table for discussion

By Dan Walters - Bee Columnist

Published 12:00 am PDT Monday, September 18, 2006

See: <http://www.sacbee.com/342/story/24948.html>

2) September 24, 2006: Letter to the Editor of the Sacramento Bee from ARPPS President, Michael Rushford:

How to avoid the next flood

The Dan Walters column, "Auburn Dam, peripheral canal back on the table for discussion," Sept. 18, recognizes that the threat of catastrophic flooding and the likelihood of serious water shortages are real problems that can no longer be ignored. The leaders who developed our State Water Project 50 years ago designed Shasta Dam to be 200 feet higher than it is today, tripling its water storage. That improvement, the construction of a full-service dam at Auburn and the peripheral canal would eliminate flooding along the Sacramento River, provide the flows necessary to protect salmon and other species along the American River and the Delta, and guarantee water for agriculture and people for many decades into the future.

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

See: <http://www.sacbee.com/110/story/27932.html>

3) September 24, 2006: Opinion Column by Assemblyman Roger Niello:

Roger Niello: Debate needed on real flood control solutions

By Roger Niello - Special to The Bee

Published 12:00 am PDT Sunday, September 24, 2006

See: <http://www.sacbee.com/110/story/27872.html>

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