

# **American River Parkway Preservation Society**

## **Annual Report**

**October 1, 2006- September 30, 2007**

### **Mission**

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

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### **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**

**BOARD OF DIRECTORS**

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Michael Rushford, President  
Criminal Justice Legal Foundation

Vice President

Kristine Lea, Training Manager  
Intel Corporation

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David H. Lukenbill, President  
Lukenbill & Associates

**EMERITUS BOARD, CHAIR**

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**ENDOWMENT ADVISORY  
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William C. Schopfer, President  
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**SLOBE PARKWAY ADVOCATE AWARD RECIPIENTS:**

(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

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

## Executive Summary

Our work over the past year accomplished six 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) deepened the community discussion around 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; 3) continued and deepened the discussion around having a nonprofit organization provide daily management of the Parkway; 4) opened the public discussion of designating the American River Watershed a National Heritage Area; 5) opened the public discussion of thinking ecoregionally about park recreation, the environment, and bike/horse/pedestrian trails; 6) and creating a Golden Necklace of connected parkways, greenways and trails County wide and/or regionally.

We shared with the community the importance of including all governance and ecoregional options in the discussion about the future of the Parkway.

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

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

## Introduction

### About the American River Parkway Preservation Society (ARPPS)

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

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

We publish conceptual and policy primer reports annually on *World Rivers Day*—the last Sunday in September—and have published three 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.
- September 30, 2007 focusing on governance, eco-regionalism and heritage; calling for daily management of the Parkway by a nonprofit organization, thinking from an eco-regional perspective around environmental issues, and advocating for the establishment of a *Rivers of Gold National Heritage Area*

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

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

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

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

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

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

**2) Relieving the continuing pressure on the river, whether through flooding, illegal sewage discharge, or taking water for new development; all of which hurts the salmon, other habitat and aquatic life, and ultimately our enjoyment of the Parkway experience.**

**Our Approach:** The Sacramento region is becoming one of the most desirable places to live in the country, so it is not surprising that development continues at record levels. Each new city in our area brings new pressure for growth and more

pressure on the optimal water conditions the American River salmon need to thrive. We support the construction of the Auburn Dam to address these issues and to protect the integrity of the Parkway and have authored a report concerning this available on our website.

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

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

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

***Our Guiding Principle: 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.***

## **Governance, Ecoregionalism, & Heritage Research Report: Executive Summary**

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

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

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

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

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

Farney (2006) describes ecoregionalism as:

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

**4) Heritage:** Pursuing National Heritage Area designation for the American River Watershed is a sound strategy. There are several models for what we would like to see become the *Rivers of Gold National Heritage Area*—encompassing the American River Watershed including the gold discovery site at Coloma and the American River Parkway—but the one with another metal very important to the nation central to it, would be the *Rivers of Steel National Heritage Area* in Pennsylvania.

**5) Agenda for Policy Discussion:**

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

## Public Communication & Education

### *Articles Published*

1) Sacramento Union, November 24, 2006

Guest Editorial

#### **The American River Parkway:**

The Case for Management by a Nonprofit Organization

David H. Lukenbill, Senior Policy Director

American River Parkway Preservation Society [www.arpps.org](http://www.arpps.org)

The American River Parkway is one of the premier recreational and natural resources in the capital region; over 4,000 acres of walking, equestrian, and bike trails, fishing and rafting spots, picnic areas, parks, golf courses, islands and a beautiful river drifting through one of the major urban/suburban and richly historic areas of the nation.

It is also being sadly mismanaged by Sacramento County to the point that even basic maintenance is falling drastically behind every year, and the overall annual budget shortfall—when factoring all that should be being accomplished—has been declared by one Parkway organizations to be \$8,595,427.

Our first guiding principle is: *Preserving the Parkway is not an option, it's a necessity* and from this perspective the way to preserve, protect, and strengthen the Parkway as a vitally necessary ingredient to our quality of life, is through two initiatives.

The first is to provide daily management for the Parkway through a nonprofit organization, and the second is to work for the Parkway to become part of a National Heritage Area (a program of the National Park Service) encompassing the historic Gold Rush landscape in the American River Watershed.

With an independent nonprofit organization providing management, the ability to accomplish long range goals for the Parkway, such as the federal designation or endowment fund development, will be greatly increased.

Regarding the funding shortage, some feel a Benefit Assessment District is the best way to raise funds for the Parkway, but we don't agree with that approach for three reasons:

1) Benefit Assessment Districts tax the property of those who benefit from the entity but how that would be determined fairly in this case is uncertain, as many people who live close to the Parkway don't use it while many living far away do.

2) It delivers the funds to the same local government entity—Sacramento County—that has already failed in managing the Parkway for several years—with a threatened closure in 2004— with no clear promise or perceived capability that anything has changed.

3) There is a better way.

Part of a better way is a Joint Powers Authority (JPA).

A JPA makes sense, is fair to the newer cities such as Rancho Cordova and Arden Arcade—if it incorporates—could create a stable base funding stream and provide balanced governance oversight of a contract with the managing nonprofit.

Bringing in the cities as partners in a JPA addresses the current political and economic climate facing the County—the difficulty of raising taxes and the continuing incorporation of new cities—causing the County’s financial situation to continue to deteriorate leaving even less future funding for the Parkway.

The best example of this management strategy locally is the Sacramento Zoo, established in 1927 and managed—since 1997—by the non-profit Sacramento Zoological Society under contract with the city.

The Zoo property, buildings and animal collection remain assets of the city of Sacramento.

In addition to providing the necessary maintenance for the Zoo, the Society has continually moved to strengthen the operation, adding an on-site veterinary hospital and is involved in long- range plans to begin acquiring 100 acres of land along the American River to house a new zoo which would rival national landmark zoos like the San Diego Zoo housed in Balboa Park.

This type of visionary thinking comes from an organization dedicating itself solely to the Zoo and the service it provides to the public, and the same dynamic could happen with a nonprofit organization managing the Parkway.

The national model for what a nonprofit can do for a park is the Central Park Conservancy, which took over management of Central Park in New York several years ago when the city was struggling financially. The Conservancy has restored Central Park’s luster as one of the world’s great parks, building an endowment well in excess of \$100 million in the process.

The elements exist in the American River Parkway—central to the greatest migration of people in the western hemisphere during the Gold Rush and with its sister rivers framing the capital of one of the world’s great economies and governing centers—to create a truly world-class park.

It will take leadership realizing the great value of the natural resources in our region and enlisting the public and other government leaders in the effort to grow and fund this great natural heart of our community.

In conclusion, our suggestion would be to form a JPA with the County, Sacramento, Rancho Cordova, and Folsom, establishing a base financial commitment for a specific

period of time; and contract with a nonprofit organization to seek National Heritage Area status and provide daily management and dedicated philanthropic fund development for the Parkway.

Finally, the capability of a nonprofit organization to advocate for one of the most important public policies affecting the Parkway, the construction of the Auburn Dam—after fully researching and validating its importance—to protect the integrity of the Parkway as well as providing the 500 year level of flood protection to the urban area surrounding it, would be considerable.

### ***Letters Published***

1) Letter to Editor  
Sacramento Bee  
November 15, 2006

#### **Keep the cork on the pork**

Re "Christmas in November?/Will \$42.7 billion in bonds be wasted?" editorial, Nov. 11: We agree that we all need to watch out for the temptation offered to the legislators by the success of the infrastructure bonds to spend it on projects they want in their districts rather than statewide priorities.

As we have all been made aware of during the recent national election, the tendency of legislators to earmark money is strong, and though perhaps not as easily done at the state level, it is still something that needs active public oversight.

We need to follow the money -- the spending of it -- to ensure the infrastructure for which the public voted gets built; and your four principles for oversight (regional projects, bringing private capital in, sequence construction and ensuring accountability) are an excellent start.

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

2) Letter to Editor  
Sacramento Bee  
January 19, 2007

<http://www.sacbee.com/110/story/110054-p2.html>

## **A better way to house homeless**

Re "County opens drive to curb homelessness," Jan. 17: The city/county 10-year plan on homelessness provides some details that indicate the homelessness housing plan is costing more money than it should. The Sacramento plan has two parts: leasing of existing housing and development of new housing.

Sacramento can provide housing and support services by leasing existing units scattered throughout the community at \$12,926.61 annual cost per client for a total cost of \$2,818,000 for 218 individuals, per their report. However, under the development part of the plan Sacramento has adopted, they anticipate a cost of \$29,700,000 (for 75 units) and an annual cost of \$99,000 per individual, assuming four people per unit.

When you add in the neighborhood degradation of placing 60 to 75 homeless housing units in a neighborhood, and the emerging realization that concentrating individuals with social problems tends to create a reinforcement of existing social issues rather than an emergence of community norms found more often in leasing arrangements, it appears Sacramento might be going the wrong direction, at least on part of its plan. The leasing approach should be adopted for the entire plan.

- David H. Lukenbill, Sacramento

Senior Project Director,

American River Parkway Preservation Society

**3)** Letter to Editor  
Sacramento Bee  
February 21, 2007

## **Rivers of Gold Heritage Area?**

Re "Elk Grove pictures itself in California's history," Feb. 18: The history of Elk Grove complements that of the entire region, whose rich history is due primarily to the global excitement the Gold Rush generated and the extremely bountiful land beckoning settlers prior to that.

The rich regional history underlies our organization's suggestion that local and congressional leadership consider applying for a National Heritage Area designation for the American River watershed, central to the history of the gold rush and the land's bounty.

This designation, under our suggested name of Rivers of Gold National Heritage Area, would be similar to that obtained by Pennsylvania for its Rivers of Steel National Heritage Area designation, and would provide the national attention our region deserves.

The National Heritage Area program is part of the National Parks Service and while compromising none of the local ownership or policy control now existent, would provide funding and technical assistance with the designation to ensure our region continues to treasure and share our important heritage with the nation.

- David H. Lukenbill, Sacramento

Senior Policy Director,

American River Parkway Preservation Society

**4) Letter to Editor**  
Sacramento Bee  
March 22, 2007

<http://www.sacbee.com/110/story/141790.html>

### **Where to honor Indian heritage**

Re "Opportunity in danger," editorial, March 13: We agree that the planned Indian Heritage Center in the American River Parkway is a very important addition to our region. The center will be of significant statewide and national import, further clarifying the national heritage value of the American River and its first residents.

It is of such importance that we cannot envision it not being approved. The argument that it doesn't fit in the parkway plan is misrepresented as it is in the same general purpose category, though obviously of much larger size, of the already existing and recently expanded Effie Yeaw Nature Center, which the county describes as an "environmental and cultural education center."

For environmentalists to sue a project that would be considered of national environmental importance would be absurd.

The center is to be on the historic site of the most important Indian village (Pujune) in the two rivers area, celebrating the heritage of California's first residents, the original American environmentalists.

- David H. Lukenbill, Sacramento

Senior Policy Director,

American River Parkway Preservation Society

**5) Letter to Editor**  
**Sacramento Bee**  
**May 6, 2007**

<http://www.sacbee.com/110/story/168101.html>

### **Worst in air, worst in flooding**

Re "Counties' air quality gets failing grade," May 1: Based on this latest report, and previous ones concerning the danger of flooding, our city has now attained "worst" status regarding two fundamental natural elements.

Our air, because of pollution, is a danger to breathe; and our water, as Sacramento is ranked worst in flood protection, could drown us.

Being thus threatened by the two elements most needed for life, it would behoove most reasonable people to beat a hasty retreat to more suitable climes.

However, Sacramento is a truly wonderful place to live. Blessed with exceptional climate, beautiful natural resources -- centered by the American River Parkway -- and an exciting combination of big-town type government as the state capital and small-town ambience most equate with the Midwest.

Sacramento is truly a delightful -- though admittedly dangerous -- place to live.

This acknowledgment will, I suspect, continue to engage the commitment of individuals, organizations and public leadership to rededicate ourselves to making Sacramento as safe to live in as it is beautiful.

- David H. Lukenbill, Sacramento

Senior Policy Director,

American River Parkway Preservation Society

**6) Letter to Editor**  
**Sacramento Bee**  
**June 12, 2007**

<http://www.sacbee.com/110/story/214924.html>

### **Keeping the parkway natural**

Re "Foes rip plan to build on bluff," June 7: We agree with the effort to restrict building on the bluff overlooking the parkway as it is a visual intrusion to the natural sanctuary.

The deeper problem is that it is private property. The solution, for this parcel and others that will continue to change hands and have owners want to build on them, is to have funds available to purchase them for inclusion in the parkway.

The original purpose of the American River Parkway Foundation was exactly that, but as the county continually ran short of money for basic maintenance, it converted to a river clean-up organization.

A major aspect of our plan to have a nonprofit organization manage the parkway is the ability it would also have to build a financial endowment for land acquisition. As private land goes up for sale the nonprofit could purchase it and deed it to the parkway.

It is the only long-range solution that works to preserve the natural sanctuary of the parkway and keep it from becoming Malibuized.

- David H. Lukenbill, Sacramento

**7) Letter to Editor  
Sacramento Bee  
June 27, 2007**

<http://www.sacbee.com/110/story/243227.html>

### **Blame it on the enviros**

As we witness the destruction of neighborhoods caused by the recent wildfire at South Lake Tahoe, and begin to assess its impact on the forest, wildlife, lake and air quality, let's not forget that this isn't the first fire that has raged out of control because environmental policies have prohibited wise forest management.

For years, forestry experts have warned that unless government and private landowners are allowed to properly thin stands of healthy trees and remove dead and diseased ones, we are going to have to learn to live with major forest fires.

Environmentalists have also forbidden the building of new dams to store water, generate power and prevent floods. We are already paying for this mistake with water shortages and rising electricity prices. The next big flood will complete this fool's bargain. I'm moving to higher ground and buying a boat.

- Michael Rushford, Carmichael

**8) Letter to Editor  
Sacramento Union  
July 6, 2007**

<http://www.sacunion.com/SacUnionJuly62007.pdf>

**Good Work, Lance Armstrong  
(Writer, Not Cyclist)**

That was a terrific article about the American River Bike Trail by Lance Armstrong in the June 29th issue of *The Union*.

It truly is a national treasure and the variety of people – and the different reasons they were on the trail – he met on his excursion points to that value. We are now in position to begin to do the work that will strengthen the value of this priceless resource by expanding the Parkway land through focused acquisition, expanding recreational assets through the development of a pedestrian-only trail and more picnic and seating areas, adding more nature centers (perhaps one in the Discovery Park-North Sacramento area) and increasing the park ranger presence which is much too low for an urban park.

These types of efforts are best accomplished through adoption of the plan we've been suggesting – nonprofit management and the accompanying fund raising capability – for the Parkway as is being done by the Sacramento Zoo and Central Park in New York. (2004 Our Strategy: Preserving the American River Parkway for as Long as the River Runs Through It: <http://www.arpps.org/strategy.html> )

It is the optimal way to get beyond the current situation of the Parkway's severe funding problems, noted in a 2006 report:

“The \$1,514,787 augmentation need [for the Parkway], projected over 10 years, amounts to \$15,147,870. This augmentation need, plus a ten-year estimated \$70,806,400 for equipment, facility repairs/ replacement, deferred maintenance, capital improvements and land acquisition, brings the unfunded ten-year total to \$85,954,270.” (2006 American River Parkway Financial Need Study Update, p. viii: [www.sacparks.net/our-parks/american-river-parkway/financial-needs-study/index.html](http://www.sacparks.net/our-parks/american-river-parkway/financial-needs-study/index.html) )

Thanks again for reminding us of the treasure in our midst, truly the natural heart of our community.

David H. Lukenbill  
Sacramento

**9) Letter to Editor  
Sacramento Bee  
August 11, 2007**

### **How parkway came to be**

Re "A vibrant visionary," Aug. 5: The article was a wonderful profile and celebration of an early American River Parkway visionary whose work crystallized that of many others in the forgotten past whose work also helped form the foundation for the parkway we love.

The first map of the area I'm aware of, that contained an outline of the parkway, was done by city planner John Nolen in 1915 under contract with the Sacramento Board of Park Directors.

Carl and Myrtle Johnston often drove county parks' first director, Bill Pond, "father of the parkway," around their land in their red Cadillac convertible while discussing their shared vision of what the parkway could become, land where the parkway's original dedication occurred.

Pond, whose primary role in the formation of the parkway is well known, made the observation in a discussion with one of our board members last year that he felt the Johnson family's help in obtaining the initial easements through privately owned land along the river was a key factor that made the parkway a reality.

Many hands have gone into creating this treasure, and it takes many to preserve it.

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

### ***Letters Submitted, Unpublished***

#### **1) Letter to Editor (Unpublished) Sacramento Bee July 11, 2007**

Dear Editor:

RE: *California boomin' Dramatic changes in demographics are seen coming by midcentury.* July 10, 2007

Growth validates the attractions the existing community enjoys as newcomers flood into its neighborhoods and properly addressed, is good. It creates community where none existed and often stimulates the public planning tension that can drive innovative and rewarding public benefits.

The Parkway adjacent communities have been in that position for some time, as the area surrounding it grows in population while funding from Sacramento County shrinks (at about \$1.5 million annually).

Finding the innovative and rewarding paths to providing for the Parkway—a priceless natural resource whose value will only deepen as the surrounding population grows—will be a challenge, but one needed to be undertaken soon lest demographics flood our best intentions and hopes for it.

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

**2) Letter to Editor (Unpublished)**  
**El Dorado Hills Telegraph**  
**September 5, 2007**

[http://www.edhtelegraph.com/articles/2007/09/05/news/top\\_stories/01lake.txt](http://www.edhtelegraph.com/articles/2007/09/05/news/top_stories/01lake.txt)

Folsom Lake's Future

With the continued growth of our area, and the continued reluctance of area legislators to move towards building the Auburn Dam, the scenario presented in Monday's story "Folsom Lake a Ghost Town" is an accurate future portrait for Folsom Lake, and could get worse.

We are the only American River Parkway advocacy organization to call for the building of the Auburn Dam (which will have a great beneficial effect on the Parkway) and Folsom Lake's water storage and recreational sustainability throughout the year, with the huge added bonus of providing the 500 year gold standard in flood protection for the Sacramento region.

David H. Lukenbill, Senior Policy Director  
American River Parkway Preservation Society  
[www.arpps.org](http://www.arpps.org)

**3) Letter to Editor (Unpublished)**  
**Sacramento Bee**  
**September 16, 2007**

<http://www.sacbee.com/110/story/380037.html>

Protect Parkway Viewshed Unconditionally

One of our five guiding principles is: **"If it can be seen from the Parkway, it shouldn't be built along the Parkway."**

Consequently, we support all efforts to restrict building if it compromises the sanctuary of the Parkway, one of the signature hallmarks of its existence and a benchmark of its priceless value to the community of which it is the natural heart.

Expecting the County, which financially benefits from development within its boundaries, to work against its own interests given the ambiguity in the documents governing the Parkway, and restrict such development—especially when the County is suffering financially—is probably doomed to failure.

However, if the emerging discussion about establishing a Joint Powers Authority (JPA) of the governing entities of Parkway communities, and the JPA then contracting with a nonprofit organization to provide daily management and fund development for the Parkway becomes implemented, there will then exist a relatively independent entity

contracted to advocate for protecting the Parkway's viewshed as most agree it should be protected.

A very good thing for all.

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

**AMERICAN RIVER PARKWAY PRESERVATION SOCIETY (ARPPS)  
FINANCIAL STATEMENT**

**October 1 2006 to September 30, 2007**

**Public Support & Revenue-All Sources**

<b>1. Contributions.....</b>	<b>\$6,566.00</b>
• 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
 <b>10. TOTAL SUPPORT REVENUE (Add 1-9).....</b>	 <b>\$11,250.00</b>

**Expenses**

<b>11. Salaries.....</b>	<b>\$0</b>
12. Employee Benefits.....	\$0
13. Payroll Taxes.....	\$0
14. Professional Fees.....	\$4,907.37
15. Insurance.....	\$0
16. Supplies.....	\$193.31
17. Telephone.... <b>Donated by President</b> .....	\$124.00
18. Postage & Shipping.....	\$1,061.50
19. Occupancy.... <b>Office Space Donated by President</b> ....	\$2,400.00
20. Rental & Maintenance of Equipment <b>Equipment use donated by President</b> .....	 \$1,200.00
21. Printing & Publications.....	\$318.94
22. Travel..... <b>Travel Expenses donated by President</b> .....	\$960.00
23. Conferences, Conventions & Meetings.....	\$166.25
24. Specific Assistance to Individuals.....	\$0
25. Membership Dues.....	\$0
26. Awards & Grants.....	\$0
27. Miscellaneous.....	\$0
<b>28. TOTAL EXPENSES (Add 11-27).....</b>	<b>\$11,331.37</b>
29. Board Designations for Future Specifics.....	\$0
<b>30. TOTAL EXPENSES FOR BUDGET PERIOD FOR ALL ACTIVITIES (28+29).....</b>	 <b>\$11,331.37</b>
31. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY RESTRICTED FUNDS.....	\$0
<b>32. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY UNRESTRICTED FUNDS (30-31).....</b>	 <b>\$11,331.37</b>
33. EXCESS (DEFICIT) OF TOTAL SUPPORT & REVENUE OVER EXPENSES (10-32).....	(\$81.37)
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 \$6,566.00 (58.36%)**
  - In-Kind. **Total \$4,684.00 (41.64%)**
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: \$11,250.00 (100%)**

### Expenses

11. **Salaries: Total \$0**
12. Employee Benefits: **Total \$0**
13. Payroll Taxes: **Total \$0**
14. Professional Fees: Capacity Building Consultant: \$4,727.00 (42.01% of revenue), Website Maintenance: \$160.37 (1.42% of revenue); Secretary of State Filing \$20.00 (.17%) **Total \$4,907.37 (43.62% of revenue)**
15. Insurance: **Total \$0**
16. Supplies: **Total \$193.31 (1.71% of revenue)**
17. Telephone: Donated by Consultant (valued at \$124 annually) **Total \$124.00 (1.10% of revenue)**
18. Postage & Shipping: @ .37 & .39 & .41 & .02 & .23 & .24 stamps for mailing of newsletters, and membership development mailings, **Total \$1,061.50 (9.43% 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 (21.33% 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 (10.66% of revenue)**
21. Printing & Publications: Envelopes, stationary, photo copying, document copying, books, **Total \$318.94 (2.83% of revenue)**
22. Travel: Donated by Consultant, (valued at \$960 annually, .40 a mile @ 200 miles a month) **Total \$960.00 (8.53% of revenue)**
23. Conferences, Conventions & Meetings: Lunch Board Meetings, Annual Event, Chamber Meetings, **Total \$166.25 (1.47% of revenue)**
24. Specific Assistance to Individuals: **Total \$0**
25. Membership Dues: **Total \$0**
26. Awards & Grants: **Total \$0**
27. Miscellaneous: **Total \$0**
28. **TOTAL EXPENSES (Add 11- 27) \$11,331.37 (100.72% of revenue)**
29. Board Designations for Future Specifics: **Total \$0**
30. **TOTAL EXPENSES FOR BUDGET PERIOD FOR ALL ACTIVITIES (28+29): \$11,331.37**
31. **TOTAL EXPENSES FOR ACTIVITIES FINANCED BY RESTRICTED FUNDS: \$0**
32. **TOTAL EXPENSES FOR ACTIVITIES FINANCED BY UNRESTRICTED FUNDS \$11,331.37**
33. **EXCESS (DEFICIT) OF TOTAL SUPPORT & REVENUE OVER EXPENSES (10-32) (\$81.37)**
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** **398 members**

**Retention Rate** **56%**

### **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:** **20 Members**

### **HONORARY LEADERSHIP MEMBERS**

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

**Subtotal:** **217 Members**

### **ADVISORY GROUP MEMBERS**

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

**Subtotal:** **37 members**

**TOTAL MEMBERSHIP** **672 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**

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**Third Year Review  
July 1, 2006- June 30, 2007**

**[The strategy is copied as it is on our website, and our work in 2006-2007 in each area, is noted under the Action Taken (2006-2007) headings throughout the strategy.] *David H. Lukenbill, June 30, 2007***

**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 (2006-2007):**

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

**Action Taken (2006-2007):** The idea has been explored on our blog, letters to the editor and is one of the subjects of our 2007 Annual Research Report: Governance, Eco-Regionalism & Heritage.

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

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

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

**Action Taken (2006-2007):** 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 has been our focus for 2007 and is the lead subject in our 2007 Annual Research Report: Governance, Eco-Regionalism & Heritage.

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## **(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 (2006-2007):** We have continued this major focus this year, and in 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.

**(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 (2006-2007):** Continued to raise the issue through 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 (2006-2007):** We have been mentioning this issue in letters to the editor, e letters and blog postings.

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

- Work to ensure local public ownership and local conservancy management operate under the guiding principle that the Parkway belongs to all of the people, who have an inalienable right to recreate within the commons.

- Work to ensure there are designated seats on the Parkway conservancy management board of directors for organized recreational and sports users, as well as other organized stakeholders.

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

**Action Taken (2006-2007):** Continued to offer support and encouragement to community efforts and groups working to become an accepted Parkway user group, primarily through e-letters and blog postings:

### **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 (2006-2007):** Communications & Marketing included:

- 1) Water Supply Report (September 2006)
- 2) Quarterly newsletters (July, October, January & April),
- 3) 18 e letters to community Parkway leaders and ARPPS members,
- 4) 2 Articles Published, 1 in Sacramento Union and 1 in Inside Arden
- 5) 4 Letters to Editors Published, in Sacramento Bee
- 6) Parkway website
- 7) Daily blogsite
- 8) 865 membership solicitation mailings to the community resulting in 43 new members and 2 one-time donations.

This resulted in 1,008 members as of June 30, 2007

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

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

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

**Action Taken (2006-2007):** Chaired American River Parkway Task Force of the North Sacramento Chamber of Commerce and presented the idea of a new nature center for the Lower reach area.

**Action Taken (2006-2007):** Membership in Auburn Dam Council.

**Action Taken (2006-2007):** 2 advocacy letters to business leaders in addition to the 700 (of 865 total sent) sent to local CEO's as membership solicitations.

- **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 (2006-2007):** 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 (2006-2007):**

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

information about the great treasure we have in our midst, and the increasing importance of preserving its natural and created beauty for future generations.

### **No Action Taken (2006-2007)**

- **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 (2006-2007):** Honorary memberships were extended to leaders of other community organizations, government entities, and other community groups working on Parkway issues.

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

**Action Taken (2006-2007):** 4 advocacy letters sent to various government leaders.

### **Review & Update**

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

## Conclusion

Our fourth year has been focused on refining our organizational structure, positions, and advocacy; dealing with the reduced membership resulting from a more active advocacy of controversial issues and the elimination of our annual event. We remain so very grateful for the continued support of our membership community, and feel deeply the obligation to develop 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: E Letters

### American River Parkway Preservation Society (ARPPS)

#### ARPPS E-Letter #46: October 20 2006

### Environmentalism as Religious Fundamentalism

In our annual research report, available on our website at <http://www.arpps.org/docs/ARPPS%20Water%20Report%20September%202006.pdf> we discuss this issue in depth, and in our Executive Summary said:

**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)

Here is an excellent article from an Australian Policy journal indicating they have the same problem there.

An excerpt.

#### Environmental Fundamentalism

*Predetermined beliefs rather than science are driving public policy on environmental issues.*

By Jennifer Marohasy

*Dr. Jennifer Marohasy is Director of the Environmental Unit, Institute of Public Affairs. This is an edited version of a lecture given at the CIS on Wednesday 12<sup>th</sup> May, 2004.*

Australians generally perceive themselves to be affable and rational, and part of a secular nation that determines its public policies—including policies on environmental issues—largely on the basis of evidence. Most of us feel comfortable in the belief that our fellow citizens, and especially our policy leaders, are unlikely to ever be swept along by quasi-religious ideas. The reality, however, is somewhat different. There is ample evidence that environmental fundamentalism drives public policy decision making on a range of issues with significant social and economic impact but little if any environmental benefit.

I consider myself an environmentalist. I want to ensure a beautiful, healthy, biologically diverse planet for future generations. But this will be best achieved if we are honest to the data and proceed with our minds open to the evidence. A problem with fundamentalist creeds is that they are driven by adherence to predetermined agendas

and teachings. The fundamentalist's position is rarely tolerant of new information and is generally dismissive of evidence. Environmental fundamentalism is subversive in that it draws on science to give legitimacy to its beliefs—the same beliefs that, in many instances, have no basis in observation or tested theory.

The full report can be read here: <http://www.cis.org.au/policy/spring04/spring04-7.pdf>

## American River Parkway Preservation Society (ARPPS)

### ARPPS E-Letter #47: October 30 2006

#### Example of Successful Nonprofit Management of a Parkway

Here is a newsletter from the nonprofit, the San Dieguito River Conservancy, that manages their river park and does it quite well, a good model for our Parkway, which we hope someday to see as effectively managed and promoted.

Take care.

David



RiverScape	
News from the San Dieguito River Park	October/November 2006
<p><b>In this issue</b></p> <ul style="list-style-type: none"><li>• <a href="#">Hike for Your Health!</a></li><li>• <a href="#">\$550,000 received for Treatment Pond project</a></li><li>• <a href="#">We Need YOU!</a></li><li>• <a href="#">The Busy Season</a></li><li>• <a href="#">"Stargazing in the San Pasqual Valley"</a></li><li>• <a href="#">Old-Fashioned Holiday Charm</a></li><li>• <a href="#">Celebrating 20 Years of Progress</a></li><li>• <a href="#">Saving The Best For Last!</a></li><li>• <a href="#">A Request to You</a></li></ul>	
<p><b>Greetings!</b></p>	

Welcome to Autumn! Get out, get active, and discover what's happening around the River Park!



## *Hike for Your Health!*



Now that cooler days are here it's a great time to take a hike! The folks in this picture are hiking on the new Santa Fe Valley Trail near the Crosby Estate on Del Dios Highway. Check out the new fall activity calendar and plan to join one of the scheduled group hikes with the Conservancy, Rangers, or Canyoneers. Each hike offers something unique!

Wear comfortable shoes and always carry water; these are the two most important rules of hiking. River Park hikes are generally rated in terms of difficulty. A good rule of thumb, however, is to note how long the hike is scheduled for -- a four hour hike is usually much more strenuous than a one to two hour hike! There is no age limit on ability.

So get out and get active and hike for your health!

[Click here to see the Fall Activity Calendar](#)



***\$550,000 received for Treatment Pond project***



The San Diego River Park has received a \$550,017 Proposition 50 grant from the State Water Resources Control Board for the proposed freshwater runoff treatment ponds in the San Diego Lagoon.

The project site, at the terminus of San Andres Road (east of I-5, south of Via de la Valle) is inundated with substantial urban runoff from a 313 acre residential watershed that is funneled via a

culvert under a shopping center into the project site. It has been roughly estimated that a residential watershed of that size in San Diego will produce 5,453,712 cubic feet of stormwater each year, and twice that amount, or 10,907,424 cubic feet of urban runoff, each year. Left untreated, the runoff would go directly into the newly restored wetlands of the adjacent Southern California Edison Wetland Restoration Project, introducing sediment, oily water, chemicals and invasive species. This project will capture and treat that water before it is introduced into the estuarine system.

Work will begin Fall 2007.

[Click here for more information about this project.](#)



*We Need YOU!*



The San Diego River Park needs your help! The restoration of our Park's trail system and the creation of wildlife habitat are essential. Our weekend work projects have suffered this year due to the long hot summer! We just haven't had many volunteers to assist the Rangers with critical projects. But now that the weather is cooler we're

hoping to see more individuals who are ready to come out and help! Pictured are volunteers from The Home Depot, who came as a group to help on trails and other park projects.

Trail Maintenance work projects take place on the second Sunday of every month from 8:00 a.m. until 11:00 a.m. Habitat Restoration work projects take place every third Saturday of each month from 8:00 a.m. until 11:00 a.m. The quarterly Activity Calendar lists the location sites in advance. The sites vary according to the areas which require the most work. If we know you are coming (at least 48 hours in advance) we will provide tools and water. Just call (858) 674-2275 x14 and leave your name and number in your party. We'll be out there rain or shine!

Trail work usually consists of using shovels, rakes, and loppers to clear debris from the trails. Habitat restoration projects entail watering, weeding, and spreading mulch and rock. We welcome everyone age 12 and above. This is an excellent way to earn hours, credits, and badges for environmental service!

Please commit to just one work project a quarter. We want the trails and open space to be there for you and for the next generation!



### *The Busy Season*



Field staff are always busy during the fall and winter with habitat restoration and planting projects, and they will be again this year. In addition, this year there are several big projects that will be keeping them on the go. San Dieguito River Park Rangers will be building parts of the Coastal Lagoon Trail and the Del Dios Gorge Trail, and making improvements to the Bernardo Summit Trail.

Resource and Trails Manager Jason Lopez writes a column for the San Dieguito River Park website called "What's Growing On". ["What's Growing On"](#) is a series of field management articles, focusing on habitat protection and restoration, trail construction

and management, and human impacts on sensitive resources.

[Read on to find out what's ahead for River Park rangers this year...](#)



## *"Stargazing in the San Pasqual Valley"*



"Stargazing in the San Pasqual Valley" has been so popular over the last three months that we're looking forward to the next few months! The San Dieguito River Park sponsors astronomy education outreach in the San Pasqual Valley and the State of California Parks Department hosts the event. Held at the San Pasqual Battlefield State Historic Park within the San Diego Archeological Center compound the site has proven perfect for viewing the night skies! Generous support from OPT (Oceanside Photo & Telescope) ensures that everyone has a chance to look through state-of-the-art telescopes. Look closely at the picture above to see all the folks ready to enjoy a night's viewing. For all those bringing their own equipment to the star parties, the observing field is marked off and open until 11:00 p.m.

Presentations begin at 6:00 p.m. and last about one hour. The topics and speakers vary so check the schedule! This activity is family friendly and the River Park offers door prizes and water bottles to those in attendance. Keeping the skies dark is good for us and for habitat -- the programs are free of charge -- just come and learn and have fun!

The San Diego Astronomy Association has given two memberships and Palomar Community College has donated ten tickets to the planetarium shows! We've given out star charts, books, a backpack with everything needed for charting the trails and the stars, and special lights . . . we want to promote awareness within the San Pasqual Valley and to advocate for dark skies. Educational programs about astronomy are part of a win-win activity!

Star Parties are open to all, whether you come to the presentations or not -- follow the signs for parking and set up and for additional information on schedule, directions, or speakers, please call (760) 737-0370.

[Click here to see information about the upcoming lectures.](#)



The Sikes Adobe Historic Farmstead is part of the San Dieguito River Park -- located at the gateway to the San Pasqual Valley Agricultural Preserve, the house sits just off the Mule Hill/San Pasqual Trail on Sunset Drive. The restoration of both the house and grounds is in progress and visiting hours are on the weekends -- Saturdays and Sundays from 1:00 p.m. till 3:00 p.m. (closed on holidays) Docents are on site to tell you about the rich history of the Sikes Family and the early days of Southern California. There is no admission charge and in the month of November you are invited to bring an ornament to share and take home a keepsake in return, courtesy of The Calico Club of Community Interface. Watch for the windmill between the trees, pardon our mess, and come through the open gate of the fenced area around the house. Take a step back in time!

[To learn more about the Sikes Adobe Historic Farmstead, click here](#)



It was great fun on September 30th at the Bernardo Winery to see old friends and celebrate the many accomplishments that members of the San Dieguito River Valley Conservancy point to with pride since the group's formation in 1986. Honoree of the evening was Karen Berger, one of the founders and long-time supporter.

During that time the Conservancy has grown from being a gleam in a few visionaries' eyes to having its own paid staff, owning natural open space land, and working as a full partner with the San Dieguito River Valley Joint Powers Authority in preserving the San Dieguito River Valley for the future.

[Click here for pictures...](#)



### *Saving The Best For Last!*



It's taken years and will take more years but truly worthwhile things take time! The ecological restoration of the San Dieguito Lagoon is definitely underway with the opening of the river mouth! If you are interested in the progress of the lagoon, please visit the San Dieguito Lagoon Wetland Learning Center (also known as the "Strawberry Stand") on Saturdays from 9:00 a.m. until noon! The San Dieguito Lagoon Wetland Learning Center is located at the corner of Via de la Valle and San Andres off Interstate 5, adjacent to the Albertsons Shopping Center. Parking is available! For more

information about the Wetland Restoration Project, please [click here](#).

[For pictures of the 2006 River Mouth Opening, click here..](#)



*A Request to You*

Many River Park supporters may not know that the River Park has converted from a print-based news distribution to an e-mail based distribution only. Therefore, please forward this e-mail to anyone you think would be interested. Then they can sign up for themselves if they wish to continue receiving the San Dieguito River Park's RiverScape newsletter. Thank you!

### Quick Links...

- |                                                 |                                                             |
|-------------------------------------------------|-------------------------------------------------------------|
| • <a href="#">Home</a>                          | • <a href="#">Volunteer</a>                                 |
| • <a href="#">About San Dieguito River Park</a> | • <a href="#">Contact Us</a>                                |
| • <a href="#">Trails Information</a>            | • <a href="#">Projects in the Park</a>                      |
| • <a href="#">Activities</a>                    | • <a href="#">Sign me up to your e-mail newsletter list</a> |

email: [sdrp@sdrp.org](mailto:sdrp@sdrp.org)  
phone: 858 674-2270  
web: <http://www.sdrp.org>

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## **American River Parkway Preservation Society (ARPPS)**

### **ARPPS E-Letter #48: November 15 2006**

### **Infrastructure Bond Fund Spending Oversight**

An ARPPS letter was published today in the Sacramento Bee (enclosed) and the editorial it refers to can be accessed here: <http://www.sacbee.com/110/story/75093.html>

## **Keep the cork on the pork**

Re: "Christmas in November? Will \$42.7 billion in bonds be wasted?" Editorial, Nov. 11:

We agree that we all need to watch out for the temptation offered to the legislators by the success of the infrastructure bonds to spend it on projects they want in their districts rather than statewide priorities.

As we have all been made aware of during the recent national election, the tendency of legislators to earmark money is strong, and though perhaps not as easily done at the state level, it is still something that needs active public oversight.

We need to follow the money -- the spending of it -- to ensure the infrastructure for which the public voted gets built; and your four principles for oversight (regional projects, bringing private capital in, sequence construction and ensuring accountability) are an excellent start.

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

<http://www.sacbee.com/110/story/77066.html>

## **American River Parkway Preservation Society (ARPPS)**

### **ARPPS E-Letter #49: November 28 2006**

#### **Nonprofit Management of the Parkway**

The Sacramento Union [www.sacunion.com](http://www.sacunion.com) ran our guest editorial in their current issue (pages 18-19): <http://www.sacunion.com/SacUnion.pdf>

#### **Guest Editorial**

#### **The American River Parkway:**

#### **The Case for Management by a Nonprofit Organization**

David H. Lukenbill, Senior Policy Director  
American River Parkway Preservation Society [www.arpps.org](http://www.arpps.org)

The American River Parkway is one of the premier recreational and natural resources in the capital region; over 4,000 acres of walking, equestrian, and bike trails, fishing and rafting spots, picnic areas, parks, golf courses, islands and a beautiful river drifting through one of the major urban/suburban and richly historic areas of the nation.

It is also being sadly mismanaged by Sacramento County to the point that even basic maintenance is falling drastically behind every year, and the overall annual budget shortfall—when factoring all that should be being accomplished—has been declared by one Parkway organizations to be \$8,595,427.

Our first guiding principle is: *Preserving the Parkway is not an option, it's a necessity* and from this perspective the way to preserve, protect, and strengthen the Parkway as a vitally necessary ingredient to our quality of life, is through two initiatives.

The first is to provide daily management for the Parkway through a nonprofit organization, and the second is to work for the Parkway to become part of a National Heritage Area (a program of the National Park Service) encompassing the historic Gold Rush landscape in the American River Watershed.

With an independent nonprofit organization providing management, the ability to accomplish long range goals for the Parkway, such as the federal designation or endowment fund development, will be greatly increased.

Regarding the funding shortage, some feel a Benefit Assessment District is the best way to raise funds for the Parkway, but we don't agree with that approach for three reasons:

1) Benefit Assessment Districts tax the property of those who benefit from the entity but how that would be determined fairly in this case is uncertain, as many people who live close to the Parkway don't use it while many living far away do.

2) It delivers the funds to the same local government entity—Sacramento County—that has already failed in managing the Parkway for several years—with a threatened closure in 2004—with no clear promise or perceived capability that anything has changed.

3) There is a better way.

Part of a better way is a Joint Powers Authority (JPA).

A JPA makes sense, is fair to the newer cities such as Rancho Cordova and Arden Arcade—if it incorporates—could create a stable base funding stream and provide balanced governance oversight of a contract with the managing nonprofit.

Bringing in the cities as partners in a JPA addresses the current political and economic climate facing the County—the difficulty of raising taxes and the continuing incorporation of new cities—causing the County's financial situation to continue to deteriorate leaving even less future funding for the Parkway.

The best example of this management strategy locally is the Sacramento Zoo, established in 1927 and managed—since 1997—by the non-profit Sacramento Zoological Society under contract with the city.

The Zoo property, buildings and animal collection remain assets of the city of Sacramento.

In addition to providing the necessary maintenance for the Zoo, the Society has continually moved to strengthen the operation, adding an on-site veterinary hospital and is involved in long-range plans to begin acquiring 100 acres of land along the American River to house a new zoo which would rival national landmark zoos like the San Diego Zoo housed in Balboa Park.

This type of visionary thinking comes from an organization dedicating itself solely to the Zoo and the service it provides to the public, and the same dynamic could happen with a nonprofit organization managing the Parkway.

The national model for what a nonprofit can do for a park is the Central Park Conservancy, which took over management of Central Park in New York several years ago when the city was struggling financially. The Conservancy has restored Central Park's luster as one of the world's great parks, building an endowment well in excess of \$100 million in the process.

The elements exist in the American River Parkway—central to the greatest migration of people in the western hemisphere during the Gold Rush and with its sister rivers framing the capital of one of the world's great economies and governing centers—to create a truly world-class park.

It will take leadership realizing the great value of the natural resources in our region and enlisting the public and other government leaders in the effort to grow and fund this great natural heart of our community.

In conclusion, our suggestion would be to form a JPA with the County, Sacramento, Rancho Cordova, and Folsom, establishing a base financial commitment for a specific period of time; and contract with a nonprofit organization to seek National Heritage Area status and provide daily management and dedicated philanthropic fund development for the Parkway.

Finally, the capability of a nonprofit organization to advocate for one of the most important public policies affecting the Parkway, the construction of the Auburn Dam—after fully researching and validating its importance—to protect the integrity of the Parkway as well as providing the 500 year level of flood protection to the urban area surrounding it, would be considerable.

## **American River Parkway Preservation Society (ARPPS)**

### **ARPPS E-Letter #50: December 6, 2006**

#### **Levee Repairs & Sacramento Flooding**

This is a very important story from today's San Francisco Chronicle that could impact Sacramento in the very near future, if we have a January like last January.

Here is what I posted on our blog today:

The story here is that without Katrina, these sites would probably still be unattended and that is a real problem our public leadership needs to begin addressing.

When you depend on mile after mile of levees—rather than large centrally placed dams—for your primary flood protection, the need for an annual maintenance and upgrade program is obvious.

We hope the state's work is completed as planned and that the rainfall this winter will be enough to take care of the needs of the public but not enough to put it at risk.

## **SACRAMENTO**

### **State races to patch deep erosion at 71 levee sites Late-season effort follows summer repairs along delta**

**Greg Lucas, Chronicle Sacramento Bureau  
Wednesday, December 6, 2006 (12-06) 04:00 PST**

Sacramento -- More than one month into California's flood season, engineers are scrambling to repair 71 deeply eroded spots that water officials worry could lead to collapse of the delta's levee system, which protects more than 500,000 people and property valued at \$47 billion.

The nearly unprecedented repair efforts -- such work is generally not done this close to winter, when weather is bad and water levels high -- come after the state spent the summer and \$176 million strengthening 33 other sites it feared could lead to levee breaches when battered by winter storms.

"I expected at this point in time to be patting everybody on the back saying we solved the erosion problems for the year," said Les Harder, deputy director for public safety for the state Department of Water Resources. "Instead, we now have another 71 to do. We're actually further behind than when we started."

Nearly \$5 billion in bond funds approved by voters last month won't be available for use until the start of the state's new fiscal year in July. In the interim, state water officials say they're just trying to put Band-Aids on what even they acknowledge is an aging, inadequate, deteriorating system.

Estimates are it would cost \$12 billion to \$14 billion to restore the levee system to the level of protection it was designed to provide, and even that doesn't offer enough safety for the homes, farms and businesses behind the levees.

"It's like somebody in a car accident is brought into the emergency room with multiple injuries but right now is spurting blood from an artery," Harder said. "We're just patching the artery. We still have a very sick patient."

The 71 deeply eroded sites being fixed are the worst of more than 300 eroded spots along the 1,600 miles of levees overseen by the state and the U.S. Army Corps of Engineers. The rash of damage highlights the system's weakness because last winter's rains weren't considered to be major.

In January, water overtopped river banks throughout the Sacramento Valley and rose high enough on levees to require monitoring and 24-hour patrolling. Three months later, the same thing happened in the San Joaquin Valley. The high storm-driven flows were classified as the kind that occur on average once every 10 years.

By contrast, the levees surrounding New Orleans were designed to withstand a far more significant flood -- one that happens every 250 years. Sacramento has -- at best -- protection to withstand a once-every-100-years flood. That makes it the most vulnerable metropolitan area in the country.

*For the rest of the story go here:*

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2006/12/06/BAG2IMQ3HG1.DTL>

## **American River Parkway Preservation Society (ARPPS)**

### **ARPPS E-Letter #51: January 8, 2007**

#### **The Friendly Suburbs**

The Sacramento Bee published a column on December 17, 2006 (access here: ) which reported the results of a study which indicated that the suburbs, rather than being the sterile, inhospitable places often portrayed in film, books, and essays from the—largely urban—commentators about social mores, are actually places people enjoy living in, interact with their community at a higher level than their urban counterparts, and in general refute most of the urban myths surrounding them.

There are many things in life that are so obvious that we are surprised when others dispute them or feel compelled to conduct studies to determine what our senses and reason tell us and so it is with suburban living, which its detractors call sprawl.

Living in a spacious home, with a little land around it, close but not too close to the neighbors, is just how most families—the predominant form of social construct blessing our society—really want to live.

All of the other related public facilities that help make this way of living possible are also publicly desired, such as expansive freeways, the water storage and flood control large dams provide, and as is so often the case, the common sense of the public is very often the best indicator of the public good.

## **American River Parkway Preservation Society (ARPPS)**

### **ARPPS E-Letter #52: January 24, 2007**

#### **Article on Sacramento Flooding Danger**

There is an excellent, and rather chilling, article in the February 2007 issue of Sacramento Magazine by Andrea Todd (pp. 138-149) which spends some very well-spent ink on the Auburn Dam. Unfortunately there is no link to the article, but here is the section referring to the dam and a 500-year level of flood protection:

“Flood control has been a passionate issue for U.S. Rep. John Doolittle from California’s fourth congressional district; his obstinate push for a flood control dam at Auburn pitted him against his colleague, Rep. Robert Matsui, for much of his political career. Critics said the dam would destroy the land and disrupt recreational use of the area.

“Doolittle believes area residents and politicians alike are in a state of denial when it comes to our flood risk. “City councils have been swept out of office because of floods,” Doolittle says, adding that “the evasiveness [you’re seeing] about evacuation plans and the flood protection we have versus the flood protection we need is...a result of posturing politicians. People want to talk about it enough to say they tried to get funding, but we don’t want to talk about it [to the extent that] it may scare [away] business [investment].” What we need, says Doolittle, is to “control the rivers.” What we need, he says, is 500-year flood protection.

“Sacramento [needs to] face up to a 500-year flood event,” he notes. “Why are we putting all our eggs in a basket of 200-year flood protection? You hear all this talk of improvement of the levees to provide 200-year flood protection. Why?”

“Doolittle likens 200-year flood protection to equipping automobiles with seat belts that protect passengers at speeds up to 30 miles per hour “when most cars travel at speeds of 40, 50, 60 miles per hour,” he says. It’s why talk of an Auburn Dam, which could provide 500-year flood protection, has resurfaced.

“It’s stunning to me that the state of California and the city of Sacramento...aren’t riveted on achieving that level of flood protection,” Doolittle says. “The idea that we can’t afford 500-year flood protection is gross incompetence. We can’t afford *not* to have it.” He argues, adding that damage estimates in the event of a flood totaled \$40 billion—and that figure was tabulated 10 years ago. Given the growth in property values and population that have taken place since 1996, “imagine what that number would be today,” says Doolittle.

“Indeed, according to estimates by the U.S. Army Corps of Engineers and California’s Department of Water Resources, Sacramento could not handle 500-year flood levels at the I Street Bridge in Old Sacramento. Water would rise to above 38 feet—and over the bridge. Maximum flows from a 500-year flood event along Fair Oaks Boulevard, which

runs somewhat parallel to the American River though several Sacramento suburbs and into town, could reach 530,000 cubic feet per second (compared to the 134,000 cubic feet per second of 1986) and top 54 feet at the Watt Avenue bridge (which reached 47 feet in 1986 and 45 feet in 1997). According to maps available from the Department of Water Resources and SAFCA, several evacuation routes would be underwater in a matter of hours. If two or three levees failed at once—one in Natomas, one in Goethe Park and one downtown—it's conceivable that, for whole communities, there would be no way in and no way out." (pp. 142-146)

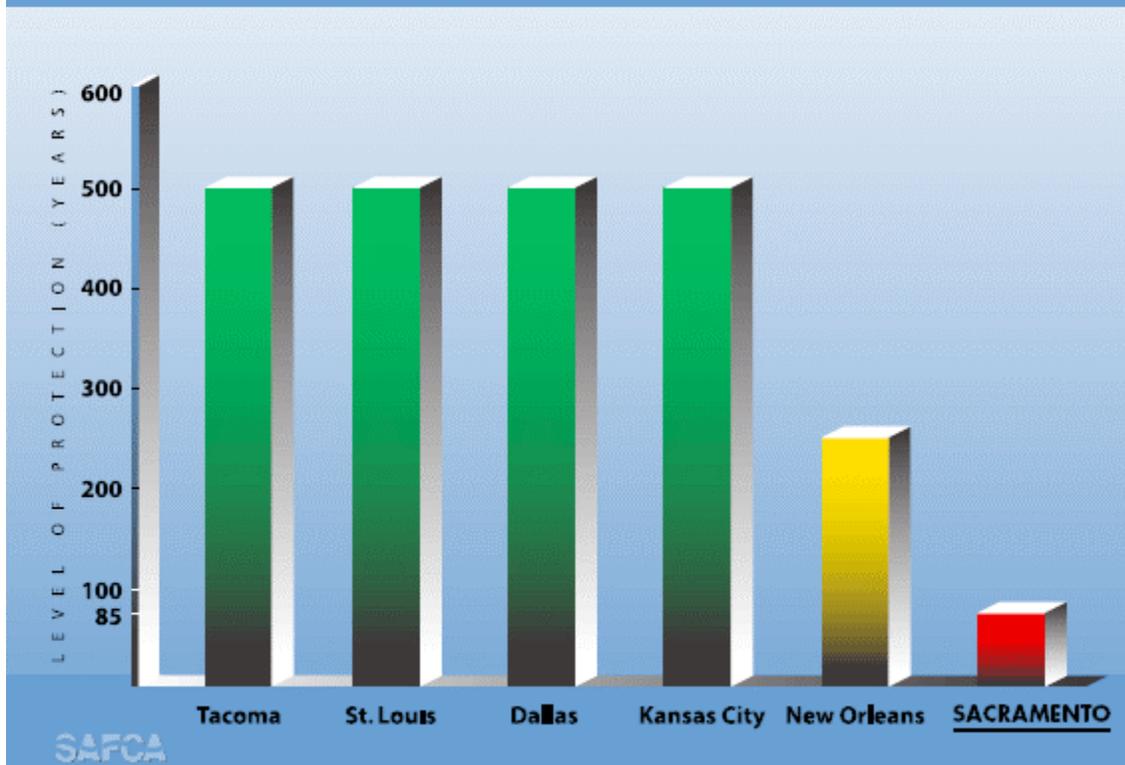
## **American River Parkway Preservation Society (ARPPS)**

### **ARPPS E-Letter #53: January 29, 2007**

#### **Graph on Sacramento Flooding Danger**

Sometimes a picture is worth what they say it is...graph from this link:  
<http://www.levees.water.ca.gov/history/floodprotect.cfm>

# Flood Protection Levels of America's Major River Cities



## American River Parkway Preservation Society (ARPPS)

**ARPPS E-Letter #54: February 21, 2007**

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ARPPS Letter Published Today & National Heritage Area Designation Information

### **Rivers of Gold Heritage Area?**

Re "Elk Grove pictures itself in California's history," Feb. 18: The history of Elk Grove complements that of the entire region, whose rich history is due primarily to the global excitement the Gold Rush generated and the extremely bountiful land beckoning settlers prior to that.

The rich regional history underlies our organization's suggestion that local and congressional leadership consider applying for a National Heritage Area designation for

the American River watershed, central to the history of the gold rush and the land's bounty.

This designation, under our suggested name of Rivers of Gold National Heritage Area, would be similar to that obtained by Pennsylvania for its Rivers of Steel National Heritage Area designation, and would provide the national attention our region deserves.

The National Heritage Area program is part of the National Parks Service and while compromising none of the local ownership or policy control now existent, would provide funding and technical assistance with the designation to ensure our region continues to treasure and share our important heritage with the nation.

- David H. Lukenbill, Sacramento

Senior Policy Director,

American River Parkway Preservation Society

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### **The American River Parkway and the *Rivers of Gold* National Heritage Area**

The National Heritage Area (NHA) program is a program of the National Park Service, and was established to ensure areas of significant heritage value to the entire nation are provided funds and technical support to preserve and enhance their heritage for future generations.

The NHA website at [www.cr.nps.gov/heritageareas](http://www.cr.nps.gov/heritageareas) describes them this way:

“A "National Heritage Area" is a place designated by the United States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity shaped by geography. These patterns make National Heritage Areas representative of the national experience through the physical features that remain and the traditions that have evolved in the areas. Continued use of the National Heritage Areas by people whose traditions helped to shape the landscapes enhances their significance.

“National Heritage Areas are a strategy that encourages residents, government agencies, non-profit groups and private partners to collaboratively plan and implement programs and projects that recognize, preserve and celebrate many of America's defining landscapes. The heritage areas seek short and long-term solutions to their conservation and development challenges by fostering relationships among regional stakeholders and encouraging them to work collaboratively to achieve shared goals.

“Once designated, the land in heritage areas remains in private hands (although existing local, state and national parks are commonly included and actively partner in heritage area activities). Featured programs and activities such as tours, museums, and festivals take place through voluntary efforts coordinated by the areas' management entities. Designation as a National Heritage Area does not involve Federal regulation of private property.

“Congress has established [37 National Heritage Areas](#) around the country in which conservation, interpretation and other activities are managed by partnerships among federal, state, and local governments and the private sector.

“The National Park Service provides technical assistance as well as financial assistance for a limited number of years following designation.”

Perhaps the best model for what we would like to see become the *Rivers of Gold* National Heritage Area, encompassing the American River Watershed, the gold discovery site at Coloma and the American River Parkway, would be the Rivers of Steel National Heritage Area in Pennsylvania.

The Rivers of Steel area is 5,065 square miles, with a population of 2,297,676 (2000 census), embraces 6 congressional districts and 893 local government units, and was authorized in 1996.

The heritage area is managed by a private nonprofit corporation.

The process of obtaining heritage status is very complicated, and described on the website at [www.cr.nps.gov/heritageareas/REP/criteria.pdf](http://www.cr.nps.gov/heritageareas/REP/criteria.pdf)

#### “Critical Steps

“The National Park Service has outlined *four critical steps* that need to be taken prior to congressional designation of a national heritage area. These steps are:

“1. Completion of a suitability/feasibility study;

“2. Public involvement in the suitability/feasibility study;

“3. Demonstration of widespread public support among heritage area residents for the proposed designation; and

“4. Commitment to the proposal from key constituents, which may included governments, industry, and private, non-profit organizations, in addition to area residents.

#### “Suggested Criteria

“The following components are helpful in assessing whether an area may qualify as a national heritage area. *A suitability/feasibility study should include analysis and documentation that illustrates that:*

“1. The area has an assemblage of natural, historic, or cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use, and are best managed as such an assemblage through partnerships among public and private entities, and by combining diverse and sometimes noncontiguous resources and active communities;

“2. The area reflects traditions, customs, beliefs, and folk life that are a valuable part of the national story;

“3. The area provides outstanding opportunities to conserve natural, cultural, historic, and/or scenic features;

“4. The area provides outstanding recreational and educational opportunities;

“5. Resources that are important to the identified theme or themes of the area retain a degree of integrity capable of supporting interpretation;

“6. Residents, business interests, non-profit organizations, and governments within the proposed area that are involved in the planning, have developed a conceptual financial plan that outlines the roles for all participants including the federal government, and have demonstrated support for designation of the area;

“7. The proposed management entity and units of government supporting the designation are willing to commit to working in partnership to develop the heritage area;

“8. The proposal is consistent with continued economic activity in the area;

“9. A conceptual boundary map is supported by the public; and

“10. The management entity proposed to plan and implement the project is described.”

Retrieved from [www.cr.nps.gov/heritageareas/REP/criteria.pdf](http://www.cr.nps.gov/heritageareas/REP/criteria.pdf) January 23, 2007.

This is obviously the kind of project that will take a much larger and more organized effort than ARPPS could ever manage, but it is something that we think has great value for the preservation, protection and strengthening of the Parkway, and we will continue to provide information to those leaders and organizations that, together, might be able to begin and bring to successful closure this important work.

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## **American River Parkway Preservation Society (ARPPS)**

### **ARPPS E-Letter #55: March 21, 2007**

ARPPS Letter Published Today in Sacramento Bee

The link to the editorial the letter responded to is  
<http://www.sacbee.com/110/story/136711.html>

#### **Where to honor Indian heritage**

Re "Opportunity in danger," editorial, March 13: We agree that the planned Indian Heritage Center in the American River Parkway is a very important addition to our region. The center will be of significant statewide and national import, further clarifying the national heritage value of the American River and its first residents.

It is of such importance that we cannot envision it not being approved. The argument that it doesn't fit in the parkway plan is misrepresented as it is in the same general purpose category, though obviously of much larger size, of the already existing and recently expanded Effie Yeaw Nature Center, which the county describes as an "environmental and cultural education center."

For environmentalists to sue a project that would be considered of national environmental importance would be absurd.

The center is to be on the historic site of the most important Indian village (Pujune) in the two rivers area, celebrating the heritage of California's first residents, the original American environmentalists.

- David H. Lukenbill, Sacramento

Senior Policy Director,

American River Parkway Preservation Society

Letter link: <http://www.sacbee.com/110/story/141790.html>

## **American River Parkway Preservation Society (ARPPS)**

### **ARPPS E-Letter #56: April 6, 2007**

#### **Nonprofit Management of the Parkway**

The juxtaposition of two Sacramento Bee stories from today captures the major problem—expressed in the story about the Parkway—and proffers the optimal solution, revealed in the story about the Sacramento Zoo.

In the Parkway story we read about the difficulty the Parkway has been facing for years securing adequate funding from its single-source funding stream—local government and its taxing authority—which can be accessed here <http://www.sacbee.com/101/story/150380.html>

The other, accessed here <http://www.sacbee.com/101/story/150554.html> concerns the Sacramento Zoo's future plans, including a \$200 million dollar expansion and notes it only relies on local government funding for approximately 20% of its budget.

While there are certainly differences between these two public resources and their funding needs, what they share is their value to the community and the opportunity—which the Zoo and the city of Sacramento embraced a decade ago—to be managed effectively by a non profit corporation in partnership with local government.

This option is the solution we have suggested for the funding and management woes of the Parkway, and the Joint Powers Authority (JPA) of all the local government Parkway stakeholders—currently being discussed—is a necessary first step towards realizing that option as the JPA would be the ideal contract oversight entity for the nonprofit.

An excellent model is the Central Park Conservancy, which took over management of Central Park in New York several years ago when the city was struggling financially. The Conservancy has restored Central Park's luster as one of the world's great parks, building an endowment well in excess of \$100 million in the process.

Key to the case for bringing the American River Parkway under the dedicated management a nonprofit organization could provide is its natural and historic characteristics, which are of national importance.

The elements exist in the American River Parkway—central to the greatest migration of people in the western hemisphere during the Gold Rush and with its sister rivers framing the capital of one of the world's great economies and governing centers—to create a truly world-class park which private and institutional donors would be honored to support.

We owe it to the Parkway and to ourselves to do all we can to make this happen.

## **American River Parkway Preservation Society (ARPPS)**

### **ARPPS E-Letter #57: May 6, 2007**

#### **Letter Published in the Bee Today**

<http://www.sacbee.com/110/story/168101.html>

#### ***Letters to the editor***

***Published 12:00 am PDT Sunday, May 6, 2007***

#### **Worst in air, worst in flooding**

Re "Counties' air quality gets failing grade," May 1: Based on this latest report, and previous ones concerning the danger of flooding, our city has now attained "worst" status regarding two fundamental natural elements.

Our air, because of pollution, is a danger to breathe; and our water, as Sacramento is ranked worst in flood protection, could drown us.

Being thus threatened by the two elements most needed for life, it would behoove most reasonable people to beat a hasty retreat to more suitable climes.

However, Sacramento is a truly wonderful place to live. Blessed with exceptional climate, beautiful natural resources -- centered by the American River Parkway -- and an exciting combination of big-town type government as the state capital and small-town ambience most equate with the Midwest.

Sacramento is truly a delightful -- though admittedly dangerous -- place to live.

This acknowledgment will, I suspect, continue to engage the commitment of individuals, organizations and public leadership to rededicate ourselves to making Sacramento as safe to live in as it is beautiful.

- David H. Lukenbill, Sacramento

Senior Policy Director,

American River Parkway Preservation Society

## **American River Parkway Preservation Society**

**E-Letter #58: June 6, 2007**

### **Journey Through Hallowed Ground**

An important part of our long-range vision for the optimal protection for the Parkway is to see a National Heritage Area designation for the American River Watershed, an excellent way of protecting the important historical and natural resources forming a vital part of the fabric of California and national history.

The impact of the gold rush of 1848—centered in the American River Watershed with Sacramento as it's gateway—on the history of the nation and ultimately the world is profound.

One of the most moving personal reflections of the importance of the discovery of gold is a story I first reported in our 2005 Lower Reach Report [www.arpps.org/report.pdf](http://www.arpps.org/report.pdf).

Several years ago while visiting Coloma, where gold was discovered in 1948, State Parks Ranger Sugarman related a story which resonated with me, and has always put the discovery of gold into the context I think it fully deserves.

He was guiding a group of Japanese tourists around the park, and while talking to them, a small group broke off and went to the specific site, on the American River South Fork, where gold was first taken out by James Marshall. They stood there for awhile, quietly talking among themselves, and then, while standing there, bowed very formally towards the river. Later, he asked them why they were bowing, and they told him that they were honoring, “the place where America found her power.” (p. 16)

To give us an idea of what is involved in getting a National Heritage Area designation; The Journey Through Hallowed Ground is a new National Heritage Area in formation we can watch unfold at [www.hallowedground.org/index.php](http://www.hallowedground.org/index.php) giving us many valuable insights into the process.

It is a process we hope to encourage our public leadership to consider undertaking as it is a national designation well deserved by our region.

## **American River Parkway Preservation Society**

**E-Letter #59: June 28, 2007**

### **Parkway Editorial**

The editorial published in the Sacramento Bee this morning is one of the clearest statements yet on the difficulty the Parkway has been facing these past several years to the point it was almost closed in 2004.

The American River Parkway is one of the most important recreational and natural resources in the country and we are fortunate to have it in our community, but without the proper care from public leadership, it will continue to deteriorate.

This editorial points to one of the most important strategies to pursue in obtaining that care, working together.

Here is an excerpt & link to the complete editorial:

<http://www.sacbee.com/110/story/245410.html>

### ***Editorial: Parkway politics***

#### **County shouldn't ask Rancho for a dime**

**Published 12:00 am PDT Thursday, June 28, 2007**

The beautiful American River continues to remain the site of an ugly display of politics and petulance in Sacramento County. In short, Sacramento County wants to maintain an excessive amount of control over the river. Meanwhile, it wants money from the city of Rancho Cordova, which borders the river.

The money is for parkway planning. But the planning process is a case study in outdated governance and inappropriate behavior by all involved. The county launched a new discussion of parkway management after the creation of Rancho Cordova in 2003. It could have advanced the legislative changes necessary to give the new city a direct seat at the table. But it didn't. It proceeded as if the new city (which it never really supported) didn't exist.

Inevitable friction surfaced. Rancho Cordova realized it was treated as the jilted cousin along the river. And it reacted in kind. State Sen. Dave Cox, R-Fair Oaks, drafted a bill to give Rancho Cordova equal say in the governance

of the parkway. The county was outraged. Cox was easily outflanked by Sacramento's Democratic allies. The county preferred to be indignant rather than to get the message: It is time to share power.

## **American River Parkway Preservation Society**

### **E-Letter #60: July 10, 2007**

#### **Keeping the Parkway Natural**

In our letter to the editor of the Sacramento Bee, published on June 12, 2007, see at <http://www.sacbee.com/110/story/214924.html>, we discussed the importance of enhancing the natural values of the parkway.

#### **Keeping the parkway natural**

Re "Foes rip plan to build on bluff," June 7: We agree with the effort to restrict building on the bluff overlooking the parkway as it is a visual intrusion to the natural sanctuary.

The deeper problem is that it is private property. The solution, for this parcel and others that will continue to change hands and have owners want to build on them, is to have funds available to purchase them for inclusion in the parkway.

The original purpose of the American River Parkway Foundation was exactly that, but as the county continually ran short of money for basic maintenance, it converted to a river clean-up organization.

A major aspect of our plan to have a nonprofit organization manage the parkway is the ability it would also have to build a financial endowment for land acquisition. As private land goes up for sale the nonprofit could purchase it and deed it to the parkway.

It is the only long-range solution that works to preserve the natural sanctuary of the parkway and keep it from becoming Malibuized.

- David H. Lukenbill, Sacramento

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In our mission: *Preserve, Protect, and Strengthen the American River Parkway, Our Community's Natural Heart*, acquiring additional Parkway land is a major part of what we mean by strengthen.

As our local population increases inexorably, the need for the natural sanctuary the Parkway offers also increases, as does the need for additional open space for recreation.

To accommodate both of these increasing needs, having access to additional Parkway acreage is crucial.

The current parkway acreage is about 4,600 acres, which we would like to see increased to at least 5,000 in the next five years, through acquisition of private property bordering it as it becomes available.

The county's coffers already struggle to meet their current needs; consequently the Parkway struggles to even receive basic maintenance, as a recent report noted:

“The \$1,514,787 augmentation need [for the Parkway], projected over 10 years, amounts to \$15,147,870. This augmentation need, plus a ten-year estimated \$70,806,400 for equipment, facility repairs/replacement, deferred maintenance, capital improvements and land acquisition, brings the unfunded ten-year total to \$85,954,270.” (2006 American River Parkway Financial Need Study Update, p. viii, <http://www.sacparks.net/our-parks/american-river-parkway/financial-needs-study/index.html>)

This is a problem intensifying, not easing. It is becoming urgent that it be addressed and we would encourage public leadership to examine the success of the Sacramento Zoo and Central Park in New York, as sources for Parkway innovations regarding funding and management to allow a reasonable opportunity to meet both our basic augmentation need of \$15.1 million and that of the estimated need of \$85.9 million.

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## **American River Parkway Preservation Society**

### **E-Letter #61: August 10, 2007**

#### **Early Parkway Visionaries**

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Most of us know the general early history of the Parkway, as noted by a recent report:

*“To protect against development, local residents pushed for a park system along the River, and in 1949 the City of Sacramento used \$200,000 of State funds to purchase 89 acres of parkland bordering Paradise Beach. These funds were combined with a private donation of 75 acres to purchase the land for Glenn Hall Park.*

*“Between 1950 and 1958, the State of California acquired the Cal Expo site and built the existing facility using bond and State funds. The County negotiated a lease, and in 1988 a management plan was adopted to preserve the area as riparian wetlands and wildlife habitat. Early planning efforts along the river culminated in the 1962*

*approval of a master plan that included the 23-mile American River Parkway from Nimbus dam to the River's confluence with the Sacramento River.*

*“In the late 1960's, land for Goethe, Ancil Hoffman, and Discovery Parks was purchased using Federal, State, and private funds. County bond funds were then used to acquire William Pond Park and to build a pedestrian and bicycle bridge and the Effie Yeaw Nature Center. In 1980, completion of the Jedediah Smith Memorial Bridge linked existing portions of the bicycle trail.”*

**(2006 American River Parkway Financial Need Study Update, p. 1-2, see at <http://www.sacparks.net/our-parks/american-river-parkway/financial-needs-study/docs/ARP-Financial-Needs-Study-Update-2006.pdf> )**

Behind this general outline there are certain individuals whose pioneering and visionary efforts really moved the concept along at crucial moments between 1900 and 1960, one of whom, Elmer Aldrich, was celebrated in a Sacramento Bee article from August 5, 2007 which noted:

“In a 1952 article in the Sacramento Audubon Society's newsletter, he [Elmer Aldrich] called for the creation of the American River Parkway. He called for the public purchase of private land to form "an integrated park system for public enjoyment." (see here for article <http://www.sacbee.com/101/story/309635.html> )

There were other early Parkway visionaries whose work is also worth remembering to remind us of the many efforts laying the foundation for the Parkway we now have and enjoy.

The first map of the area that contained an outline of the Parkway that I'm aware of—and preserved in the local city/county archive—was done by John Nolen (1869-1937, the first American to identify himself exclusively as a town and city planner) in 1915 under a contract with the Sacramento Board of Park Directors.

That plan and the subsequent contribution of Fredrick Law Olmstead is noted by a report from 2000:

*“The American River Parkway was first envisioned by city planners in 1915 who proposed an extensive parkway along the river. Later, in 1929 after the passage of the first state park bond act, Fredrick Law Olmstead, Jr. visited Sacramento and urged cooperative efforts towards this end among the many agencies with jurisdiction over the river area. In 1947 he updated his concept for the parkway by emphasizing the development of recreational facilities including picnic sites, and docks for pleasure craft along the river course.”*

**(August 10, 2000, American River Parkway: Financial Needs Study p. 1, see at: <http://www.sacparks.net/our-parks/american-river-parkway/financial-needs-study/docs/arp-financial-needs-study.pdf> )**

Carl & Myrtle Johnston, who founded the North Sacramento Land Company, often drove Sacramento County Park's first Director William Pond, 'Father of the Parkway', around their land in their red Cadillac convertible while discussing their shared vision of what the Parkway could become, and it was on their land where the Parkway's original dedication occurred.

William Pond, whose primary role in the formation of the Parkway is very well-known, made the observation during a lengthy discussion with one of our board members last year about the Parkway's early history, that he felt the Johnston family's help in obtaining the initial easements through privately-owned land along the river were a major factor that made the Parkway a reality.

Carl and Myrtle Johnston were the grandparents of Bob Slobe, whose passionate Parkway advocacy is honored through our annual award, the Slobe Parkway Advocate Award.

Bob's family agreed to sell Sacramento County the first 400 acres that began the American River Parkway, with the understanding that the county would provide the kind of stewardship that marked his family's ownership of the land.

Many hands have gone into creating this treasure and it will continue to take many to preserve, protect, and strengthen it.

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## **American River Parkway Preservation Society**

**E-Letter #62: September 7, 2007**

### **Fifty Year Flood Protection Strategy**

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*This brief opinion piece is about as well said as I've seen.*

***From the Los Angeles Times***

Needed: A 50-year flood plan

By Robert Bea

August 27, 2007

After two years, there's a lack of a coherent vision on how to provide adequate flood

protection. The Army Corps of Engineers is doing 5,000 different things, one of which is flood protection. The state is even more muddled. You don't have modern technology; the quality is not what you would call world-class.

Money has been coming in dribs and drabs. Billions of dollars is big, but before you get adequate flood protection for New Orleans, you better start thinking about \$50 billion to \$100 billion, and 50 to 100 years to do it. The Netherlands had its Katrina in 1953, and it is still developing its system. It has expended about \$50 billion. You don't have to be a professor to get it.

But we can see some strides going forward. Local citizens who want protection are now involved in getting that protection. There's recognition that flood protection is not just a New Orleans problem, it's a national problem, it's a problem in our own Sacramento Delta; it extends to Kansas, Chicago. We've been watching it unfold across the U.S. last week.

Flood protection is just like a roof on someone's home. You need to depend on it to establish a modern society that can flourish and can be happy.

*Robert Bea, an engineering professor at UC Berkeley, co-authored a 2006 study that found that New Orleans' levees, even after planned repairs, were unlikely to withstand another Katrina.*

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