

American River Parkway Preservation Society
Annual Organizational Report
October 1, 2014- September 30, 2015

Mission

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

Vision

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

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American River Parkway Preservation Society Organizational Leadership

BOARD OF DIRECTORS

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Criminal Justice Legal Foundation

Vice President/Executive Director

Kristine Lea, Training Developer
Scientific Applications International Incorporated

Treasurer/Senior Policy Director

David H. Lukenbill, President
Lukenbill & Associates

ENDOWMENT ADVISORY GROUP, CHAIR

William C. Schopfer, President
Fund Development Associates

SLOBE PARKWAY ADVOCATE AWARD RECIPIENTS:

Robert J. Slobe, President
North Sacramento Land Company

Franklin Burris, President
North Sacramento Chamber of Commerce

Mary E. Tappel, Environmental Scientist
California State Water Board

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

Rob Kerth, President
North Sacramento Chamber of Commerce

Phil Serna, Supervisor, 1st District
Sacramento County Board of Supervisors

Marcos Breton, Columnist
Sacramento Bee Newspaper

Introduction

This has been a very bad year for the Parkway as we have seen illegal camping growing further up the Parkway and increasing in the North Sacramento/Cal Expo area; with Sacramento County virtually helpless to rectify, blaming the provisions of a settlement agreement reached in 2009 after the County and Sacramento City were sued, which McClatchy News Service describes:

Sacramento County originally was part of the civil lawsuit but settled its portion in 2009 with a payment of \$488,000 and the development of elaborate policies for tagging and storing items seized during sweeps of illegal campsites.

Read more here: <http://www.mcclatchydc.com/news/nation-world/national/article24730654.html#storylink=cpy>

The key element of the settlement which has caused the most difficulty—and even virtually created the safe ground the homeless advocates have been asking for—is the requirement that if Parkway Rangers come upon an unoccupied illegal camp they have to post a notice to vacate within 48 hours.

As it is very easy to hear the Rangers coming and vacate the camp, then move it to another place in the Parkway, the 48 notice has just made illegal camping easier, which is the reason for the growth of illegal campers and the related problems, such as the 54 Parkway fires (as of May 1).

One significant step we have taken is to begin providing an answer to the oft heard question about removing illegal campers from the Parkway: Where will they go?

On September 28, 2015 we sent out this Press Release:

PRESS RELEASE

For Immediate Release September 28, 2015 Sacramento, California

Homeless Transformation Campus

A primary question many ask when discussing removing the homeless illegally camping in the Parkway is, “Where will they go?”

Our position has long been that our concern is with the devastation illegal camping has been causing to the Parkway, rather than determining the fate of the homeless when and if they are ever fully removed from the Parkway.

However, like everyone else, we suffer when thinking about the misery and destitution that is part of the fabric of living without a home; and over the past several weeks have

developed a possible strategy, based on our practice of examining working models in use somewhere else, that will answer the question of where will they go.

Sacramento County could consider creating a homeless transformation campus capable of handling the majority of homeless in the County based on the model of Haven for Hope in San Antonio, Texas which is the largest and most comprehensive homeless transformation campus in the United States, providing residence to approximately 1,600 individuals on any given night.

The Haven for Hope campus is composed of fifteen buildings on 37 acres with almost five hundred thousand square feet of service space under roof.

The Sacramento location we suggest as capable of providing this level of service space is the Sacramento Army Depot, now known as Depot Park.

The various types of space available in Depot Park as of this writing (9/20/15) is:

Combined Warehouse—Workspace: 305,010 square feet (In several buildings, available immediately)

Warehouse — Workspace: 430,065 square feet (In several buildings, available immediately)

Office — Workspace: 68,269 square feet (In several buildings, available immediately)

Yard — Workspace: 3,000 square feet to 20 acres—paved and fenced

Proposed — Build to Suit: 500,850 square feet: Build to Suit Building

Retrieved September 20, 2015 from <http://www.depotpark.com/park-amenities/properties>

This is obviously more than enough space to accommodate the types of homeless services needed for a homeless transformation campus, including encouraging relocation to Depot Park two of the most important and largest homeless service organizations in Sacramento: Loaves and Fishes and Sacramento Steps Forward, as well as some of the programs providing residential service.

A perusal of the Haven for Hope website <http://www.havenforhope.org/new/> will provide more information about these specific strategies and we will be researching and presenting more information about this over the next several months.

**Organizational Leadership
American River Parkway Preservation Society
Sacramento, California
September 28, 2015**

Public Communication & Education

Weblog

ARPPS maintains a daily weblog at <http://riverparkwayblog.wordpress.com/> and during our program year, from October 1, 2014 to September 30, 2015 we posted 156 individual messages concerning articles, reports, news items, and event information connected to our mission.

E-Letters/Newsletters

ARPPS ensures that all public leadership with some form of public participation in Parkway related issues receives our monthly e-letters and quarterly newsletters, as well as press releases, research report and policy briefings and position papers.

Public Advocacy, Support Letters, Press Releases

Public Advocacy

ARPPS Senior Policy Director met with Sacramento County and City leadership, at the invitation of County Supervisor Phil Serna, to discuss the Parkway fires and the related illegal camping by the homeless issue, August 18, 2015.

Support Letters

We found nothing to support this year.

Press Releases

PRESS RELEASE

For Immediate Release

July 13, 2015

Sacramento, California

Management of the American River Parkway

There are several critical issues concerning the Parkway: lack of funding, demands on the river's water impacting salmon, illegal camping by the homeless impacting public safety and habitat, adjacent development pressure impacting view space, exclusion of responsible usage impacting expanded recreational opportunities; but by far, the most serious of these, at this point in time, is illegal camping.

It's obvious now that the new dedication to stopping illegal camping, and the many problems emanating from it, in the Parkway that was so publicly proclaimed by public leadership and media a few short years ago, has fallen short.

Illegal camping by the homeless, based on reports from Parkway Rangers, has continued and has begun to move further upriver, as we reported in a May 1, 2015 news item posted on our websites news page.

Illegal camping in the Parkway, traditionally clustered in the North Sacramento/Cal Expo area, has been a problem for decades and for decades public leadership in North Sacramento, including Robert Slobe, president of the North Sacramento Land Company whose family was deeply involved in establishing the Parkway, the Woodlake Neighborhood Association and the North Sacramento Chamber of Commerce, and our organization, have pleaded for solutions to remove this constant source of habitat degradation, neighborhood crime, and fire danger.

Sadly, it appears little has changed, and that is truly tragic, especially during this period when a downtown renaissance appears to be in full bloom in which the Richards Blvd. area of the Parkway could be playing a significant role.

Our solution has long been nonprofit management of the Parkway under contract with a Joint Powers Authority of all Parkway adjacent governments: Sacramento County, City of Sacramento, Rancho Cordova, & Folsom; which we detail on the strategy page at our website.

This is the governance model that can bring the kind of Parkway dedicated attention leading to solutions for the critical issues facing our most treasured natural resource, just as it has done for the model we use, the Central Park Conservancy in New York City.

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

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

Articles Published

Published in the Woodlake News, Volume 22, Issue 8, November/December 2014: Page 5

Repurposing the North Sacramento Area of the Parkway

Our organization has long held that the proliferation of illegal camping by the homeless is one of the most destructive elements burdening the American River Parkway.

Woodlake is on the front line of this tragedy and one idea we have been talking about to remedy that is repurposing the North Sacramento area of the Parkway.

For decades, tragically, a major purpose of the North Sacramento/Cal Expo area of the Parkway has been providing hidden and illegal camping sites for the homeless.

It has served this bad purpose very well with estimates that there are between 300-400 people camping in the North Sacramento/Cal Expo area of the Parkway.

The concept we are now examining is a links golf course, which repurpose would encompass enough area for a positive change in the Lower Reach, which we announced in a August 8, 2014 Press Release:

Links Golf on the Parkway

Local media has recently noted the synergy being created by the downtown Kings Arena and the potential downtown soccer arena as a major catalyst elevating Sacramento's long woeful downtown into a vital urban center.

This synergy portends downtown revitalization well beyond anything that has ever been in Sacramento. Additionally, the possibility of a links golf course in the Parkway's North Sacramento/Cal Expo area adds recreational diversity and increased utilization.

The construction of a links course in this area would virtually end the long-term and wide-spread illegal camping problem and the Parkway degradation caused by related Parkway fires, pollution, and crime.

Links golf courses are built with minimal disturbance of the underlying land, and a peek at the tragic photos taken by Bob Slobe after the most recent Parkway fires, see at <https://plus.google.com/photos/105011935601249535342/albums/6043945907271184689?banner=pwa&authkey=Cl2Ntc2Bt--jzgE> reveal the links ready land underneath the burned out greenery.

As new downtown hotels and housing begin emerging from the arena building synergy, the ability to play golf along the American River and in view of the confluence with the Sacramento River, offers an experience for downtown and North Sacramento residents long enjoyed by upper Parkway residents at Ancil Hoffman and Campus Commons golf courses on the Parkway.

Besides the site itself, the beauty of a links course there is that the Parkway site is historic—the Niesnan Indian village of *Yamanepu* was located on a knoll on the north bank of the American River a bit east of the Sacramento River—and disturbing as little of the land as possible retains the historic contour of Sacramento’s first residents.

For more information, visit <http://.arpps.prg/index.html>

Letters to the Editor

Published in Sacramento Bee, Print Edition, February 21, 2015

Widen Parkway Trail

The main problem with the Parkway trail is that it is too small for the use it gets.

We have long advocated for the trail model developed by the Central Valley Rails to Trails organization.

Here is what they have come up with.

It is a trail space approximately 40 feet wide, with 12 feet for bikes, 3 feet of plantings, 10 feet for walkers, 3 feet of plantings, and 12 feet for horses.

The continued heavy usage by the public of our greatest local outdoor asset calls for serious consideration of this type of trail expansion.

David H. Lukenbill, American River Parkway Preservation Society

Published in Sacramento Bee, Print Edition, August 26, 2015

Parkway needs to be protected

Re “Lawsuit can’t get in way of safety on parkway” (Another View, Aug. 25):

<http://www.sacbee.com/opinion/op-ed/soapbox/article32221545.html>

Our organization agrees with Sacramento County Supervisor Phil Serna on the need to revisit the legal settlement that has virtually created a tent city in the American River Parkway.

We have reports of large-scale camping that has overwhelmed the ability of the parkway rangers to control, which the settlement mandate that unoccupied camps have to be given 48 hours notice of removal has created.

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

AMERICAN RIVER PARKWAY PRESERVATION SOCIETY FINANCIAL STATEMENT

October 1 2014 to September 30, 2015

PART I Revenue, Expenses, and Changes in Net Assets or Fund Balances

Revenue

- 1. Contributions, gifts, grants, and similar amounts received \$2,628.87
- 2. Program service revenue including government fees and contracts ..\$0
- 3. Membership dues and assessments.....\$0
- 4. Investment income.....\$0
- 5a. Gross amount from sale of assets other than inventory\$0
 - b. Less: cost or other basis and sales expenses \$0
 - c. Gain or (loss) from sales of assets other than inventory \$0
- 6. Special events and activities . \$0
 - a. Gross revenue (not including contributions on line 1) \$0
 - b. Less: direct expenses other than fundraising expenses \$0
 - c. Net income or (loss) from special events and activities \$0
- 7a. Gross Sales of inventory, less returns and allowances.....\$0
 - b. Less: cots of goods sold \$0
 - c. Gross profit or (loss) from sales of inventory \$0
- 8. Other revenue (describe).....\$0
- 9. **Total Revenue (Add 1, 2, 3, 4, 5c, 6c, 7c and 8).....\$2,628.87**

Expenses

- 10. Grants and similar amounts paid.....\$0
- 11. Benefits paid to or for members.....\$0
- 12. Salaries, other compensation, and employee benefits \$0
- 13. Professional Fees and other payments to independent contractors.....\$1,781.25 (\$1,500.00, Capacity Building Consultant) (\$281.25 Web Services)
- 14. Occupancy [web], rent, utilities, and [web] maintenance \$0
- 15. Printing, publications, postage, and shipping \$392.36 (\$392.36 Postage)
- 16. Other expenses (describe) [Supplies, Meetings, Awards, Dues] \$458.92 (Meetings \$392.92) (Bank Fees \$36.00)(Parkway Blog Site Free of Advertising for one year \$30.00)
- 17. **Total Expenses (Add 10-16).....\$2,632.53**
- 18. Excess or (deficit) for the year (Subtract 17 from 9) ..(\$3.83)
- 19. Net assets or fund balances at beginning of year (from line 27, column A) must agree with end-of-year figure reported on prior year's return) \$194.49
- 20. Other changes in net assets or fund balances (attach explanation) ..\$0
- 21. Net assets or fund balances at end of year. Combine lines 18-20 \$190.66

PART II Balance Sheets

- 22. Cash, savings, and investments \$190.66
- 23. Land and buildings \$0
- 24. Other assets (describe) \$0
- 25. **Total Assets.....\$190.66**
- 26. **Total Liabilities (describe) \$0**
- 27. **Net assets or fund balances (line 27 of column B must agree with line 21) \$190.66**

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 **319 Members**

Retention Rate **68%**

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: **50 Members**

HONORARY LEADERSHIP MEMBERS

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

Subtotal: **296 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: **35 Members**

TOTAL MEMBERSHIP **700 Members**

Strategic Plan (2015-2020)

The American River Parkway Preservation Society Strategy & Implementation

Preserve, Protect & Strengthen the American River Parkway *For As Long As The River Runs Through It* 2015 – 2020

Introduction

The leadership in our community has a responsibility to create a vision that preserves, protects and strengthens the treasured resource of the American River Parkway in perpetuity.

We have invested our first ten years—since our organization was founded in 2003—pursuing a strategy of organizational capacity building and conducting research in the practical approaches, emanating from our guiding principles, we’ve determined can address the critical issues impacting the Parkway, and communicating with our members and the public those results.

Six Critical Issues & Corresponding Guiding Principles

1) Continuing depletion of public funding to provide vital ongoing maintenance, facility repair, law enforcement presence, invasive plant management, and fully restore a sense of safety for those using our priceless public resource.

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

2) Continuing pressure on the river, whether through flooding, illegal sewage discharge, or taking water for new development, hurts the salmon and other aquatic life.

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

3) Continuing habitat devastation, fires, and pollution from widespread illegal camping by the homeless, primarily in the North Sacramento area of the Parkway.

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

4) Continuing development pressure to build large homes along the Parkway edges, intruding on the view space, and encroaching into the commons.

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

5) Continuing exclusion of responsible usage by new Parkway user groups is contrary to the spirit upon which public ownership of a natural resource is predicated.

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

6) Continuing encasement of open space, restricting suburban community development upon which a sustainable tax base funding necessary public works is built, is contrary to sound future planning.

Our Guiding Principle: The suburban lifestyle—as surrounds the American River Parkway—which is imbued within the aspirational center of the California Dream and whose vision is woven into the heart of the American Dream, is a deeply loved way of life whose sustainability we all desire.

This past five year period resulted in the creation of our second strategic plan—designed to guide our work from 2009 to 2014—retention of a stable membership base of about 700, designation of an annual parkway advocate (seven individuals have been

acknowledged since 2004), and regular communications (letters, articles, daily blogging, monthly e-letters, quarterly newsletters, annual organizational reports and five research reports covering critical issues, and periodic planning position papers).

All of this information is available on our website.

Strategic Summary

We will be investing the next five years in two directions; one major, the other ongoing.

The major work will focus around trying to encourage local government to bring into reality the one idea from our research into approaches that can most significantly impact the major critical issues—funding and management—which is the designation of a nonprofit organization to provide daily management of the Parkway, under contract with a Joint Powers Authority (JPA) consisting of Parkway adjacent governments (Cities of Sacramento, Rancho Cordova & Folsom, and Sacramento County).

The ongoing work will focus on continuing to help build a community knowledge base around the results of our five research reports, buttressed by new information that becomes available.

The American River Parkway is the most valuable natural resource in our community and one of the most valuable in the nation.

Because of this singular nature, it has the potential to be governed through a singular process, a nonprofit organization, as other signature park areas in the country are governed.

This type of governance will give our Parkway the dedicated management and fund raising capability that are so necessary to retain and enhance its premier local and national status.

Implementation Summary

To help in this process, ARPPS Executive Director, Kristine Lea, has incorporated a nonprofit organization, the American River Parkway Conservancy (ARPC) to serve as an educational forum initially, and eventually, provide daily management for the Parkway.

The ARPC concept was presented to the Sacramento County Board of Supervisors on October 6, 2015.

To help create an environment where the nonprofit policy concept we have presented becomes accepted public policy it is important to provide information about successful adaptations of the concept to other public park areas in the nation, to the public and public leadership through the following venues.

Community Information

- Daily blogging: The Parkway Blog at <http://riverparkwayblog.wordpress.com/> is part of the ongoing work of ARPPS public education and advocacy around public policy issues that may be related to the Parkway and the adjacent communities along the American River in Sacramento, California. (150-200 blog postings annually)
- Monthly & special e-letters to membership and public leadership: We will continue the monthly e letters, with a focus, when possible, on illegal camping in the North Sacramento area of the Parkway and JPA governance. (12 - 16 annually)
- Quarterly newsletters to membership and public leadership: We will continue the quarterly newsletters with a focus, when possible, on ARPC management and JPA governance. (4 annually)
- Regular letters to the editor: We will seek opportunities to send letters that focus on ARPC management and JPA governance, Auburn Dam & Illegal camping. (2-6 annually)

- Occasional articles in local publications: We will seek to have articles published that look at governance by a JPA and ARPC as a viable option for the Parkway. (1-2 annually)
- Occasional policy planning papers: We will, when possible, cover the viability of Parkway management by ARPC and governance by a JPA. (1-2 annually)
- Organizational report (1 annually)

Public Forums

- Presentations to local business and neighborhood organizations: We will seek the opportunity to present information about JPA governance. (1-2 annually)
- Meetings with public leadership: We will meet with public leadership to discuss the option of JPA governance. (1-2 annually)

Review & Update

This plan is subject to annual review and updating every five years.

Status Summary

Our Guiding Principles, Critical Issues & Suggested Solutions: Status of Progress

Guiding Principles

- 1) *Preserving the Parkway is not an option, it's a necessity.*
- 2) *What's good for the salmon is good for the river.*
- 3) *Regarding illegal camping by the homeless in the North Sacramento area of the Parkway: Social and environmental justice calls upon us to help the poor and distressed person but not at the expense of the adjacent community to visit the Parkway safely.*
- 4) *If it can be seen from the Parkway, it shouldn't be built along the Parkway.*

5) *Regarding new parkway usages: Inclusion should be the operating principle rather than exclusion.*

6) *The suburban lifestyle—as surrounds the American River Parkway—which is imbued within the aspirational center of the California Dream and whose vision is woven into the heart of the American Dream, is a deeply loved way of life whose sustainability we all desire.*

Status: These guiding principles—Number 6 was added in 2011—still animate our work, being prioritized as warranted.

Critical Issues/Solutions

We encourage policy discussions about the Parkway, addressing the five critical issues and our proposed solutions.

1) Continuing depletion of public funding to take care of the Parkway.

Solution: *Create a Joint Powers Authority and nonprofit organization for daily management and fundraising.*

Status: The nonprofit organization, American River Parkway Conservancy, created by ARPPS Executive Director, Kristine Lea, was presented to the Sacramento County Board of Supervisors on October 6, 2015.

2) Continuing pressure on the river, whether through flooding, illegal sewage discharge, or taking water for new development, hurts the salmon and other aquatic life.

Solution: *Build the Auburn Dam.*

Status: On hold, but still a congressionally approved dam site which could be revived by Congress, and the Regional Water Forum sponsored by the Auburn Dam Council in June of 2012 and 2013 was a welcome addition to the public discussion for the need for Auburn Dam.

3) Continuing habitat devastation, fires, and pollution from widespread illegal camping by the homeless in the Lower Reach.

Solution: *Strengthen and enforce laws against illegal camping.*

Status: Sacramento County continues efforts to reduce illegal camping, conducting daily searches, and with the addition of new rangers in the budget passed in September of 2015, this effort should intensify.

4) Continuing development pressure to build large homes along the Parkway edges, intruding on the view space, and encroaching into the commons.

Solution: *Prohibit such new building.*

Status: The new Parkway Plan strengthened the restrictions.

5) Continuing exclusion of responsible usage by new Parkway user groups is contrary to the spirit upon which public ownership of a natural resource is predicated.

Solution: *Give such groups an opportunity to make their case.*

Status: New groups seeking access to the Parkway, such as dogs-without-leases groups, mountain-bike groups, disc-golf groups, mini-train groups, etc. are still finding little opportunity to present their proposals—which almost always includes doing the maintenance and initial set-up themselves—to the Parkway governing agency which has traditionally favored passive recreation over active.

6) Continuing encasement of open space, restricting suburban community development upon which a sustainable tax base funding necessary public works is built, is contrary to sound future planning.

Solution: *Support the growth of suburban communities.*

Status: There is an advocacy element in the Sacramento region which does not support suburban communities, and we shall continue to note that suburban communities are where the majority of people wish to live, and that planning decisions need to reflect this.

Appendix I: E-Letters

American River Parkway Preservation Society

E-Letter #150, October 3, 2014

Parkway Events, The Principle of Subsidiarity & North Sacramento Parkway Group Facilitation

Parkway Events

ARPPS has always supported events being planned for the Parkway which fit within the Parkway Plan, and the recent music concert, Aftershock, held at Discovery Park, appears to be an event congruent with the Plan, appreciated by concert goers, and it dramatically increases legitimate Parkway usage in an area that has traditionally struggled with illegitimate usage.

ARPPS supports the concert and the expansion of it.

Unfortunately, not everyone sees it that way, as detailed in this recent story in the Sacramento Bee: <http://www.sacbee.com/2014/09/28/6741444/american-river-parkway-advocates.html>

The Principle of Subsidiarity

According to the *Oxford English Dictionary*, subsidiarity is defined as:

The quality of being subsidiary; *spec.* the principle that a central authority should have a subsidiary function, performing only those tasks which cannot be performed effectively at a more immediate or local level.

This principle has guided our thinking in calling for a Joint Powers Authority (JPA) to be established by the Parkway adjacent governmental entities: Sacramento County, Sacramento City, Rancho Cordova, and Folsom.

The JPA would then contract with an existing nonprofit for daily Parkway management or create a new nonprofit to fill that role.

ARPPS advocates a management scope including the entire Parkway, ensuring Parkway dedicated management, which would be very appropriate for a signature regional park known nationally as a premier river parkway recreational site.

The management model we use is the Central Park Conservancy, which manages Central Park under contract with the city of New York where a JPA is not needed as Central Park lies within one governmental jurisdiction, whereas the Parkway lies among four, plus the State of California.

North Sacramento Parkway Group Facilitation

The principle of subsidiarity has also guided our conducting of the start-up facilitation—now completed—of a local group of organizations working to improve conditions in the North Sacramento area of the Parkway, which they define as the area from the confluence of the American and Sacramento rivers, up to the H Street Bridge.

For the two founding meetings we organized in September of this year—wonderfully facilitated by Kristine Lea, ARPPS Executive Director, who established inclusive agenda and meeting dialogue flow models—the group focused on sharing organizational issues and developing a geographic scope, which the group concluded should be focused on their local neighborhood.

Ideally, and congruent with the principle of subsidiarity, the primary organizations involved in developing a strategy for the North Sacramento area of the Parkway would be North Sacramento-based groups.

Our organization has always been open to helping other Parkway organizations to come together and become more effective, and we envision that this new North Sacramento group will result in more effective Parkway advocacy for an area desperately needing it.

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

American River Parkway Preservation Society

E-Letter #151, November 9, 2014

Sacramento & its Parks

Sacramento is going backward in one of the most important national ratings of city parks, as noted by a recent article in *Sactown Magazine*.

Our position is that a focused effort on the North Sacramento area of the Parkway would do a lot to send those ratings climbing again.

One of the ideas we are supporting is to consider building a links golf course in that area, which we addressed in a press release, posted to our website at <http://www.arpps.org/news.html>

Some more great ideas from *Sactown Magazine*.

An excerpt.

The Idea

In 2013, when The Trust for Public Land released its annual list of American cities with the highest ranking city park systems (based on park size, access and investment), Sacramento tied San Francisco for an impressive third place. This year, however, Sacramento was the only city on the list that lost its top-five status, falling to seventh. And while we still love the idea of reviving Joe Genshlea's brilliant idea from 2003 to create a massive new urban park near the American River downtown, another way of regaining our status as a top-tier green metropolis is to embrace a new form of green space that is taking hold in cities around the country—elevated parks.

The most notable of these to emerge is New York's High Line, a mile-long park built atop an old elevated train platform. The first section opened in 2009, and it's a truly inspired space that has quickly become one of the most visited attractions in a city overflowing with tourist destinations. But New York didn't stop there, opening a small public park in 2010 above a structure in the Lincoln Center complex.

The beauty of elevated parks is that they can sprout up in unusual or formerly unused spaces and give city dwellers and workers easy access to green acres while also providing urban views. The High Line also activates its park with live music, film screenings, sculptures and dining options.

Other cities have taken note.

San Francisco is planning an elevated, 1,400-foot-long park atop its new Transbay transportation center, set to open in 2017. And San Diego has a proposal on the boards to open a 5-acre park on top of its expanded convention center.

Here in Sacramento, we're planning our own convention center expansion, and a park atop it would be an extraordinary civic amenity, overlooking the Capitol and a revitalized K Street. Also, the early designs of the railyards' intermodal transportation center included a grass-covered roof that would be accessible to the public. And the top

level of the historic I Street Bridge will eventually be closed to vehicular traffic. That could make for an amazing elevated park over the river.

Retrieved November 8, 2014 from <http://www.sactownmag.com/October-November-2014/Park-Toppers/>

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

American River Parkway Preservation Society

E-Letter #152, December 9, 2014

The Parkway, the Homeless, & Public Safety

It is obvious by now that after the great publicity and public claims of significantly reducing the illegal camping in the Parkway, Sacramento County has not been able to really accomplish anything; except maintain the status quo, as noted by County Parks Director Jeff Leatherman in this July 7, 2014 story from KCRA News.

Leatherman said his rangers increased patrols for illegal campers a year and a half ago from four days a week to seven days a week.

However, he said, since then, the number of homeless people camping in the parkway has remained about the same.

Retrieved September 7, 2014 from <http://www.kcra.com/news/fire-reignites-debate-over-american-river-parkway/26834284>

The well-polished mantra is a dual one: “No one can solve homelessness” and “Where will they go?”

Consequently, we will continue our efforts to provide policies and programs that are working in other areas that do solve the first and more fully examine the second.

Here are two programs we have been mentioning for some time that do work: Pathways to Housing at <http://pathwaystohousing.org/> , and Ready, Willing & Able at <http://www.doe.org/> .

What is significant about both of these programs is that they target the most desperate of the homeless, the chronic homeless.

Public safety is tied directly to the prevalence of illegal camping by the homeless—primarily in the North Sacramento/Cal Expo area of the Parkway, but as recent Rangers reports note, camps are being found further up the Parkway—and the common-sense perception of potential Parkway users, that as long as the illegal camping remains an issue, it is not safe to go there.

This is directly related to the practice of broken-windows policing—where even the most minor of crimes are addressed to create a stronger sense of safety within a community; see Wikipedia at http://en.wikipedia.org/wiki/Broken_windows_theory.

A recent post on our blog notes part of the problem, that the homeless like living by the river.

Homeless Living by the River

Though this story from the *Sacramento Bee* isn't about the homeless illegally camping in the Parkway—it's about those camping next to the Sacramento River—it does reveal a strategy Yolo County is using that Sacramento County might explore.

It also reveals how deeply embedded homeless illegal camps along rivers can become and how many homeless prefer living there, something North Sacramento communities have known for some time—unfortunately—regarding the illegal camps in the North Sacramento/Cal Expo area of the Parkway.

An excerpt from the Bee story.

For the past 17 years, Steve Cruz, a 55-year-old homeless man, has subsisted in multiple locations amid the bamboo, grasses and oaks along the Sacramento River.

Other homeless people came to know – and trust – Cruz so much that they anointed him the unofficial president of a colony of riverbank denizens encamped north of the Broderick Boat Ramp in West Sacramento.

On Wednesday, as city officials, police and nearly 100 volunteers helped the homeless pack up their belongings and take them to a converted motel, the colony president widely announced that – at last – it was safe to leave.

“This place was our security. This was our family. This was our ground,” said Cruz, a former assembly line mechanic and Army veteran afflicted by what he simply described as “some issues.” “But people are now really overwhelmed that someone is coming to help. It's been so long in coming.”

Under a program called the “Bridge to Housing Pilot Project,” 71 long-term homeless residents, plus their 47 dogs and 22 cats, were moved from the river encampment. The prescreened residents are being provided housing and directed to a host of services, including mental health and substance abuse treatment, and job and life counseling....

Cindy Tuttle, a former West Sacramento mayor, said residents getting relocated from the river area had lived there an average of 4.5 years and many for well over a decade. “It’s been kind of traumatic for some of these people,” she said of efforts to move them out.

Among those having a hard time Wednesday was Lovie Bishop, 55, Cruz’s girlfriend.

Cruz had built their home with plywood that washed up on the river banks, plus logs and tarpaulins. Shrouded behind a thicket of bamboo, it offered a sense of security and a haven for the couple and their three dogs, a pit bull named Cassandra and two mixed-breeds, Butter and Tillie.

Bishop, who has been homeless for 22 years, had a career as a cashier for a state agency before mental health problems took hold. In recent years, she found comfort in her life on the river, fishing for catfish and sturgeon and serving as a guardian to the local deer by running off would-be hunters.

“I love the life out here,” Bishop said as she broke into tears. “I can’t leave this world without it making me cry. I’ll cry about not being here. It’s killing me.”

Retrieved November 13, 2014 from
<http://www.sacbee.com/community/yolo/article3882668.html>

Posted on the Parkway Blog November 13, 2014 at
<http://riverparkwayblog.wordpress.com/2014/11/13/homeless-living-by-the-river/>

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

E-Letter #153, January 7, 2015

The Parkway “Bike” Trail

Though most people refer to it as the bike trail—which points out the problem—it is a multi-use trail that has become dominated by bicyclists, many speeding along at great danger to the casual walker.

During most weekends the trail becomes crowded and unsafe, which is why we have always advocated for a better trail layout and have found a model that looks very promising.

Here is what we wrote in our 2008 research report: *The American River Parkway: Recreation, Education and Sanctuary, A Vision and Policy Primer*

Trails

An issue that has long festered on the current trail arrangement in the Parkway is the lack of safe and enjoyable trail space for walkers and equestrians comparable to the paved trail used predominantly by bike riders, who naturally feel it is their trail.

One good trail layout is that suggested by the *Central Valley Rails to Trails Foundation* and it is a good place to start discussions for the Parkway.

From their website at <http://www.cvrta.org/rail-corridor/map/> here is what they have come up with.

It is a trail space approximately 40 feet wide, with 12 feet for bikes, 3 feet of plantings, 10 feet for walkers, 3 feet of plantings, and 12 feet for horses.

The link takes you to an excellent drawing showing the layout, and it is one that should be considered for our Parkway.

David H. Lukenbill, CFO & Senior Policy Director
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E-Letter #154, February 6, 2015

**Atmospheric Rivers, the Sacramento San Joaquin River Delta
Estuary & the Auburn Dam**

In the midst of an atmospheric river which will produce a lot of rain but little snow, the case for having additional storage for water and thus, for building Auburn Dam, is strengthened.

The original purpose for building Auburn Dam in the 1960s was for flood protection, with the collateral benefits of water storage and power generation.

A major issue now is environmental sustainability of the Sacramento San Joaquin River Delta estuary—the largest estuary on the Pacific Coast—and the corresponding need for vast amounts of fresh water delivered quickly to keep the salt water at bay.

Only the closeness of Auburn Dam is able to get large amounts of fresh water through the rivers to the Delta in five hours rather than five days from Shasta Dam.

The collateral benefits of Auburn Dam still exist:

- 400 year flood protection
- 800 megawatts of power
- Recreation—“Numerous recreation trails used for hiking, running, biking, and equestrian purposes are located in the Auburn Reservoir area. New recreation facilities (described below) as part of the project would more than offset existing recreation uses in the American River Canyon. They would also offer an expanded array of recreation experience to a much broader population than under a no - action condition.” (USBR, *Auburn-Folsom South Unit Special Report – Benefits and Cost Update, Central Valley Project, California*, p. IV-13)
- American River Parkway benefits include:
 - 1- Being able to control temperature and flow for spawning salmon in the Lower American River.
 - 2- Being able to control erosion of the Parkway—when Folsom has to release water too fast—which threatens many old growth trees, other habitat, wildlife, and the bike trail.

The water rights for Auburn Dam have been lost and they would have to be restored before proceeding, but if the political will can rise to the level of the environmental need, that can be done with congressional reauthorization for the dam and reapplication by the Bureau of Reclamation for the water rights, as noted by State Water Resources Control Board Division of Water Rights’ David Rose—who led the prosecution team—in a 2008 news article:

“Revoking the water right permits will not necessarily foreclose the possibility of constructing the project,” he said. “If Congress ever re-authorizes the project, Reclamation could file new water right applications.” Retrieved March 18, 2012 from <http://www.theloomisnews.com/detail/100166.html>

The old objection to Auburn Dam—danger of an earthquake—can be resolved through a new design, as the Bureau of Reclamation noted in its December 2006 report:

“If an Auburn Dam were to be built, it could be designed to withstand the most conservative design displacements appropriate for the Sierran Foothills seismotectonic setting assuming the proper type of dam and dam design.” (*USBR Auburn-Folsom South Unit Special Report – Benefits and Cost Update, Central Valley Project, California*, p. IV-7)

USBR Report online at http://www.usbr.gov/mp/cao/docs/auburn_rpt/12-06%20final.pdf

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American River Parkway Preservation Society

E-Letter #155, March 2, 2015

Illegal Camping is Growing in Parkway

Based on the figures from the past 11 months of Parkway Rangers Reports (Available at <http://www.regionalparks.saccounty.net/Rangers/Pages/Latest-Ranger-Activity-Data.aspx>) it is clear that illegal camping by the homeless is growing much further and in greater numbers up the Parkway from its traditional site in North Sacramento.

Examining all of the Parkway Ranger Reports since March of 2014, the following statistics about illegal camping by the homeless are revealed.

Illegal Camps Occupied & Cited: 720 (Primarily North Sacramento Locations)
48 Hours Notice to Vacate: 284
Camps Cleaned & Removed: 217

Other Locations & How Many () Illegal Camps:

Steelhead Creek/Silver Eagle Way (1);
Sunrise (4);
Lower Sunrise (1);
Gristmill (3);
Paradise (2);
Campers in Boats (2);
Mile 4 (1);
Mile 1.5 (3);
Dry Creek (13);
Riverwood (1);

Madison Avenue/Winding Oak (1);
Jensen Park (1);
Sutter's Landing (2)
Campus Commons (1);
Watt Avenue & Mira Del Rio (1);
Mile 7 (2);
El Manto (1);
Haggin Oaks (1);
Camp with aggressive dog Mile 10 (1);
Folsom South Canal (1);
Near Soil Born Farm (2);
Riverbend (3);
Mayhew Drain, Island (1);
Howe (1);
Twin Rivers Trail (1);
Cal Expo (1);
20th & C (1);
Island at Rio Bravo (2);
Mile 15 (1);
Rossmoor (2).

Homeless Trashing Areas: Sara Park; Sunrise; El Manto

One way to help Sacramento County Park Rangers address this issue is to have Parkway users who see illegal camps during their Parkway visits, have an expeditious method of reporting them.

Since most folks using the Parkway usually have their cell phones with them, we propose the County establish a dedicated cell phone number that Parkway users can text and send photos of campsites and publicize this phone number at all entrances to the Parkway.

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

American River Parkway Preservation Society

E-Letter #156, April 6, 2015

Links Golf in the Parkway

As we are in the midst of golf season and the greatest major of all, *The Masters*, approaches, it's a good time to note our recent advocacy for considering a links golf course in the North Sacramento area of the Parkway (see our press release at <http://arpps.org/news.html>)with some information about links golf from Wikipedia.

An excerpt.

“A links is the oldest style of golf course, first developed in Scotland. The word "links" comes via the Scots language from the Old English word *hlinc* : "rising ground, ridge" and refers to an area of coastal sand dunes and sometimes to open parkland. Linksland is typically characterised by dunes, an undulating surface, and a sandy soil unsuitable for arable farming but which readily supports various indigenous browntop bents and red fescue grasses, that give the firm turf associated with links courses and the 'running' game. It also retains this more general meaning in the Scottish English dialect. It can be treated as singular even though it has an "s" at the end and occurs in place names that precede the development of golf, for example Lundin Links, Fife.

“Links courses tend to be on, or at least very near to, a coast, and the term is typically associated with coastal courses, often amid dunes, with few water hazards and few if any trees. This reflects both the nature of the scenery where the sport happened to originate, and the fact that only limited resources were available to golf course architects at the time, and any earth moving had to be done by hand, so it was kept to a minimum. Even today, some links courses do not employ a greens staff, use only basic machinery such as hole cutters without boards to ensure that the hole is cut unevenly, and use grazing animals to keep the grass cropped.

“Although the term links is often considered synonymous with any golf course, few golf courses have all of the design elements of true links courses, including being built on linksland. The presence of a seaside location does not guarantee a links golf course. Many famous courses that claim to be links do not have all of the necessary characteristics (e.g., Pebble Beach Golf Links, Old Head Golf Links at Kinsale, The Ocean Course at Kiawah Island). On the other hand, some courses located hundreds of miles from a coast can have all of the characteristics of a seaside links except for proximity to water. One notable example of such a course is Sand Hills Golf Club, located in the midst of the Sand Hills of Nebraska.

“Links courses remain most common in Ireland and also in Great Britain, especially in Scotland. The Open Championship is always played on links courses, and this is one of the main features which differentiates it from the three major championships held in the United States. The first exception to this will be the 2015 U.S. Open Championship, which will be played on a true links course, Chambers Bay Golf Course, located near Tacoma in Washington State.

“The style of play on a links golf course is considerably different from the style of play on other types of courses. The challenges of links golf fall into two categories: Firstly the nature of the courses themselves, which tend to be characterised by uneven fairways, thick rough and small deep bunkers known as "pot bunkers"; and secondly, due to their

coastal location and lack of trees, many links courses are frequently windy. This affects the style of play required, favouring players who are able to play low accurate shots. As many links courses consist literally of an "outward" nine in one direction along the coast, and an "inward" nine which returns in the opposite direction, players often have to cope with opposite wind patterns in each half of their round. As a result, successful links golfers learn to control the trajectory of their shots by playing a lower ball flight. Greens on links courses tend to be free of fronting hazards, allowing golfers to bounce the golf ball into the green rather than hitting high approach shots with strong backspin."

Retrieved December 15, 2014 from [http://en.wikipedia.org/wiki/Links_\(golf\)](http://en.wikipedia.org/wiki/Links_(golf))

Yes, a links course along the American River in the North Sacramento area of the Parkway would not be a typical ocean side links course as defined here, but be a links course as defined by design; and, we are very fortunate to have an international golf course design firm in the area that has completed links golf courses.

"Kyle Phillips Golf Course Design is a full service international golf course design firm located in Granite Bay, California. Established by Phillips in 1997, the company provides world-class golf course design, golf course architecture, golf course construction and construction bid documents, golf course feasibility studies, field design, construction shaping specialist services, as well as renovation and historical restoration."

Retrieved March 31, 2015 from <http://www.kylephillips.com/>

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E-Letter #157, May 6, 2015

The Drought & Water Storage

Anyone following this issue—except, apparently, the environmentalists—understands that California's political leaders have contributed to problems with water (whether too much or too little) by not keeping up with increasing population by increasing water storage, which is what Victor Davis Hanson examines in this superb article.

An excerpt.

The present four-year California drought is not novel — even if President Barack Obama and California governor Jerry Brown have blamed it on man-made climate change.

According to the National Oceanic and Atmospheric Administration, California droughts are both age-old and common. Predictable California dry spells — like those of 1929–34, 1976–77, and 1987–92 — are more likely result from poorly understood but temporary changes in atmospheric pressures and ocean temperatures.

What is new is that the state has never had 40 million residents during a drought — well over 10 million more than during the last dry spell in the early 1990s. Much of the growth is due to massive and recent immigration. A record one in four current Californians was not born in the United States, according to the nonpartisan Public Policy Institute of California. Whatever one's view on immigration, it is ironic to encourage millions of newcomers to settle in the state without first making commensurately liberal investments for them in water supplies and infrastructure.

Sharp rises in population still would not have mattered much had state authorities just followed their forbearers' advice to continually increase water storage. Environmentalists counter that existing dams and reservoirs have already tapped out the state's potential to transfer water from the wet areas, where 75 percent of the snow and rain fall, to the dry regions, where 75 percent of the population prefers to reside. But that analysis is incomplete.

After the initial phases of the federal Central Valley Project and state California Water Project were largely finished — and flooding was no longer considered a dire threat in Northern California — environmentalists in the last 40 years canceled most of the major second- and third-stage storage projects.

To take a few examples, they stopped the raising of Shasta Dam, the construction of the Peripheral Canal, and gargantuan projects such as the Ah Pah and Dos Rios reservoirs. Those were certainly massive, disruptive, and controversial projects with plenty of downsides — and once considered unnecessary in an earlier, much smaller California.

But no one denies now that they would have added millions of acre-feet of water for 40 million people. Lower foothill dams such as the proposed Sites, Los Banos, and Temperance Flat dams in wet years would have banked millions of acre-feet as insurance for dry years. All such reservoirs were also canceled.

Yet a single 1 million acre-foot reservoir can usually be built as cheaply as a desalinization plant. It requires a fraction of desalinization's daily energy use, leaves a much smaller carbon footprint, and provides almost 20 times as much water. California could have built perhaps 40–50 such subsidiary reservoirs for the projected \$68 billion cost of the proposed high-speed rail project.

Retrieved April 30, 2015 from <http://www.nationalreview.com/article/417685/why-californias-drought-was-completely-preventable-victor-davis-hanson>

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E-Letter #158, June 8, 2015

Burning the Parkway

The May 27th story in the *Sacramento Bee* about fire training with controlled burns in the Parkway was kind of a shocker as I have never heard of doing fire burns next to residential neighborhoods—though I must admit, controlled burns is not something I keep up on, so perhaps it is more common than I know.

Folks in the Woodlake neighborhood have complained about smoke, and that makes one wonder if this is really appropriate, and I have been told that the fire burning has been stopped due to the complaints.

On the other hand, the area being burned is exactly the area where many Parkway fires have been started in the past, and according to the same *Bee* article: “Fire officials believe most of the fires on American River Parkway are due to human activity, mostly from illegal homeless encampments.”

So, maybe that is another reason this is being done, to reduce available fuel in anticipation of a dry and fiery summer, though no one has come out and said that is a reason.

If that is a reason, I can understand it not being expressed, since the obvious rejoinder would be; stop the illegal camping in the Parkway, thereby reducing the fire starters, rather than burdening adjacent neighborhoods with “controlled burns” next door to them.

An excerpt from the *Bee* story:

Twenty firefighters spent Wednesday morning setting fires and containing them, part of the largest live-training exercise ever held on the American River Parkway, fire officials said.

Behind Costco and Cal Expo, the small brush fires sent plumes of smoke billowing into the air near bustling commuter traffic on Interstate 80. Sacramento Fire Department

officials say the hands-on training will provide invaluable experience to firefighters who are readying for another year of drought conditions.

“We anticipate a busy fire season like last year,” said Roberto Padilla, a spokesman and firefighter with the Sacramento Fire Department.

Nearly 500 firefighters from across the region are expected to participate in the exercises over the next month. The training burns will encompass between 60 to 100 acres when the program finishes, according to Padilla.

Read more here:

<http://www.sacbee.com/news/local/article22469877.html#storylink=cpy>

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American River Parkway Preservation Society

E-Letter #159, July 6, 2015

Public Leadership

It is difficult to do this well, as we see in the management of the Parkway over many years, but this article from *Governing Magazine* offers some great advice.

An excerpt.

Twenty-five years ago, as I was growing interested in how cities produce leaders and leaders shape cities, I heard a state business association president define leadership. A leader, he said, “is someone who helps people get where they want to go.”

He was speaking to a community leadership class, and I could sense the audience deflate. That’s it? Help people go somewhere? Like a bus driver? What about organizing constituencies, offering a vision and persuading the public? What about standing up for people — or standing up to the powerful? What about holding office?

And, yet, I had to admit he was on to something. Organization and persuasion are skills. Visions can be supplied by others. Standing up to the powerful and holding office are roles. The more I thought about it, the more I realized that helping people get where they want to go (and, one hopes, need to go) isn’t a bad definition of what leaders do. It’s just ... incomplete.

So allow me to complete the definition. A leader is someone who helps people get where they want to go ... by seeing the opportunity for getting there.

Seeing the opportunity — the narrow, sometimes temporary passage through which change can happen — is the genius of leadership. And herding people through that passage is the practice of leadership. What the genius and the practice require is a sense of how things fit together, a tactical vision, a willingness to learn from experience and a saintly patience with people — but a patience that's bounded by the resolve to do something meaningful.

If this sounds abstract, trust me; there are examples all around you. Here in Atlanta, I've seen these traits in people who nurtured projects great and small, from the creation of the BeltLine, a circle of parks and trails that's transforming entire neighborhoods, to the building of a roundabout that fixed an impossible intersection at the gates of Emory University and breathed life into a small retail district.

In both cases, the leader was someone who recognized the value of these projects, sized up the difficulties, figured out the path forward and patiently guided others along it.

Retrieved May 13, 2015 from <http://www.governing.com/columns/smart-mgmt/col-leadership-kind-of-genius.html>

This article was previously blogged on May 15, 2015 at <https://riverparkwayblog.wordpress.com/2015/05/15/public-leadership-3/>

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American River Parkway Preservation Society

E-Letter #160, August 6, 2015

Suburban Dreams/Urban Reality/Links Golf

Like most Sacramentans, I live in the suburbs, and like most Sacramentans, I feel fortunate to be living the American Dream, Sacramento suburban style.

At the same time I realize the importance of having a beautiful downtown urban area for those times when visiting or living within the urban experience (also living the American Dream for many) and all it has to offer are very attractive to family and friends.

The benefits accruing to downtown from the new arena being built there are becoming more obvious as new development plans spring up on a regular basis.

ARPPS stresses the possibilities for the downtown and North Sacramento areas of the Parkway as greatly complimenting that new surge of development and our advocacy for building a links golf course on the North Sacramento/Cal Expo area of the Parkway is part of that.

A links course would open up that part of the Parkway now crowded with illegal campers, deep underbrush, and the burnt-out areas from the many fires there most agree originate from illegal campers and their campfires.

It would allow the adjacent neighborhoods of Woodlake and North Sacramento to safely enjoy their part of the Parkway and attract visitors to downtown hotels to get in a few rounds.

Wikipedia describes links courses:

“Links courses tend to be on, or at least very near to, a coast, and the term is typically associated with coastal courses, often amid dunes, with few water hazards and few, if any, trees. This reflects both the nature of the scenery where the sport happened to originate and the fact that only limited resources were available to golf course architects at the time and any moving of soil had to be done by hand, so it was kept to a minimum. Even today, some links courses do not employ a greens staff, use only basic machinery such as hole cutters without boards to ensure that the hole is cut unevenly, and use grazing animals to keep the grass cropped...

“Although the term links is often considered synonymous with any golf course, few golf courses have all of the design elements of true links courses, including being built on linksland. The presence of a seaside location does not guarantee a links golf course. Many famous courses that claim to be links do not have all of the necessary characteristics (e.g., Pebble Beach Golf Links, Old Head Golf Links at Kinsale, The Ocean Course at Kiawah Island). On the other hand, some courses located hundreds of miles from a coast can have all of the characteristics of a seaside links except for proximity to water. One notable example of such a course is Sand Hills Golf Club, located in the midst of the Sand Hills of Nebraska.”

http://www.golfingnebraska.com/course_description/mullen_sandhills.shtml

Retrieved August 4, 2015 from [https://en.wikipedia.org/wiki/Links_\(golf\)](https://en.wikipedia.org/wiki/Links_(golf))

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

American River Parkway Preservation Society

Special E Letter #7

August 21, 2015

Illegal Camping in Parkway is De Facto Safe Ground

What was sadly revealed in the searing August 19, 2015 column in the *Sacramento Bee* by Marcos Breton is that the North Sacramento area of the Parkway has become, in fact, the homeless community's long hoped for Safe Ground; which is, unfortunately, historically congruent as Safe Ground was founded by the leaders of the Tent City in the Parkway in 2008-2009, as noted on their website at <http://www.safegroundsac.org/> .

Here is the relevant section of Breton's column:

“In 2009, the county entered into an agreement with homeless advocates that changed how officers police illegal campers on the parkway. It prevents officers from seizing any property in a homeless encampment on the American River – or anywhere else – without first posting written notice on the encampment that gives the owner of the property 48 hours notice to move his or her stuff.

“Because of this settlement – part of a lawsuit filed against the county and several other entities by lawyer Mark Merin – county officials say keeping the parkway safe has become particularly vexing. Once county officials post their 48-hour notices, many camps are simply moved to another part of the parkway and the process begins again.”

Read more here: <http://www.sacbee.com/news/local/news-columns-blogs/marcos-breton/article31494002.html#storylink=cpy>

I attended a meeting August 18, 2015 about this issue involving local public leadership and while many good ideas were offered, it was clear that the dual responsibilities of public leadership—solving illegal camping in the Parkway and the larger homeless problem—created a disincentive to become too vigorous in protecting the Parkway.

This is why we have called for nonprofit management of the Parkway, where a Joint Powers Authority of Sacramento County, the City of Sacramento, Rancho Cordova, & Folsom is the governing body but contracts with an existing nonprofit or creates a new one, to provide daily management and fundraising.

This type of public/private partnership is not a new idea and is being done by several parks around the nation.

Nonprofits running parks:

New York City, Central Park Conservancy, <http://www.centralparknyc.org>

Boston's Emerald Necklace, <http://www.emeraldnecklace.org>

Forest Park in Portland, <http://www.forestparkconservancy.org/>,

Pittsburgh Parks Conservancy, <https://www.pittsburghparks.org/theconservancy> ,

San Joaquin River Parkway, <http://www.riverparkway.org>

Cosumnes River Preserve, <http://www.cosumnes.org>

Sacramento Valley Conservancy,
<http://www.sacramentovalleyconservancy.org/index1.asp>

This one in San Diego is managed by a Joint Powers Authority, <http://www.sdrp.org>

Local example of a nonprofit contracting with the city to run the Sacramento Zoo,
<http://www.saczoo.org>

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

E-Letter #161, September 8, 2015

A Tale of Two Parkways

A recent article in the *Los Angeles Times* indicates the efforts to remove illegal camping from the Parkway may become even harder.

As the article notes:

“Both the Department of Justice and a federal interagency task force have challenged efforts nationwide that have aimed to "criminalize" homelessness — something critics

have accused Los Angeles city leaders of doing with a recent crackdown on encampments.

“The federal task force discouraged cities from breaking up camps, saying such actions made it harder to get homeless people into permanent housing. In an Idaho case with potentially broader ramifications, the Department of Justice said banning people from sleeping in the street is unconstitutional.”

Retrieved September 8, 2015 from <http://www.latimes.com/local/california/la-me-homeless-doj-20150907-story.html>

Sacramento County, being the daily managing entity of the Parkway is charged with protecting the Parkway from the depredation caused by illegal camping, but they are apparently hamstrung by the public call to help the homeless.

The call to remove homeless camping in the Parkway is met by: Where will they go?, which says, in effect, that the homeless illegally camping in the Parkway are fine where they are.

This has been the situation allowed by public leadership for decades under the dual mantra:

“Where will they go?”, and “We have to solve homelessness.”

This is why we advocate for a nonprofit organization to provide dedicated daily management of the Parkway whose charge will be to protect and enhance the Parkway, not to solve the problem of homelessness.

The problem of homelessness will still remain where it rightfully belongs, with local government and homelessness service advocacy organizations, not with Parkway organizations.

Without this division of responsibility, nothing has been done nor can be done, and decades down the road, illegal camping by the homeless is still a huge Parkway problem that is worsening, as noted in this report: **A Tale of Two Parkways**, from Woodlake resident, Andy Hernandez, a resident of the neighborhood on the front lines of the homeless invasion of the Parkway, originally sent to Parkway leadership.

A Tale of Two Parkways

Ladies & Gentlemen,

In the last year I have begun to more actively use the American River Parkway to commute from Woodlake to Gold River a couple of times per week by bicycle. It has become more and more apparent that, despite all of the reports, graphs and statistics that County officials like to display at meetings the very real fact is that there are, in fact, two different parkways. Please refer to the attachment. The section in red I will henceforth refer to as OUR parkway and the green section will be THEIR parkway. [*I couldn't include the attachment, but OUR parkway is the North Sacramento/Cal Expo area, THEIR parkway is everything else, David H. Lukenbill*] Here are some facts that I can report based on my observations over the last 3 months.

FACT: There have been several fires on OUR parkway, resulting in many acres charred and none (at least none I can see) on THEIR parkway.

FACT: OUR parkway has the occasional broken, vandalized and probably now burned nature sign, one or two picnic tables and some porta-pots. THEIR parkway has seemingly endless benches, tables, memorials, nature signage, bicycle repair stations, and even real live bathrooms.

FACT: THEIR parkway is a place where bikers, runners and walkers feel safe, even alone. OUR parkway is a place where nobody (especially women) feels safe when alone.

FACT: THEIR parkway looks like a beautiful nature preserve. OUR parkway looks like a hellscape. Ok, I guess that is my opinion.

FACT: OUR parkway is filled with huge piles of garbage and human feces from illegal camping. You can see quite a bit of THEIR parkway from the trail and I have yet to see a single tent and a piece of trash on the ground is not easy to find.

FACT: (and this is my favorite one) Since I have been riding I have kept a rough count of how often I see a County vehicle. So far I have seen 30 in THEIR parkway and 1 in OURs.

You heard that right. Even though MOST of the problems are in OUR parkway, the vast majority of the effort seems to be directed at THEIR parkway. Now, this is in no way scientific by any means. I am sure your staff will protest loudly about all of the great work that they are doing in OUR parkway. All I can tell you is what I see and, if that were true, I would think I would at least see a MORE equal distribution of vehicles. Honestly, I would even go so far as to say that I should expect to see the situation reversed and, in fact, I should see a far GREATER amount of County effort being directed at the part of the Parkway that is in most dire need of help.

On top of all that I noticed today that one of the more recent fires appears to have occurred beneath the SMUD lines just on the Cal Expo side of the Golf Course in OUR parkway. Now you really are putting us all at great risk with your inability to manage the problems in OUR Parkway. I think the headline “Camper cooking eggs takes down the power grid” is a headline that will likely not help the County from a PR perspective. If it were me I would have every aircraft at my disposal flying that Parkway at night looking for fires, whatever the cost. There needs to be a zero tolerance for fires in the parkway. You have tools you are not using. I posed the why to that statement in my last letter and never received a response. I would very much appreciate one still.

The bottom line is this. We are tired of asking. We are now, as taxpayers of this County, DEMANDING that you give OUR parkway at least as much attention as you give THEIR parkway. We DEMAND a safe place to go to exercise, commute, or just recreate. We DEMAND these things because it's your job.

It's not just THEIR parkway, it's OURs too.

Thank you,

Andy Hernandez
Woodlake Resident

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

Appendix II: Newsletters

American River Parkway Preservation Society Newsletter: Issue 44 – Fall 2014

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Parkway Meeting Minutes: *Meeting Government Leaders*

ARPPS Executive Director Kris Lea met with local public leaders regarding the Parkway last month and here are her minutes from that meeting.

Meeting Government Leaders – at Phil Serna's Office, 9/24/14, 4-5pm

Present:

- Allen Warren, City Councilman, D2
- Phil Serna, County Supervisor, D1
- Navdeep S. Gill, Assistant County Executive Officer
- Paul G. Lake, Chief Deputy County Executive
- Jeff Leatherman, Director of Regional Parks
- Tony Perez, (retired) Deputy Director, Park Operations, Ca State Parks
- Kris Lea, Executive Director of ARPPS and Consultant

Genesis of this meeting: informal conversation between Bill Farrell (Woodlake Neighborhood Association) and Councilman Allen Warren, who stated the desire to begin a citizen task force.

Discussion Topic: Grassroots American River Parkway Taskforce

Summary: a small group of interest and community groups have met twice (8/28 & 9/24) to discuss how to improve the management of the American River Parkway.

There is much concern and frustration about the impact of illegal camping and perceived lack of County/City government coordination. (The final outcome of meeting #2 (9/24) was that the group want to focus energy/effort on the Lower American River

Parkway, (H Street bridge and west to the Confluence). (Shared powerpoint slide set used for Task Force discussion.)

This group is grassroots and as yet to define structure as a group or taskforce; however, all participants expressed a desire to continue meeting.

Response from government leaders:

- Improve communication and education about the positive things that are happening on the Lower American Parkway.
- Increased advocacy - would be helpful to hear from all the Parkway advocates (individuals and organizations) when the Board of Supervisors is deliberating its proposed (June) and final (September) budgets.
- Assist with event designed for cross functional conversation, education. (Kris provided vision of “River Talk” event, a 21st Century Town Hall style meeting. However, sensitivity needed....)

Next Step:

All to stay in touch with the goal of improved communication, collaboration and future planning for the Lower American River Parkway.

News: *ARPPS Annual Report & Parkway Ranger’s Reports*

Our fiscal year (October 1, 2013 to September 30, 2014) annual report is online at <http://www.arpps.org/annualreport.html>

Sacramento County is again, thankfully, and after about a year of no reports, posting monthly ranger reports, and those that are posted online are available at <http://www.regionalparks.saccounty.net/Rangers/Pages/Latest-Ranger-Activity-Data.aspx> .

This is the only documented way we have to keep track of what is going on with this crucial issue and report to you.

In 2013 only one brief report was filed, but starting in March of this year, six have been filed—March, April, May, June, July & August (as of this writing, 10/16/14)—and what they show is relatively good news, citing illegal camps and camps being removed, but, bad news, in that the illegal camps are being found further up the Parkway, as far as Madison Avenue & Winding Oak.

Mini-Essay: *Repurposing the North Sacramento/Cal Expo Parkway*

We have long known about the danger for visitors to the North Sacramento/Cal Expo area of the American River Parkway and that poses a question:

How long has it been that dangerous?

According to this entry from the *Sacramento Bee's* data base of death row inmates from Sacramento, it has been dangerous since at least 1981.

Larry Junior Webster, 62
Sacramento County,
Date of offense: Aug. 30, 1981
Date of death sentence: June 9, 1983

Webster, a transient who lived along the American River and led a band of four men who committed a series of robberies, was convicted in the stabbing death of Charles W. Burke, 36. Webster met Burke at a gas station and lured him to his camp at Discovery Park, where he stabbed him 25 times, then buried him and fled in Burke's 1967 Chrysler.

Webster, a decorated Vietnam War veteran who had won the Bronze Star, later appealed to the U.S. Supreme Court, claiming he suffered from post-traumatic stress because of his experience in the war. The court rejected the claim.

Retrieved September 7, 2014 from
<http://www.sacbee.com/2011/03/31/3518978/death-row-inmates.html>

Since 1981, tragically, a major purpose of the North Sacramento/Cal Expo area of the Parkway has been providing hidden and illegal camping sites for the homeless.

It has served this purpose very well with estimates that there are between 300-400 people camping in the North Sacramento/Cal Expo area of the Parkway.

In the past, one of the major reasons that has been put forth for not aggressively tackling this problem has been the obvious truth that we will never really solve the problem of homelessness, and local homeless have to go somewhere.

Our position has always been that solving the problem of homelessness is not the issue. The issue is protecting the public who want to use the American River Parkway safely and recreate there with their families.

A couple of years ago, after some very strong articles in local media concerning the level of illegal camping in the Parkway, and the devastation being done to one of the premier riverfront recreational areas in the country; Sacramento County—the manager of the Parkway—ensured the public that they would undertake a serious effort to remove the illegal camps.

And for some time, it appeared they were making some progress; even recent reports indicate there is still an effort to reclaim the Parkway for safe use by the adjacent communities.

As noted in this March 14, 2013 article from *Sacramento News & Review* rangers come across over a hundred illegal campers daily.

[Park Ranger] Henry and his colleagues will, on any given day, come across some 125 homeless men and women camped around the American River Parkway.

Retrieved September 7, 2014 from <http://www.newsreview.com/sacramento/cat-river-rat-game/content?oid=9295990>

This level of camping, which even after a couple of years of increased ranger activity, apparently hasn't been reduced, as noted by County Parks Director Jeff Leatherman in this July 7, 2014 story from KCRA News.

Leatherman said his rangers increased patrols for illegal campers a year and a half ago from four days a week to seven days a week.

However, he said, since then, the number of homeless people camping in the parkway has remained about the same.

Retrieved September 7, 2014 from <http://www.kcra.com/news/fire-reignites-debate-over-american-river-parkway/26834284>

Considering the closeness of a veritable mall of homeless services in the North 12th Street/Richards Blvd. area, which is just across the American River from the largest concentration of illegal homeless camps, and the assistance of some good lawyering by well-intentioned attorneys, the homeless encampments in the Parkway seem destined, at this point, to remain.

Unless however, public leadership determines a better purpose for that area of the Parkway, and regarding this, some time ago we suggested a nature center, which, based on the experience of Effie Yeaw Nature Center in the Carmichael area of the Parkway, promised an increase in legitimate activity which could possibly help resolve the illegitimate use.

Of course, further thought revealed that course to not be adequate for the task, as the space taken up by a nature center, would not nearly encompass the many acres now being used by the homeless for illegal camping.

We were also big supporters of the plans a few years ago to build the California Indian Heritage Center there; which made perfect sense as it would be close to the site of the historic major Indian village site, and would have encompassed about 50 acres, so a pretty good footprint.

Unfortunately, that project moved to the West Sacramento side of the Sacramento River, which was a real loss for the Parkway.

The concept we are now working with is a links golf course, which repurpose would encompass enough area for a positive change in the Lower Reach, which we announced in a recent Press Release.

PRESS RELEASE

For Immediate Release August 8, 2014 Sacramento, California

Links Golf on the Parkway

Local media has recently noted the synergy being created by the downtown Kings Arena and the potential downtown soccer arena as a major catalyst elevating Sacramento's long woeful downtown into a vital urban center.

This synergy portends downtown revitalization well beyond anything that has ever been in Sacramento. Additionally, the possibility of a links golf course in the Parkway's North Sacramento/Cal Expo area adds recreational diversity and increased utilization.

The construction of a links course in this area would virtually end the long-term and wide-spread illegal camping problem and the Parkway degradation caused by related Parkway fires, pollution, and crime.

Links golf courses are built with minimal disturbance of the underlying land, and a peek at the tragic photos taken by Bob Slobe after the most recent Parkway fires, see at <https://plus.google.com/photos/105011935601249535342/albums/6043945907271184689?banner=pwa&authkey=CI2Ntc2Bt--jzgE> reveal the links ready land underneath the burned out greenery.

As new downtown hotels and housing begin emerging from the arena building synergy, the ability to play golf along the American River and in view of the confluence with the Sacramento River, offers an experience for downtown and North Sacramento residents long enjoyed by upper Parkway residents at Ancil Hoffman and Campus Commons golf courses on the Parkway.

Besides the site itself, the beauty of a links course there is that the Parkway site is historic—the Niesnan Indian village of *Yamanepu* was located on a knoll on the north bank of the American River a bit east of the Sacramento River—and disturbing as little of the land as possible retains the historic contour of Sacramento's first residents.

**Organizational Leadership
American River Parkway Preservation Society
Sacramento, California
August 8, 2014**

Society Information

The American River Parkway Preservation Society is a 501 (c) (3) nonprofit organization. Donations are tax deductible to the fullest extent of the law. As a member, you will receive a monthly e-letter, quarterly newsletter, and periodic planning position papers.

Federal ID # 20-0238035

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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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- (1) Preserving the Parkway is not an option, it's a necessity.
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- (5) Regarding new Parkway usages, inclusion should be the operating principle rather than exclusion.
- (6) The suburban lifestyle—as surrounds the American River Parkway—which is imbued within the aspirational center of the *California Dream* and whose vision is woven into the heart of the *American Dream*, is a deeply loved way of life whose sustainability we all desire.

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American River Parkway Preservation Society Newsletter: Issue 45 – Winter 2014/2015

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Essay: The Rest of the Parkway

As that many of the problems on the Parkway—public safety, illegal camping, pollution—are centered in the North Sacramento/Cal Expo area of the Parkway, we spend a lot of our time on them.

However, there are some problems further up also and one of them needing attention is connected to the Parkway trail, generally referred to as the bike trail, which points out the problem.

During most weekends the trail becomes crowded and unsafe, which is why we have always advocated for a better trail layout and have found a model that looks very appropriate.

Here is what we wrote in our 2008 research report: *The American River Parkway: Recreation, Education and Sanctuary, A Vision and Policy Primer*

Trails

An issue that has long festered on the current trail arrangement in the Parkway is the lack of safe and enjoyable trail space for walkers and equestrians comparable

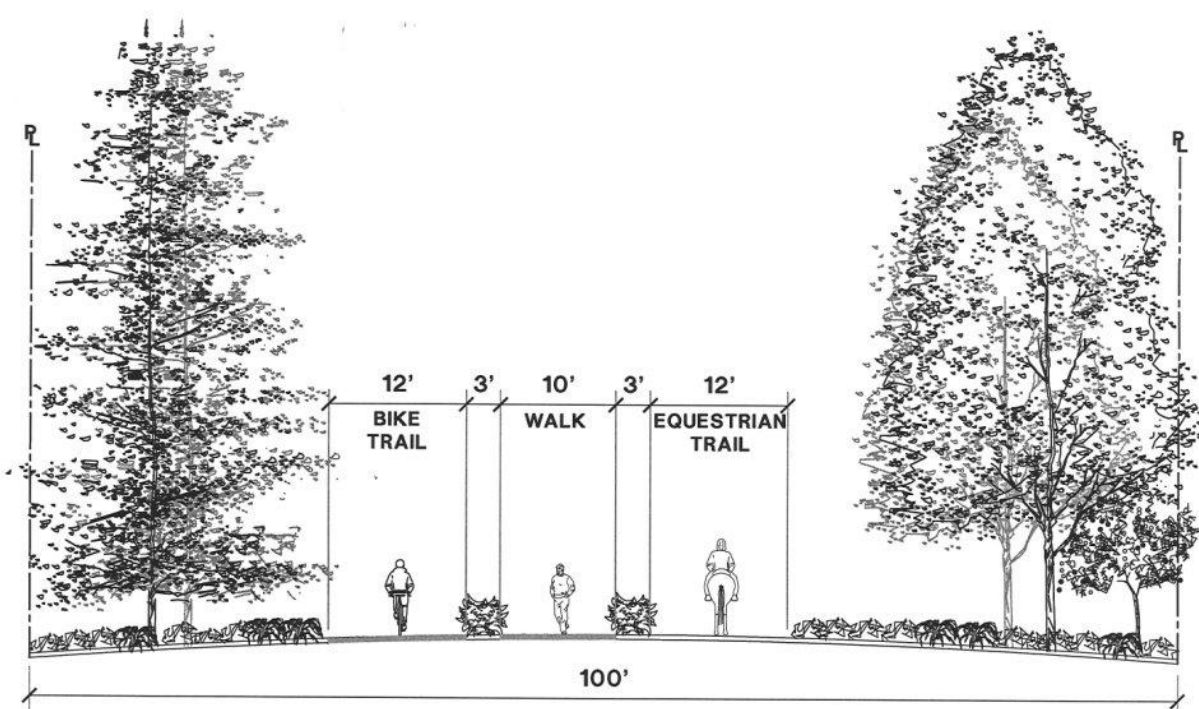
to the paved trail used predominantly by bike riders, who naturally feel it is their trail.

One good trail layout is that suggested by the *Central Valley Rails to Trails Foundation* and it is a good place to start discussions for the Parkway.

...Here is what they have come up with.

It is a trail space approximately 40 feet wide, with 12 feet for bikes, 3 feet of plantings, 10 feet for walkers, 3 feet of plantings, and 12 feet for horses.

Here is a drawing of it from their website.



PROPOSED TYPICAL TRAIL SECTION



Retrieved December 14, 2014 from <http://www.cvrtf.org/rail-corridor/map/>

There are many other improvements that would do wonders to ensure safety and better access for all of Parkway users.

Solar Trail Lights

Providing nighttime safety to walkers and bikers is a very good idea and solar powered led lights would make the transition relatively easy, though expensive.

One California company offering these, at about \$60,000 per 1,000 feet, is Irvine based Greenshine at <http://www.streetlights-solar.com/solar-park-lighting.html>

Pruning Overgrown Areas

Dense undergrowth, while providing good habitat for critters, unfortunately also provides good cover for illegal camping by the homeless, a major problem in our Parkway and one that is shifting from its traditional haunt in the North Sacramento/Cal Expo area further northeast.

As we can see in the Sacramento County Rangers Activity Report from September 2014, http://www.regionalparks.saccounty.net/Rangers/Documents/Sept_2014_Monthly_Report.pdf illegal camps were cited at mile 10, which is at Watt Avenue.

In the June 2014 report there are illegal homeless camps and garbage at Sunrise, <http://www.regionalparks.saccounty.net/Rangers/Documents/June%202014%20Monthly%20reports.pdf>

More Benches for Resting and River Viewing

The last time I went for a walk on the Parkway, I got tired after about a mile or so and looked in vain for a place to sit down and rest, not really wanting to park myself on the dirt.

Part of being a user friendly park is having a lot of park benches, and I know there are a few out there now but we need a lot more.

Horse Drawn Carriages

I can't think of anything more pleasant than slowly riding along the river in a horse drawn carriage, and it has been such an enjoyable experience wherever I have come across the option.

I haven't taken a ride in Old Sacramento but did take one last time I was in Coloma, California visiting the gold discovery site, and it was wonderful.

Miniature Train Rides

Another ride we took years ago when our daughter was young, and I still remember how much I enjoyed it; she was ecstatic.

VIA Magazine has a bunch of information on various miniature train rides around California's parks at <http://www.viamagazine.com/node/29124>

Horse Mounted Rangers

While the American River Parkway Volunteer Equestrian Trail Patrol, provides wonderful service around the Parkway, having some of the Parkway Rangers on horseback would add immeasurably to the Parkway's public safety and ambience.

Links Golf Course

We've mentioned this recently in a press release:

"Local media has recently noted the synergy being created by the downtown Kings Arena and the potential downtown soccer arena as a major catalyst elevating Sacramento's long woeful downtown into a vital urban center.

"This synergy portends downtown revitalization well beyond anything that has ever been in Sacramento. Additionally, the possibility of a links golf course in the Parkway's North Sacramento/Cal Expo area adds recreational diversity and increased utilization.

"The construction of a links course in this area would virtually end the long-term and wide-spread illegal camping problem and the Parkway degradation caused by related Parkway fires, pollution, and crime." Press Release online at <http://www.arpps.org/news.html>

All of these improvements cost money and the best way to raise this kind of money, based on our research, is to enter a public/private partnership between local government and a nonprofit organization, as has been done by our model for how to manage an urban park, the Central Park Conservancy.

Here is some historical information from their website:

Central Park Conservancy

On July 21, 1853, the New York State Legislature enacted into law the setting aside of more than 750 acres of land central to Manhattan Island to create America's first major landscaped public park; they would soon refer to it as "the Central Park." Frederick Law Olmsted and Calvert Vaux, the winners of the 1858 design competition for Central Park, along with other socially conscious reformers understood that the creation of a great public park would improve public health and contribute greatly to the formation of a civil society. Immediately, the success of Central Park fostered the urban park movement, one of the great hallmarks of democracy of nineteenth century America.

By the early twentieth century, vicissitudes of the social, political and economic climate threatened the fabric of the Park and caused its first serious decline.

Robert Moses, park commissioner from 1934 to 1960, received federal funding for the restoration of many eroded landscapes and crumbling structures, and embarked on massive public programming for the post-Depression populace. When he left office, however, there was no management strategy for maintaining those improvements or educating Park visitors in proper stewardship, and for the next two decades the second — and most devastating— decline took its toll on the fragile 843-acre Park.

Physically the Park was in a chronic state of decay. Meadows had become barren dustbowls; benches, lights, and playground equipment were broken, and the one-hundred-year-old infrastructure was crumbling. Socially, the Park bred a careless, even abusive attitude towards the Park evidenced by unchecked amounts of garbage, graffiti, and vandalism. Positive use had increasingly been displaced by illicit and illegal activity. The perception — and in many cases, the reality— of Central Park was of a lawless and dangerous ruin. Despite a workforce of over three hundred Parks Department employees assigned to Central Park, there was no accountability. New York City had abdicated their responsibility as Park stewards and, as a result, this national treasure became a national disgrace.

To help remedy this troubled situation, George Soros and Richard Gilder, under the aegis of the Central Park Community Fund, underwrote a management study of Central Park in 1974 by E.S. Savas, who was at that time the Columbia University School of Business, Professor of Public Systems Management. The groundbreaking study proposed that two important initiatives be implemented to ameliorate the conditions in Central Park: one, that a Chief Executive Officer be given "clear and unambiguous managerial authority" for all Park operations, and two, a Central Park Board of Guardians be created to oversee strategic planning and policy, thereby instituting private citizen involvement in their public park.

The study's first proposal resulted in the appointment in 1979 of Elizabeth "Betsy" Barlow (now Rogers), a Yale-educated urban planner and writer, who became the newly created Central Park administrator, charged with overseeing all aspects of the Park's daily operations, in essence the Chief Executive Officer recommended in the Savas study. For four years before her appointment, Betsy had been overseeing the Central Park Task Force's program for summer youth interns, eventually becoming the head of that small, private organization, financially separate from the City but existing under the aegis of the Parks Department.

Given her new official status and responsibilities as administrator, Betsy first conceived of and then helped to create a revolutionary public/private partnership with the support of then park commissioner Gordon Davis that would bring private monies and expertise in partnership with the City of New York to manage and restore Central Park. In 1980, the two most prominent private advocacy groups — the Central Park Task Force and the Central Park Community Fund — merged to become the Central Park Conservancy — the citizen-based Board of Guardians that the Savas study had essentially recommended.

Retrieved January 13, 2015 from <http://www.centralparknyc.org/about/history.html>

Sacramento is not New York and the Parkway is not Central Park, but Central Park is a vibrant center of a deeply urban area, as the Parkway is a vibrant center of a deeply suburban area; one advantage of which is the possibility of expanding the Parkway by buying adjoining land as it becomes available.

Expanding the Parkway through acquisition is not an ongoing strategy we can count on the County to accomplish as it has difficulty even meeting basic maintenance demands, but it is a strategy we can envision from a nonprofit in a public private partnership with the County.

Fortunately, the Parkway has a study that details those funding difficulties while offering some information for future needs, *American River Parkway Financial Needs Study Update* (2006) which can be found, along with the original *Financial Needs Study* report from 2000, and the 2008 *American River Parkway Plan*, on the County Parks website at <http://www.regionalparks.saccounty.net/Parks/Pages/ParkwayPlan.aspx>

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American River Parkway Preservation Society Newsletter: Issue 46 – Spring 2015

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Essay: The Ongoing Parkway Struggle: Illegal Camping

The Parkway, our community, and indeed, the entire nation, has been struggling with the issue of homelessness for decades and if anything, homelessness appears to be more

entrenched than ever as the work of homeless advocates and the support of a compassionate public continues to expand the legal rights of the homeless in an attempt to help the homeless move into housing.

The Housing First strategy, where the chronic homeless are first moved into housing, then, once they are settled into a modicum of stability, services to help them further are brought to play.

Wikipedia notes the founding efforts:

In Los Angeles, California in 1988, the "Housing First" Program at PATH Beyond Shelter was launched by Tanya Tull in response to a sharp increase in the number of homeless families with children. In 1992 Dr. Sam Tsemberis, a faculty member of the Department of Psychiatry of the New York University School of Medicine, founded Pathways to Housing in New York City. Housing First for the chronically homeless is premised on the notion that housing is a basic human right, and so should not be denied to anyone, even if they are abusing alcohol or other substances. The Housing First model, thus, is philosophically in contrast to models that require the homeless to abjure substance-abuse and seek treatment in exchange for housing.

Retrieved April 10, 2015 from http://en.wikipedia.org/wiki/Housing_first

PATH Beyond Shelter was the first to offer this approach, which they describe on their website:

PATH Beyond Shelter is a non-profit organization founded in 1988 in response to increasing numbers of homeless families in Los Angeles and the need for a more comprehensive approach to serving them. At the time, the agency's Housing First approach introduced a dramatic innovation in addressing family homelessness by changing the focus of programs from providing services in homeless shelters to directly assisting families to return to permanent housing as quickly as possible, and then delivering the services normally provided in shelters once families were housed.

Retrieved April 10, 2015 from <http://www.epath.org/site/PATHBeyondShelter/what-is-path-beyond-shelter.html>

This is a strategy we support after researching the efforts of the New York program, Pathways to Housing, whose outcomes they describe on their website:

Housing First Outcomes

The Pathways model has been remarkably successful in ending chronic homelessness. Since its founding, housing retention rates have remained at 85 – 90 percent even among individuals who have not succeeded in other programs. Not only is Housing First effective at keeping people housed and working toward

recovery, it has also proven to be incredibly cost-effective. Providing homes and support services to the chronically homeless costs less than the expensive cycling through of emergency rooms, shelters, jails, and psychiatric hospitals.

Retrieved April 10, 2015 from <https://pathwaystohousing.org/housing-first-model>

As we have always seen the wide-spread and long-lasting illegal camping by the homeless in the Parkway as one of the most serious problems impacting the Parkway, we addressed it in our first research report in 2005, two years after our 2003 founding.

Homeless Programs That Work

The chronic homeless, those who camp along the Parkway, are described by Jensen (2005) as:

The U.S. Department of Housing and Urban Development defines chronic homelessness as a single adult with a disabling condition who has either been continuously homeless for a year or more or has had at least four episodes of homelessness in the past three years. (A "disabling condition" can be a substance-use disorder, a mental illness, or a physical illness or disability.) (p. 8)

One of the most successful programs helping the chronic homeless has been Pathways to Housing in New York.

Pathways to Housing, which since 1992 has had an 85% success rate, is described by the New York State Office of Mental Health (NYMH) (2005):

Pathways offers a wide variety of intensive support services based on the Assertive Community Treatment (ACT) model. Involvement with supported services is voluntary and varies in frequency and quantity, depending on the tenant's individual wants and needs.

Pathways successfully engages and houses a segment of the homeless population often described as "treatment resistant" or "not housing ready" by other programs. It concentrates on people who have been turned away from other housing programs because they refuse or are unable to participate in treatment, refuse or are unable to maintain sobriety, have histories of violence or incarceration, or have other personality or behavioral problems. (n.p.)

The Assertive Community Treatment Association (ACT) (2005) defines Assertive Community Treatment as: "[It] is a team treatment approach designed to provide comprehensive, community-based psychiatric treatment, rehabilitation, and support to persons with serious and persistent mental illness such as schizophrenia." (n.p.)

Pathways has been created by the social entrepreneurship of its founder, who understands that seemingly intractable problems can be solved by clients discovering their ability to first help themselves and then others.

As NYMH (2005) notes: “Approximately half of the program’s staff are in recovery from either substance abuse or psychiatric disability, or were homeless themselves.” (n.p.)

Retrieved April 10, 2015 from <http://www.arpps.org/report.pdf> (pp. 30-31)

Currently, in our area, there is an effort to decriminalize homelessness, and those efforts are reported by this April 9, 2015 story from *Sacramento News & Review*.

The illegal-camping ordinance debate was part of a larger homelessness discussion this week at City Hall. And, depending where you sat, the glass was either half empty or half full.

On one end of the debate were local poverty activists. They’re not happy with the city’s efforts to get people into housing.

Meanwhile, on the other end are local electeds and homelessness advocates. Their goal is to educate these relentless activists on the programs that the city and county recently have implemented. They also want to bring activists to the table. But they don’t yet want to discuss a repeal of any laws that allegedly criminalize homeless people.

Retrieved April 10, 2015 from <https://www.newsreview.com/sacramento/no-silver-bullets/content?oid=16698177>

March, 2015 E Letter: Illegal Camping In Parkway

Based on the figures from the past 11 months (12/14 through 2/15) of Parkway Rangers Reports (Available at <http://www.regionalparks.saccounty.net/Rangers/Pages/Latest-Ranger-Activity-Data.aspx>) it is clear that illegal camping by the homeless is growing much further and in greater numbers up the Parkway from its traditional site in North Sacramento.

Examining all of the Parkway Ranger Reports since March of 2014, the following statistics about illegal camping by the homeless are revealed.

Illegal Camps Occupied & Cited: 720 (Primarily North Sacramento Locations)
48 Hours Notice to Vacate: 284
Camps Cleaned & Removed: 217

Other Locations & How Many () Illegal Camps:

Steelhead Creek/Silver Eagle Way (1);
Sunrise (4);
Lower Sunrise (1);
Gristmill (3);
Paradise (2);
Campers in Boats (2);
Mile 4 (1);
Mile 1.5 (3);
Dry Creek (13);
Riverwood (1);
Madison Avenue/Winding Oak (1);
Jensen Park (1);
Sutter's Landing (2)
Campus Commons (1);
Watt Avenue & Mira Del Rio (1);
Mile 7 (2);
El Manto (1);
Haggin Oaks (1);
Camp with aggressive dog Mile 10 (1);
Folsom South Canal (1);
Near Soil Born Farm (2);
Riverbend (3);
Mayhew Drain, Island (1);
Howe (1);
Twin Rivers Trail (1);
Cal Expo (1);
20th & C (1);
Island at Rio Bravo (2);
Mile 15 (1);
Rossmoor (2).

Homeless Trashing Areas: Sara Park; Sunrise; El Manto

One way to help Sacramento County Park Rangers address this issue is to have Parkway users who see illegal camps during their Parkway visits, have an expeditious method of reporting them.

Since most folks using the Parkway usually have their cell phones with them, we propose the County establish a dedicated cell phone number that Parkway users can text and send photos of campsites and publicize this phone number at all entrances to the Parkway.

Sacramento County Park Director's Response to ARPPS letter

After receiving our March E Letter, Jeffrey R. Leatherman, County Parks Director, sent ARPPS these existing methods of reporting Parkway issues, including illegal camping.

“Here are a few of the ways visitors can report non-emergency issues to the Department. For emergencies all park visitors should contact 9-1-1 for immediate response from law enforcement and safety personnel.

“<http://www.regionalparks.saccounty.net/Pages/default.aspx> The Oak Leaf is located on the home page of the Department's web site and provides an option to report illegal camps by description, gps location and map attachments. In addition users can upload photos to the report.

“916-875-7275 (875-PARK) our office phone is staffed during normal business hours Monday-Friday and on Saturdays in the summer starting in April. Community members can call the office to file a report with the Rangers.

“ <http://www.311.saccounty.net/Pages/Default.aspx> Sacramento County 311 is a phone, web and app based system that the community can use to report issues to any County department including illegal camping. We are currently working with the contractor to refine the phone app so that I can be used along the Parkway in the cities of Sacramento and Rancho Cordova.

“<http://www.regionalparks.saccounty.net/Rangers/Documents/Ranger%20Stewardship%20Program%202014%20body%20copy.pdf> The Ranger Stewardship program is an additional program that creates partnerships between local homeowners and community organizations who focus on a particular area of the Parkway or other Regional Park Facilities. The Rangers assigned to specific areas of the Parkway are responsible for coordinating community outreach and responses to safety and law enforcement concerns.”

Email from Jeffrey R. Leatherman to David H. Lukenbill, March 2, 2015

Society Information

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Federal ID # 20-0238035

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- (1) Preserving the Parkway is not an option, it's a necessity.
- (2) What's good for the salmon is good for the river.
- (3) Regarding illegal camping by the homeless in the North Sacramento area of the Parkway, social and environmental justice call upon us to help the poor and distressed person but not at the expense of the adjacent community to visit the Parkway safely.
- (4) If it can be seen from the Parkway, it shouldn't be built along the Parkway.
- (5) Regarding new Parkway usages, inclusion should be the operating principle rather than exclusion.
- (6) The suburban lifestyle—as surrounds the American River Parkway—which is imbued within the aspirational center of the *California Dream* and whose vision is woven into the heart of the *American Dream*, is a deeply loved way of life whose sustainability we all desire.

The Society depends solely on its membership to continue our advocacy to preserve the Parkway in perpetuity, and we deeply appreciate any additional financial support you can provide, or by encouraging others to become members. Thank You!

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American River Parkway Preservation Society Newsletter: Issue 47 – Summer 2015

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Essay: *The Policy Voice of the Parkway*

Our organization has always seen itself as the policy voice of the Parkway. Other Parkway advocacy organizations—all of whom are doing great work—focus on specific issues like natural history, environmental and regulatory oversight, and volunteer clean-up

But policy is what we do as noted in our first open letter to the community:

American River Parkway Preservation Society

September 29, 2003

AN OPEN LETTER TO THE COMMUNITY

The Parkway is in deep trouble and you can help us restore and preserve it.

The American River Parkway is one of the most beautiful, accessible parks in the nation. Over 4,000 acres of river bordering land, meadows, bluffs, granite outcroppings, forests, thickets, horse and bike trails, picnic areas, a nature center, secret islands and gentle rafting rapids in the river running through it, all nestled within a growing community of 1.5 million people. **It is the great natural commons in the center of our community.**

Over the past several years I have been involved in many Parkway related efforts, including the Sacramento History & Science Commission, as President of the Board of the American River Natural History Association, co-chair of the American River Parkway Committee of the North Sacramento Chamber of Commerce, member of the County Parks Department's American River Parkway Advisory Group, member of the Parkway Plan Update Focus Group for Adjacent neighborhoods; and what I have learned has troubled me deeply. I think it will trouble you also. Bear with me a bit as I outline why I think this wonderful resource of ours is in great trouble and suggest approaches to preserve it.

The critical issues facing the Parkway are:

- *Continuing depletion of public funding to provide vital ongoing maintenance, facility repair, law enforcement presence, invasive plant management, and fully restore a sense of safety for those using our priceless public resource.*

Our Approach: This is not a new problem, nor is it going to go away any time soon. Years of deferred maintenance have deeply damaged the Parkway, and without the development of alternative funding and management structures, it will continue to deteriorate. We will work with nonprofit organizations, universities, businesses, neighborhood associations, government entities, and churches to develop alternatives to maintain and preserve the Parkway. **Our Guiding Principle: Preserving the Parkway is not an option, it's a necessity.**

- *Continuing pressure on the river, whether through flooding, illegal sewage discharge, or taking water for new development, hurts the salmon and other aquatic life.*
Our Approach: People want to live in Northern California, so it is not surprising that development continues at record levels. Each new city in our area brings new pressure for growth, more opportunity for sewage accidents, and more potential harm to the salmon. We will approach government, at all levels, to seek concrete solutions, and encourage them to increase their commitment to improving river water quality and preserving the Parkway. **Our Guiding Principle: What's good for the salmon is good for the river.**
- *Continuing habitat devastation, fires, and pollution from widespread illegal camping by the homeless, primarily in the North Sacramento area of the Parkway.*
Our Approach: The dignity of the human person, including the poor and distressed, must be respected, but the dignity of the poor and distressed community must also be respected. We will collaborate with homeless advocacy organizations, local government entities, businesses, churches, universities, and neighborhood associations to seek grant funding to build more nature centers on the Parkway, and provide Parkway maintenance jobs to the homeless. **Our Guiding Principle: Social and environmental justice calls upon us to help the poor and distressed person and the poor and distressed community.**

[A few years later we updated this principle for clarity and it now says: **Our Guiding Principle: Regarding illegal camping by the homeless in the North Sacramento area of the Parkway: Social and environmental justice calls upon us to help the poor and distressed person but not at the expense of the adjacent community to visit the Parkway safely.**]

- *Continuing development pressure to build large homes along the Parkway edges, intruding on the view space, and encroaching into the commons.*
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 commons, destroying the sense of being embraced by nature that is the essential Parkway experience. We will work to ensure that the American River Parkway Management Plan will include restrictions against visually intrusive construction that are clear and irrevocable. **Our Guiding Principle: If it can be seen from the Parkway, it shouldn't be built along the Parkway.**

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

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

On behalf of the Society, I would like you to consider joining with us and help us preserve the wonderful naturel legacy of the American River Parkway,

Sincerely,

David H. Lukenbill, President

American River Parkway Preservation Society

From that point on, our focus has been on policies that would preserve, protect and strengthen the entire Parkway.

Very early, we identified one of the major threats confronting the entire Parkway to be the illegal camping by the homeless in the North Sacramento/Cal Expo area of the Parkway.

As our advocacy—and that of those at ground zero, the Woodlake Neighborhood Association and the North Sacramento Chamber of Commerce—around resolving that issue spurred action that, while often vigorous at the beginning, has frittered away to pretty much a maintaining of the status quo.

Illegal camps are cited and removed, but done at such a pace that the continued illegal camping remains at past levels, with 100 to 200 illegal campers in the Parkway at any given night.

As noted in recent Parkway Ranger reports, the problem has moved steadily up the river from its traditional North Sacramento location—still the most heavily impacted—to Howe Avenue bridge area, Soil Born Farm area, Ancil Hoffman Park area, and Sunrise Blvd. bridge locations.

Because of this continued growth and continued failure to substantially reduce the problem rather than just barely managing it, illegal camping remains a central focus of our organization, pretty much alone—sadly—among other Parkway advocacy organizations.

Illegal camping, as we have detailed in numerous newsletters, annual reports, and e letters, is a major problem for the Parkway at multiple levels: public safety, soil and water pollution, fires, crime in adjacent neighborhoods, and a reduction in legitimate usage of the Parkway in heavily infested illegal camping areas.

Seeing the Parkway, as Supervisor Phil Serna once mentioned, as a natural entity with no voice, encourages us to try and be that voice; examining the current issues impacting it and looking for future policies that resolve those.

Consequently, we have always sought out policies resolving the homeless issue that have shown success in other locations for use here, whether it is the San Francisco Matrix Program or Housing First in New York, both mentioned in our first research report in 2005:

Lower Reach Public Safety Policy Concepts

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

In accordance with that principle we would suggest the following policies:

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

a) Parkway Horse Rangers: Modeled after a program used at the Houston International Airport written about by Perlman (2005) where “equestrians who are granted permission to ride the 25 miles of trails in the area in exchange for helping airport security by keeping an eye out for suspicious activity.” (p.76) Perlman, E. (2005). American patrol: Public agencies are training citizens to provide an additional Layer of homeland security. *Governing*, 18(7), 76.

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

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

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

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

2) Safety with Compassion Program.

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

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

Walking down Market Street or up Powell Street, tourists and local citizens used to run a gauntlet of panhandlers, drunkards, drug addicts, and the mentally ill, who would line the sidewalks requesting (or demanding) money. Petty and serious street crimes were becoming commonplace in areas that were supposed to attract tourists. Union Square, surrounded by upscale stores in the heart of

downtown, was increasingly avoided by anyone who didn't want to run the risk of being panhandled into penury. Every downtown park was becoming the property of the indigent as they set up tents and makeshift shelters.

Amid growing complaints by city businesses, tourist groups, and members of the general public, Mayor Jordan started the Matrix Program, which offers the homeless a chance to obtain shelter and services but also treats them as adults, asking them to take responsibility for their own lives. The program's many opponents are upset because it reasserts the public's right to safe streets and a decent quality of life by actively enforcing public-nuisance laws. (Gaskin, R. L. (1994, September 12). Taking back the streets-San Francisco, California's ordinance to control the homeless. *National Review*.)

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

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

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

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

The American River Parkway Lower Reach Area: A Corroded Crown Jewel, Restoring the Luster, A Conceptual & Policy Primer (pp. 39-42) Retrieved June 26, 2015 from <http://www.arpps.org/report.pdf>

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