

American River Parkway Preservation Society
Annual Organizational Report
October 1, 2015- September 30, 2016

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

President

Michael Rushford, President
Criminal Justice Legal Foundation

Vice President/Secretary

Pete Bontadelli, Project Director/Consultant
Analytical Environmental Services

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

Borrowing from Dickens, last year was possibly the best of times and the worst of times for the American River Parkway.

It was the worst of times because of the increasing and deadly reverberations of the, as yet, unrestrained illegal camping in the Parkway which has grown way beyond the ground zero of the North Sacramento/Cal Expo area, and, in that ground zero area, arguably produced the greatest destruction of habitat—through fire and pollution—in the Parkway since its inception.

It was the best of times due to the exuberant development of downtown led by the truly beautiful, delightful arena and the surrounding development it is inspiring, which appears on the verge of actually making downtown as pivotal to the region as it once was; which will inevitably lead to riverfront and Parkway enhancement.

We are fortunate in that there are great visions of such enhancement already sketched out such as Gold Rush Park <https://www.facebook.com/GoldRushPark> , Sutter's Landing Park <http://www.sutterslandingpark.org/> as well as our idea of a Links Golf Course <http://arpps.org/news.html> (go to the August 8, 2014 Press Release).

Also, the recent creation of a Lower American River Conservancy Program http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB1716 while not changing the serious problem of ineffective Parkway management, may—which we say with some reservation—actually promise some change for the good.

Embracing the best, while acknowledging the maybe and the worst, it is surely time to feel pretty good about Sacramento and hope that feeling pretty good about the Parkway can soon follow.

Public Communication & Education

Weblog

ARPPS maintains a daily weblog at <http://riverparkwayblog.wordpress.com/> and during our program year, from October 1, 2015 to September 30, 2016 we posted 181 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

No meetings this year with public leaders.

Support Letters

Letter to Jeff Leatherman, County Parks Director, Establish Mobile Phone Number for Reporting Illegal Homeless Camps in Parkway, Sent March 1, 2015

We expressed qualified support this year via e-letter and our blog for the new state legislation which created the Lower American River Conservancy Program.

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
July 13, 2015**

Contact Information

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American River Parkway Preservation Society

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PRESS RELEASE

For Immediate Release March 15, 2016 Sacramento, California

Parkway Conservancy & National Heritage Area

Sacramento County officially supported the idea of legislation for a new state conservancy to govern the American River Parkway in a meeting February 23, 2016.

While our organization is concerned about the loss of control by local government—the proposed conservancy has 15 seats on the governing board with 9 of them state officials or state appointees—this new effort could turn out to be an improvement (almost anything would be at this point) and we wish it the best.

Keeping it local, we would favor a local independent nonprofit organization under the governance of a Joint Powers Authority of Sacramento County, the cities of Sacramento, Rancho Cordova, and Folsom, along with public members.

However, as the urge is apparently to go big; rather than partnering with the state a much more fruitful strategy would be working for National Heritage Area status, as described from their website:

“National Heritage Areas (NHAs) are designated by Congress as places where natural, cultural, and historic resources combine to form a cohesive, nationally important landscape. Through their resources, NHAs tell nationally important stories that celebrate our nation's diverse heritage. NHAs are lived-in landscapes. Consequently, NHA entities collaborate with communities to determine how to make heritage relevant to local interests and needs.

“NHAs are a grassroots, community-driven approach to heritage conservation and economic development. Through public-private partnerships, NHA entities support historic preservation, natural resource conservation, recreation, heritage tourism, and educational projects. Leveraging funds and long-term support for projects, NHA partnerships foster pride of place and an enduring stewardship ethic.

The National Heritage Area Program

“NHAs further the mission of the National Park Service (NPS) by fostering community stewardship of our nation's heritage. The NHA program, which currently includes 49 heritage areas, is administered by NPS coordinators in Washington DC and six regional offices - Anchorage, Oakland, Denver, Omaha, Philadelphia, and Atlanta - as well as park unit staff.

“NHAs are not national park units. Rather, NPS partners with, provides technical assistance, and distributes matching federal funds from Congress to NHA entities. NPS does not assume ownership of land inside heritage areas or impose land use controls.”

Retrieved March 13, 2016 from <http://www.nps.gov/heritageareas/FAQ/>

The legendary California Gold Rush arising from within the historic American River Watershed culminating in the nationally recognized American River Parkway are truly within the parameters deserving consideration of National Heritage Area designation.

We have proffered one suggested name, *Rivers of Gold National Heritage Area*, which would encompass the American River Watershed, the gold discovery site at Coloma and the American River Parkway.

Working for National Heritage Area status is a strategy that we feel has great value for the preservation, protection and strengthening of the Parkway at a much higher level than that of a state conservancy.

We wrote about this in our 2007 research report online at <http://arpps.org/Report3-Governance.pdf>

Organizational Leadership
American River Parkway Preservation Society
Sacramento, California
March 15, 2016

Contact Information

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

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Articles Published

ARPPS Items Published in 2016 Articles

1) Woodlake Newsletter March April 2016 (Volume 24, Issue 2) page 3

AMERICAN RIVER PARKWAY PRESERVATION SOCIETY (ARPPS) by David Lukenbill, CFO & Senior Policy Director

The bottom line is that the Parkway needs help; more money, more rangers, more enforcement of illegal camping, and a general strengthening of the existing physical assets.

With Sacramento County officially supporting the idea of a new state conservancy to govern the Parkway, our organization has some concern about the loss of control by local government—the proposed conservancy has 15 seats on the governing board with nine of them state officials or state appointees. We still favor an independent nonprofit organization under the governance of a Joint Powers Authority of Sacramento County, the cities of Sacramento, Rancho Cordova, and Folsom, along with public members. However, this new effort could possibly turn out to be an improvement, and we wish it all the best.

The nonprofit American River Parkway Conservancy, a former board member of ARPPS founded, has been tabled as a result of this, though we are heartened that this effort might have spurred the response from the county and state.

2) Woodlake Newsletter May/June 2016 (Volume 24, Issue 3) page 4

A Note Regarding Sacramento's Existing Tent City in the Parkway

The recent public discussion whether or not to allow a tent city to open in Sacramento for the homeless may strike Woodlake neighbors as incomprehensible given that a tent city exists in the Parkway next door to Woodlake and has for years. Parkway Rangers estimate 200-300 campers living in the Parkway on any given day, regardless of their efforts to remove the illegal camps.

At this point, whose fault that is, is not the issue. The issue is, how should you protect your families and properties from the related crime? Private security helps and Paladin provides that. The other would be electing a city council representative who is willing to take this issue head on until it is resolved. That possibility is still to be resolved.

From ARPPS's viewpoint, the depredation caused to the American River Parkway by illegal camping remains a major focus of our organization and we will continue to advocate for a solution; which we continue to believe is independent nonprofit management of the Parkway which would provide the dedicated daily management necessary to protect it. This type of management has not been forthcoming from Sacramento County for years, and the legislative creation of a state run Parkway Conservancy—while we wish them all the best—will probably result in more of the bureaucratic start and stop we have been witnessing all along. Too bad, as this is potentially, one of the most beautiful areas of the Parkway and deserves restoration and protection.

Letters to the Editor

Published in Sacramento Bee 8/4/16

<http://www.sacbee.com/opinion/letters-to-the-editor/article93556512.html>

American River Parkway tragedies

Unfortunately, this tragic story of one man's life and the loving attempt of family and friends to help, which sadly failed, eventually leading to his death while illegally camping in the American River Parkway, is a story that probably parallels some of the other homeless illegally camping in the parkway.

Stopping the illegal camping in the parkway once and for all, and establishing adequate services for the homeless, including those with mental health issues, is vital if we are to reduce the chance of this happening again.

David Lukenbill, American River Parkway Preservation Society, Sacramento

AMERICAN RIVER PARKWAY PRESERVATION SOCIETY FINANCIAL STATEMENT #13

October 1 2015 to September 30, 2016

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

Revenue

- 1. Contributions, gifts, grants, and similar amounts received \$2,228.53
- 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: cost 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).....\$2,228.53**

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.....\$1,225.00 (\$1,000.00, Capacity Building Consultant) (\$225.00 Web Services)
- 14. Occupancy [web], rent, utilities, and [web] maintenance \$0
- 15. Printing, publications, postage, and shipping \$348.55 (\$348.55 Postage)
- 16. Other expenses (describe) [Supplies, Meetings, Awards, Dues] \$494.20 (Meetings \$260.44) (Bank Fees \$36.00)(Parkway Blog Site Free of Advertising for one year \$30.00) (Two Years Web Hosting, \$167.76)
- 17. **Total Expenses (Add 10-16).....\$2030.14**
- 18. Excess or (deficit) for the year (Subtract 17 from 9) ..(\$198.39)
- 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 \$177.69
- 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 ..\$376.08

PART II Balance Sheets

- 22. Cash, savings, and investments \$376.08
- 23. Land and buildings \$0
- 24. Other assets (describe) \$0
- 25. **Total Assets.....\$376.08**
- 26. **Total Liabilities (describe) \$0**
- 27. **Net assets or fund balances (line 27 of column B must agree with line 21) \$376.08**

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 **314 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: **299 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 **698 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 #162, October 7, 2015

Kris Lea of ARPPS Creates New Parkway Conservancy

As you know, we have been calling for nonprofit management of the Parkway for many years due primarily to the long-term, widespread, and unresolved devastation caused by illegal camping.

In our 2005 research report, *The American River Parkway Lower Reach Area: A Corroded Crown Jewel; Restoring the Luster: A Conceptual and Policy Primer*, we wrote:

Community Vision

The initial and most important solution to consider is establishing a nonprofit conservancy to manage the Parkway.

This is an approach already being used successfully in other areas, as well as locally, for managing major parks and open space.

An American River Parkway Conservancy would be a public nonprofit 501 c (3) organization whose sole purpose would be to manage the Parkway and ensure its resources are preserved, protected, and strengthened for the enjoyment and use of the entire community.

The land would remain in public ownership, local governments would dedicate a set annual amount to it, preferably through a Joint Powers Authority, but much of the funding would come from the fundraising done by the conservancy.

Retrieved October 6, 2015 from <http://arpps.org/report.pdf> (p. 46)

On October 6, 2015 Kris Lea, ARPPS Vice President/Executive Director and President of a new 501 c (3) nonprofit: American River Parkway Conservancy, (ARPC) presented ARPC's formation and mission to the Sacramento County Board of Supervisors; video at <http://www.agendanet.saccounty.net/sirepub/mtgviewer.aspx?meetid=11571&doctype=AGENDA>

ARPC is online at <http://arpconservancy.org/> and will be adding more website content soon.

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

American River Parkway Preservation Society

E-Letter #163, November 6, 2015

The ARPPS Annual Organizational Report is posted to our website at
<http://www.arpps.org/annualreport.html>

Here is the Introduction:

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**

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

American River Parkway Preservation Society

E-Letter #164, December 9, 2015

Fish Ladder on Folsom Dam?

I have no idea how feasible the idea of a fish ladder at Folsom Dam is, but the idea came from a recent *Auburn Journal* article which said:

“According to NOAA records, Folsom Dam originally had a fish ladder installed, but it was washed out by a flood in 1949 and sadly was never rebuilt. The builders knew fish passage over the dam would be necessary to preserve salmon and steelhead, but the need has been buried and ignored for over half a century.

“Fish ladders or some counterparts like fish elevators or fish pipelines over Folsom Dam and the North Fork Dam on the North Fork of American River would help reopen the dams now blocking natural passage for the fish.

“Such changes would allow fish to spawn naturally in their natural habitat, which once extended to the crest of the Sierra. So doing will be a natural adjunct to the current management method of artificially spawning the fish at the Nimbus Fish Hatchery, which is manually squeezing out the eggs from females and milt from the males and hand mixing the fertilizing agents in a bucket.”

Retrieved December 9, 2015 from
<http://www.auburnjournal.com/article/11/14/15/another-view-vision-bring-salmon-over-folsom-dam>

That was followed by this letter, also in the *Auburn Journal*.

“Historically, on the American River, before mining and man-made impediments, salmon ran as far as Salmon Falls on the South fork and great distances up the north and middle forks. With a fish ladder, salmon would have that access again and, most importantly, to water that’s going to be cooler most seasons than flows in the lower river.

“And if the salmon have access to water that is more consistently ideal for spawning (and for young fish the following season) then potentially, Folsom Lake would not need to be drained as drastically as this year in order to maintain optimal temperatures in the lower river.

“While it may cost millions to construct, over the long-term a fish ladder has the potential to save millions more. As a sport fisherman who grew up in the northwest, good, well-managed fish ladders work. I love this idea. All sportsmen should.”

Retrieved December 9, 2015 from
<http://www.auburnjournal.com/article/11/18/15/reader-input-fish-ladder-would-be-long-term-savings>

I love the idea also.

Have a Merry Christmas and a Happy New Year Everybody!

**Organizational Leadership
American River Parkway Preservation Society
Sacramento, California
December 9, 2015**

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

[American River Parkway Preservation Society](#)

[E-Letter #165, January 7, 2016](#)

Building Dams for Water Storage

The December 26, 2015 Editorial in the *Sacramento Bee*, **California needs to invest in Sites reservoir**, <http://www.sacbee.com/opinion/editorials/article51406055.html> was a welcome addition to the long discussion about the need for more dams in California.

The noted benefits—which are applicable to all dams—are, as the editorial notes:

“It would deliver benefits statewide by increasing water supply and, with proper management, providing versatility in water delivery for farms, cities and much-needed groundwater recharge. One of the more promising aspects of Sites is that a bloc of water would be allocated to the environment.”

The editorial also notes the cost effectiveness and having no negative impact on salmon.

“Constructing Sites would cost \$3 billion to \$4 billion, only a portion of which would be covered by the water bond. Other financing would come from people who benefit: farmers in the Sacramento Valley, farmers and cities south of the Sacramento-San Joaquin Delta.

“Congress should help pay, as should environmental organizations. Proper operation of the reservoir would have downstream benefits for the Delta, waterfowl habitat and for fisheries.

“In considering Sites, cost effectiveness will weigh heavily as the commission seeks to get the biggest bang for 2.7 billion bucks earmarked for increased water storage. Sites would compete with other storage plans, including a Temperance Flat reservoir north of Fresno on the Upper San Joaquin River.

“Sites would provide a relatively modest amount of water to the state’s system. During summer months, about 500,000 acre-feet of water from Sites would be available for Northern California farmers, for transfers south and for projects to recharge depleted aquifers. By comparison, Shasta Lake holds 5.5 million acre-feet; Folsom Lake holds nearly 1 million acre-feet, less than Sites.

“But helping to tip the scale in favor of Sites, the reservoir would not require a dam on a river, and thus would not impede fish migration. Dams on rivers separate salmon from spawning grounds and have led to plummeting populations of the iconic fish.”

At capacity Sites would hold 1.8 million acre feet. By comparison Lake Shasta holds 5.5 million acre feet and Folsom Lake holds just under 1 million acre feet.

The big news here, of course, is that some local media has apparently come around to supporting building dams for water storage, and that is very good news.

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

American River Parkway Preservation Society

E-Letter #166, February 8, 2016

As reported in the *Sacramento Bee*, legislation is being introduced that would create a state conservancy for the Parkway.

While the elements of more money and more representative leadership on the board are good, the aspect that essentially gives the state more control over the Parkway is not so good.

Maintaining local control is crucial and our strategy of a nonprofit conservancy providing management control under the governance of a Joint Powers Authority with representatives from each city adjacent to the Parkway as well as the County with a major focus on raising money philanthropically is a much better strategy.

Details can be read from our 2007 Research Report on our website at <http://arpps.org/Report3-Governance.pdf> (pp. 9-16)

An excerpt from the *Sacramento Bee* article.

The American River Parkway could receive millions in additional state funding under legislation introduced by Sacramento area lawmakers.

Assembly Bill 1716 would create a Lower American River Conservancy with a 12-member governing board. The conservancy would seek more state funds for habitat and water-quality improvements and recreational amenities such as trails.

Assemblymen Kevin McCarty, D-Sacramento, and Ken Cooley, D-Rancho Cordova, who represent sections of the parkway, introduced the bill this week and announced the plan Thursday at Discovery Park.

The parkway, a 30-mile urban forest, serves as a natural habitat and major recreation area that courses from the eastern Sacramento County suburbs to the central city. The conservancy would not cover the parkway from the Nimbus Fish Hatchery to the Folsom Dam, a section managed by the state.

Of the \$760 million in state funds for river improvements in the last two decades, only \$3 million has gone to the lower American River, McCarty said; \$660 million of that money has gone to rivers with conservancies, he said.

Sacramento County supervisors have offered general support for the proposal, noting that they perennially lack the funds needed to maintain or improve the parkway. Sacramento County created the parkway and is responsible for the section from the central city to the dam.

The conservancy board would have three county supervisors, two Sacramento City Council members, a Rancho Cordova City Council member, five officials representing state agencies and a member of the public. According to the bill, Sacramento County would remain in control of the parkway.

Retrieved February 3, 2016 from
<http://www.sacbee.com/news/local/article57172288.html>

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

American River Parkway Preservation Society

E-Letter #167, March 7, 2016

New Parkway Conservancy

Sacramento County officially supported the idea of a new state conservancy to govern the Parkway in a meeting last month.

Our organization has some concern about the loss of control by local government—the proposed conservancy has 15 seats on the governing board with 9 of them state officials or state appointees.

We still favor an independent nonprofit organization under the governance of a Joint Powers Authority of Sacramento County, the cities of Sacramento, Rancho Cordova, and Folsom, along with public members.

However, this new effort could possibly turn out to be an improvement, and we wish it all the best.

A copy of the bill is at
http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB1716

The nonprofit Parkway Conservancy a former board member of ARPPS founded has been tabled as a result of this, though we are heartened that this effort might have spurred the response from the county and state.

The bottom line is that the Parkway needs help; more money, more rangers, more enforcement of illegal camping, and a general strengthening of the existing physical assets.

Here is an excerpt from Sacramento County News release about their approval.

“Today, the Sacramento County Board of Supervisors voted to sponsor California State Assembly Bill (AB) 1716, the Lower American River Conservancy Act. The bill, coauthored by Assembly members Kevin McCarty and Ken Cooley, would create a state conservancy with the goal to enhance and protect the American River Parkway in Sacramento County. The American River Parkway is the “jewel” of the Sacramento region and features the renowned Jedediah Smith Memorial multi-use trail.

“The American River Parkway is a vital local resource of statewide significance with over 8 million visitors annually,” said Supervisor Roberta MacGlashan, Chair of the Sacramento County Board of Supervisors. “AB 1716 puts the Parkway in a position to receive additional financial resources for projects and programs that would enhance this resource.”

“The establishment of the Lower American River Conservancy would provide a state partner to work cooperatively with local agencies, particularly Sacramento County, and nonprofit organizations to help fund projects and provide grants to restore, protect, and enhance public access to the American River Parkway’s natural, recreational, educational, and cultural resources.

“AB 1716 highlights the valuable natural resources of the American River Parkway for our community and prioritizes protection and enhancement needs, which have been impacted by drought and fire,” said Supervisor Phil Serna, District 1.

“Sacramento County’s support of AB 1716 focuses on three important priorities:

- Ensuring that the legislation serves and supports the American River Parkway Plan
- Highlighting opportunities to support and protect the natural and recreation values of the American River Parkway
- Ensuring that the legislation continues to promote local control and management of the American River Parkway

“The Sacramento County Department of Regional Parks and the office of Governmental Relations and Legislation will work closely with the bill’s authors as it moves through the legislative process to ensure that the County’s priorities remain intact.

“This bill is an important opportunity to positively support a vital local resource, while recognizing Sacramento County’s dedication to and management of the Parkway,” said Supervisor Susan Peters, District 3.”

- See more at: <http://www.saccounty.net/news/latest-news/Pages/Park-Conservancy.aspx#sthash.RN4nZnke.dpuf>

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

American River Parkway Preservation Society

E-Letter #168, April 7, 2016

A couple of blog posts from March 11 and March 14

Posted on March 14, 2016

Build Auburn Dam

Last month a great letter to the editor from ARPPS President, was published in the ***Sacramento Bee***.

Here it is.

We should have built Auburn dam

Californians have cause to be disgusted by the current release of millions of gallons of water from Folsom Lake for flood protection after several years of drought.

Those of us who obeyed Gov. Jerry Brown, and others, let our lawns and gardens die, changed bathing habits and reduced the flushing of toilets. Now we watch enough water to fill our lakes several times roar down spillways and flow into the ocean.

Would that our leaders had the foresight, a few decades ago, to have pushed for the construction of the Auburn dam to provide more than a million acre-feet of storage upstream of Folsom Dam. Then we would not need to drain a lake which for years has been unable to hold enough water to protect us from floods and serve the people who live and work here.

Michael Rushford,

Posted on March 11, 2016

300-400 Hundred Illegal Camping in Parkway

This article from the *Sacramento Bee*, estimating 200 illegal campers fleeing the rising American River, validates, again, sadly, the historic estimate of 300-400 homeless illegally camping in the American River Parkway at any given time, a situation that has been incredibly destructive for the Parkway.

An excerpt.

“After years of drought, the Sacramento region’s rivers Wednesday were flush with water as a result of recent storms and increased water releases from Folsom Dam.

“The rising water levels sent an estimated 200 homeless campers along the American River scrambling for higher ground. Over the past few days, Sacramento County park rangers have warned campers to move, while a Sacramento police helicopter broadcast the same message from the sky.

“I don’t know what I’m going to do,” Ann McCallops said while sipping a cup of coffee next to a chain-link fence bordering Interstate 5 at Discovery Park.

“McCallops was camped under a bridge next to the river with her husband, but she said rangers told them to leave early Wednesday.

“Homeless people have long lived on the American River Parkway and in other wooded areas, but the drought opened up new opportunities to establish camps as waters receded to historic lows. Homeless camper Will Henkins said many opt to live as close as possible to the river so they aren’t disturbed by park rangers.

“That’s the only place we can hide from the rangers,” he said. “Out of sight and out of mind. If they don’t see us, they won’t bother us.”

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

American River Parkway Preservation Society

E-Letter #169, May 9, 2016

Homeless Option

Now that the city seems to be addressing the homeless situation in a serious manner, I wanted to resubmit our press release of last September for consideration.

At the present time, the discussion around helping the homeless appears to be whether to allow a tent city or not.

The discussion might be more fruitful if Sacramento's public leadership considers developing an approach that focuses in two ways: helping the homeless immediately and for the long term.

The homeless transformation campus model does that by providing immediate 24/7, no questions asked secure sleeping, coupled with on-site transformation services for those wanting to access them.

Here then is the initial concept as we sent it out—with a revision noting the depot is privately owned & that it is entirely fenced-in for security—September 28, 2015, and which is also on our website at <http://arpps.org/news.html>

Homeless Transformation Campus Redux

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.

One Sacramento location we suggest as capable of providing this level of service space is the Sacramento Army Depot, now known as Depot Park, which, though it is privately owned, may be available at the right price.

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.

One of the most important aspects of Depot Park is that it is entirely fenced in—we drove the perimeter—offering security to the homeless clients and the larger community.

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.

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

American River Parkway Preservation Society

E-Letter #170, June 6, 2016

The Suburban Parkway

Virtually the entire Parkway is situated within suburban neighborhoods, but when was the last time you read something positive in local media about suburbs.

Suburbs are where a whole lot of Americans live, as Kotkin (2016) writes:

“Overall, 44 million Americans live in the core cities of 51 major metropolitan areas, while nearly 122 million Americans live in the suburbs. Additionally, more than half of the core city populations live in districts that are functionally suburban or exurban with low density and high automobile use.” (p. 15)

So why is so little positive written about where so many live?

Because most urbanists doing the writing believe dense cities are the way to live.

That is changing, as the website *New Geography* <http://www.newgeography.com/> regularly reports and, as the new book just quoted from, by Joel Kotkin—also Executive Editor of *New Geography*—*The Human City: Urbanism for the Rest of Us* makes clear, there is a lot of positive to know.

Here’s a sample from *New Geography*:

“In his new book, *The Human City*, Joel Kotkin looks at the ways cities succeed or fail in terms of how their residents are best served. Here’s a tour of some past models.

“Throughout history, urban areas have taken on many functions, which have often changed over time. Today, this trend continues as technology, globalization, and information technology both undermine and transform the nature of urban life. Developing a new urban paradigm requires, first and foremost, integrating the traditional roles of cities—religious, political, economic—with the new realities and possibilities of the age. Most importantly, we need to see how we can preserve the best, and most critical, aspects of urbanism. Cities should not be made to serve some ideological or aesthetic principle, but they should make life better for the vast majority of citizens.

“In building a new approach to urbanism, I propose starting at the ground level. “Everyday life,” observed the French historian Fernand Braudel, “consists of the little things one hardly notices in time and space.” Braudel’s work focused on people who lived largely mundane lives, worried about feeding and housing their families, and concerned with their place in local society. Towns may differ in their form, noted Braudel, but ultimately, they all “speak the same basic language” that has persisted throughout history.

“Contemporary urban students can adopt Braudel’s approach to the modern day by focusing on how people live every day and understanding the pragmatic choices they make that determine where and how they live. By focusing on these mundane aspects of life, particularly those of families and middle-class households, we can move beyond the dominant contemporary narrative about cities, which concentrates mostly on the young “creative” population and the global wealthy. This is not a break with the urban tradition but a validation of older and more venerable ideals of what city life should be about. Cities, in a word, are about people, and to survive as sustainable entities they need to focus on helping residents achieve the material and spiritual rewards that have come with urban life throughout history.

“Cities have thrived most when they have attracted newcomers hoping to find better conditions for themselves and their families and when they have improved conditions for already settled residents. Critical here are not only schools, roads, and basic forms of transport, which depend on the government, but also a host of other benefits—special events, sports leagues, church festivals—that can be experienced at the neighborhood, community, and family levels.

“This urban terroir—the soil upon which cities and communities thrive—has far less to do with actions taken from above than is commonly assumed by students of urban life. Instead, it is part of what New York folklorist Barbara Kirshenblatt-Gimblett calls, “everyday urbanism,” which “take[s] shape outside planning, design, zoning, regulation, and covenants, if not in spite of them.”

Retrieved May 22, 2016 from <http://www.newgeography.com/content/005239-how-make-cities-livable-again>

I would recommend picking up a copy of *The Human City* for your library if you have an interest in urban/suburban affairs.

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

American River Parkway Preservation Society

E-Letter #171, July 7, 2016

Scary Parkway?

While not all of us will feel fear recreating along the American River Parkway, those of us who equate the growing prevalence of illegal camping in the Parkway by the homeless with increased crime in the Parkway, might.

Last year, the Parkway Rangers cited 1,278 occupied illegal homeless camps in the Parkway, according to their annual report, <http://www.regionalparks.saccounty.net/Documents/AnnualRangeractivityreportJan-Dec2015.pdf> and this year, according to the first 5 months, they are on track to cite as many if not more, according to the reports from January through May of 2016, <http://www.regionalparks.saccounty.net/Rangers/Pages/Latest-Ranger-Activity-Data.aspx>

I pulled out additional data from the 2015 annual report from that is either directly a public safety threat or has the potential for being a public safety threat, and there is a total, from January 1, 2015 to December 31, 2015 of 793 incidents reported.

Here is the breakdown:

- Assault & Battery reports, 8
- Assault on Peace officer – Arrested, 1
- Assault with a deadly weapon – Arrested, 1
- Armed robbery report, 1
- Brandishing (Knife) – Cited, 1
- Concealed Firearm – Cited, 1
- Criminal threat – Arrested, 1
- Deaths (Suicides; Natural; Drownings; overdoses), 15
- Domestic Violence – Arrest, 3
- Driving While Intoxicated- Arrested, 10
- Driving while possessing alcoholic Beverage – Cited, 2
- Felony Warrant – Arrested, 68
- Indecent Exposure – Arrest, 3
- Parolee at Large – Arrested, 14
- Parolee Contacted, 42
- PC 647 (F) [Public Intoxication]- Arrested, 13
- Probationer Contacted, 431
- Possession of controlled substance – Cited, 17
- Possession of switchblade – Arrested, 1
- Reckless Driving – Cited, 4
- Resisting – Arrest, 6
- Speeding- Cited, 7
- Stolen Property – Arrest, 4
- Stolen Vehicle – Arrest, 5
- Trespass private property – Cited, 3
- Urinating in Public- Cited, 4
- Vandalism Report, 5
- Vandalism- Cited, 5
- Warrant arrest, 110
- Weapon in Park – Cited, 7

Retrieved June 26, 2016 from

<http://www.regionalparks.saccounty.net/Documents/AnnualRangeractivityreportJan-Dec2015.pdf>

Reading these reports is somewhat scary, so if you want to stay safe in the Parkway, be careful out there.

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

American River Parkway Preservation Society

E-Letter #172, August 8, 2016

New American River Conservancy

The latest news online http://www.leginfo.ca.gov/pub/15-16/bill/asm/ab_1701-1750/ab_1716_cfa_20160624_164505_sen_comm.html about this legislative effort to form an American River Conservancy for the Parkway (AB 1716) is that it has been changed from a nonprofit to a program within the Wildlife Conservation Board, <https://www.wcb.ca.gov/>, which is, as its website notes:

“The Wildlife Conservation Board (WCB) was created by legislation in 1947 to administer a capital outlay program for wildlife conservation and related public recreation. Originally created within the California Department of Natural Resources, and later placed with the California Department of Fish and Wildlife, WCB is a separate and independent Board with authority and funding to carry out an acquisition and development program for wildlife conservation (California Fish and Game Code 1300, et seq.). WCB consists of the President of the Fish and Game Commission, the Director of the California Department of Fish and Wildlife and the Director of the Department of Finance. Legislation that created WCB also established a Legislative Advisory Committee consisting of three members of the Senate and three members of the Assembly, which meet with WCB, providing legislative oversight.

“The primary responsibilities of WCB are to select, authorize and allocate funds for the purchase of land and waters suitable for recreation purposes and the preservation, protection and restoration of wildlife habitat. WCB approves and funds projects that set aside lands within the State for such purposes, through acquisition or other means, to meet these objectives. WCB can also authorize the construction of facilities for recreational purposes on property in which it has a proprietary interest.

“WCB's three main functions are land acquisition, habitat restoration and development of wildlife oriented public access facilities, which are carried out through its programs.”

As land acquisition appears to be its primary objective that is good news for the Parkway as we have always felt it needs to be expanded when properties adjacent to it become available.

Another change is that the advisory board consists of 3 Supervisors from the County, 2 representatives from the City of Sacramento, the mayor or a councilmember from Rancho Cordova, and up to 4 representatives from state agencies, with 3 public members.

What hasn't changed is that management still rests with the County and that, sadly, only continues the major ongoing Parkway problem of illegal camping by the homeless which the County has been unable to deal with effectively.

To put County management into context, here is a quote under the heading **Recreation Management Challenges**, from the January 2002 report: *Lower American River: River Corridor Management Plan* by the Lower American River Task Force—consisting of representatives of state, federal, local governments, and nonprofits—which can be found online at http://www.safca.org/Protection/Environmental_Collaboration_RCMP.html

“Misuse of the Parkway in the form of illegal camping, dumping, prostitution, substance abuse, and littering damages recreational facilities and natural resources, creates large amounts of trash and public health problems, and discourages legitimate use of the Parkway. Controlling misuse is difficult because access to the Parkway from adjoining areas is unconfined, dense vegetation provides opportunities for concealment, the financial resources allocated to Parkway operation and maintenance are limited, and particular areas of the Parkway are heavily influenced by larger social issues such as homelessness. A significant number of illegal campers are drug or alcohol dependent or suffer from a variety of mental disabilities and chronic illnesses, and they use the Parkway to avoid the perceived intrusions associated with County social service and transitional housing programs.”

(Page 15, *River Corridor Management Plan for the Lower American River*, January 2002, http://www.safca.org/Protection/NR_Documents/RCMP_4_Chapter2.pdf)

Given that the situation in the Parkway is about the same now as described in this report from 2002, and in some cases worse—more illegal campers—keeping the same management does not seem like a good idea.

We need a better option, and you can read about our option on our news page, <http://arpps.org/news.html> *Management of the American River Parkway*, **Press Release** posted July 15, 2015.

However, all that being said, we sincerely wish all the best for this effort and hope it really enables the entire Parkway to actually someday represent the label lovingly and hopefully attached to it, the Jewel of Sacramento.

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

American River Parkway Preservation Society

E-Letter #173, September 7, 2016

Homeless Illegally Camping in Parkway with Mental Health Issues

There was a tragic story in the newspaper (Sunday, July 31, 2016, *Sacramento Bee*) <http://www.sacbee.com/news/local/health-and-medicine/article92532597.html> of a man who had a good life, was successful, religious, good family life, but who wound up a danger to himself and others, finally homeless, living on the banks of the river in the American River Parkway, shot dead after attacking a security officer.

This is a story, which in many tragic ways, represents the reality of some people illegally camping in the American River Parkway who are a danger to themselves and others.

The central element in the story is that the man was schizophrenic but wouldn't agree to treatment and the ability of his family and friends to demand involuntary treatment had been lost in the impacts of deinstitutionalization of the mentally ill several decades ago.

The impetus for the deinstitutionalization came from 1960's psychiatrists, like R.D. Laing, who wrote in his famous book:

"In over 100 cases where we studied the actual circumstances around the social event when one person comes to be regarded as schizophrenia, it seems to us that *without exception* the experience and behavior that gets labeled schizophrenia is a *special strategy that a person invents in order to live in an unlivable situation*. (pp. 78-79)
Italics in original.

"There is no such "condition" as "schizophrenia," but the label is a social fact and the social fact a *political event*. This political event, occurring in the civic order of society, imposes definitions and consequences on the labeled person. It is a social prescription that rationalizes a set of social actions whereby the labeled person is annexed by others, who are legally sanctioned, medically empowered and morally obligated, to become responsible for the person labeled. The person labeled is inaugurated not only into a role, but into a career of patient, by the concerted actions of a coalition (a "conspiracy") of family, G.P., mental health officer, psychiatrists, nurses, psychiatric social workers, and often fellow patients. The "committed" person labeled as patients, and specifically as "schizophrenic," is degraded from full existential and legal status as human agent and responsible person to someone no longer in possession of his own definition of himself, unable to retain his own possessions, precluded from the exercise of his discretion as to whom he meets, what he does. His time is no longer his own and the space he occupies is no longer of his choosing. After being subjected to a degradation ceremonial known as

psychiatric examination, he is bereft of his civil liberties in being imprisoned in a total institution known as a “mental” hospital. More completely, more radically than anywhere else in our society, he is invalidated as a human being. In the mental hospital he must remain, until the label is rescinded or qualified by such terms as “remitted” or “readjusted.” Once a “schizophrenic,” there is a tendency to be regarded as always a “schizophrenic.” (*Ibid.* pp. 83-84) Italics in original.

Laing, R.D. (1967). *The Politics of Experience*. New York: Pantheon Books.

To protect people suffering from mental illness and to provide public safety in the American River Parkway, we need to find a way through the knot of protecting individual freedom while providing public safety.

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

Appendix II: Newsletters

American River Parkway Preservation Society Newsletter: Issue 48 – Fall 2015

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Essay: *New Policy Concept for Homeless Illegally Camping in Parkway*

As we noted in our last e letter, 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—under the guidance of ARPPS President Mike Rushford—we’ve 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.

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

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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 seen as 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.

Several program strategies Sacramento homeless advocates stress as important can potentially be provided (on-site or off-site) through this approach including:

Safe Ground: This concept is promoted by Safe Ground Sacramento whose “primary goal is to create a model first step transitional housing and services community that is both a cost effective and a replicable regional solution.” Retrieved September 29, 2015 from <http://www.safegroundsac.org/>

A Sacramento Homeless Transformation Campus would have the space to provide a safe ground, possibly via the tiny homes being used around the country as mentioned in a February 26, 2014 story from *NBC News*:

Advocates tackling the nation's homeless problem are thinking small.

In Austin, Texas, a village of 200 tiny houses is being built for the homeless. In upstate New York, Rochester Greenovation has designed a prototype for small-scale individualized shelters. “Homeless No More Survival Pods” have been built in Utah, micro-pods in Florida, miniature homes in Wisconsin and mini mobile houses in California.

The “Tiny House Movement,” once an architectural component to a downsized life, is now becoming something much bigger: an escape from chronic homelessness.

“This is a plan that could revolutionize the housing movement in the United States,” declares Alan Graham, 58, a Texas activist who says his self-founded organization, Community First, has already lifted 100 homeless people off the streets.

“The city of Austin loves us,” he says. “They think we’re on the verge of breaking the code.”

Occupy Madison, an offshoot of the Occupy Wall Street movement based in Madison, Wis., finished building its first fully functional tiny house last month. The 98-square-foot structure, complete with a bed, toilet and tiny kitchen, will serve as a template for 40 homes to follow, says Brenda Konkel, an Occupy

Madison board member. It is hoped that the project, which depends on volunteer labor and community donations, eventually will end homelessness in their city.

Retrieved September 29, 2015 from <http://www.nbcnews.com/business/real-estate/tiny-houses-big-idea-end-homelessness-n39316>

Criminalization of Homelessness: Also in the *NBC News* story is information on this aspect of homelessness:

Advocates contend that not enough effort is made to break the cycle of homelessness, while too much money is spent on punishing behavior related to it. A [2011 report published by the National Law Center on Homelessness and Poverty](#) says local governments routinely criminalize activities that go hand-in-hand with living on the street, such as sleeping in public spaces and loitering. Incarceration costs taxpayers [\\$34,480 per inmate per year](#), according to the [National Alliance to End Homelessness](#).

One of the aspects of criminalizing the homeless is by not having enough local shelter beds; a community arrests homeless for sleeping on the streets. Having a homeless campus allows operators to offer walk-in shelter, as Haven for Hope does as part of its intake process:

If you are eligible for a program but there are no current beds, you will be offered the Courtyard, a safe outdoor sleeping area where you can receive meals, showers and laundry.

If you have an immediate need for safe sleeping and the Intake office is closed, please enter the Courtyard at 1300 W Martin St after hours.

Retrieved September 29, 2015 from <http://www.havenforhope.org/new/FAQs.aspx>

Housing First: This could follow the same model as Safe Ground.

Work/Job Training: The program model we have always felt most applicable to Sacramento is the Doe Fund's Ready, Willing & Able program in New York, <http://www.doe.org/>, from which we conceptualized a Sacramento program in conjunction with interested organizations several years ago.

We wrote about it in our report from 2005, *The American River Parkway Lower Reach Area: A Corroded Crown Jewel; Restoring the Luster: A Conceptual and Policy Primer*:

One of the most successful of the Doe Fund's programs is the Ready, Willing & Able Street Clean-Up Program, (RWA) described on their website (2005):

Ready, Willing & Able is The Doe Fund's holistic, residential, work and job skills training program which empowers, employs and supports homeless individuals in their efforts to become self-sufficient, contributing members of society. Ready, Willing & Able has helped over 1,100 men and women become drug-free, secure full-time employment, and obtain their own self-supported housing. The

program targets the segment of the homeless population considered the hardest to serve: single, able-bodied adults, the majority of whom have histories of incarceration and substance abuse. Criteria for acceptance into the program is that the applicant be ready, willing and able, both physically and mentally, to work and maintain a drug-free lifestyle. (n.p.)

Using RWA as a model, ARPPS facilitated a community discussion to develop a similar program to clean up the Parkway.

ARPPS Homeless Job Training Project (AHJTP)

ARPPS facilitated a series of monthly meetings in 2005 with representatives from Loaves and Fishes, the North Sacramento Chamber of Commerce, Sacramento Employment Training Agency (SETA), Mutual Assistance Program, Downtown Partnership, Homelessness Board, and Wellsprings Women's Center, to develop a job training program for the homeless cleaning up the Parkway, based on the Ready, Willing, & Able model.

Here is the concept and the draft we came up with, which is now being considered by Councilmember Steve Cohn, and ultimately we hope, the City Council.

AHJTP Draft Concept

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

AHJTP Draft Funding Concept

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

AHJTP Draft Program Components:

- Administration: Financial, taxes, payroll, insurance, contracts
- Program: Intake, Assessment, Career Planning, Education/Vocational
- Employment: Job training, supervision, work supplies, equipment (6 full time (40 hours a week M-F) jobs at \$7.50 an hour I full time supervisory job at \$10.50 an hour

AHJTP Meeting Participants:

- David H. Lukenbill, Founding President, (ARPPS)
- Deborah Baron, Executive Director, ARPPS
- Tim Brown, Executive Director, Loaves & Fishes
- Franklin Burris, President, North Sacramento Chamber of Commerce
- Dana Christy, Clean & Sober, Loaves & Fishes
- Deborah Dunham, Development Director, Wellspring Women's Center
- Kathy Kossick, Executive Director, (SETA)
- Ryan Loofbourrow, Downtown Partnership
- Paula Lomazzi, Homelessness Board
- Robin Purdy, (SETA)
- William Walker, Workforce Development Manager (SETA)
- Carolyn Washington, Mutual Assistance Program

Retrieved October 6, 2015 from <http://arpps.org/report.pdf> (pp. 33-36)

Creating a homeless transformation campus at Depot Park could allow this concept to be re-visioned for that specific area

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

Announcement: *ARPPS VP/ED forms New Parkway Nonprofit Org.*

Finally and most important; also from our 2005 research report was our idea for daily Parkway management:

Community Vision

The initial and most important solution to consider is establishing a nonprofit conservancy to manage the Parkway.

This is an approach already being used successfully in other areas, as well as locally, for managing major parks and open space.

An American River Parkway Conservancy would be a public nonprofit 501 c (3) organization whose sole purpose would be to manage the Parkway and ensure its resources are preserved, protected, and strengthened for the enjoyment and use of the entire community.

The land would remain in public ownership, local governments would dedicate a set annual amount to it, preferably through a Joint Powers Authority, but much of the funding would come from the fundraising done by the conservancy. (p. 46)

On October 6, 2015 Kris Lea, ARPPS Vice President/Executive Director and President of a new 501 c (3) nonprofit: American River Parkway Conservancy, (ARPC) presented ARPC's formation and mission to the Sacramento County Board of Supervisors; video at <http://www.agendanet.saccounty.net/sirepub/mtgviewer.aspx?meetid=11571&doctype=AGENDA>

ARPC is online at <http://arpcconservancy.org/> and will be adding more website content soon.

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

Board of Directors: **President**, Michael Rushford, President, Criminal Justice Legal Foundation;
Vice President, Kristine Lea, Training Developer, Scientific Applications International Incorporated;
Chief Financial Officer/Founder, David H. Lukenbill, President, Lukenbill & Associates

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Newsletter Editor: David H. Lukenbill, CFO/Senior Policy Director

Our Mission

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

Our Vision

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

Our Guiding Principles

- (1) Preserving the Parkway is not an option, it's a necessity.
- (2) What's good for the salmon is good for the river.
- (3) Regarding illegal camping by the homeless in the North Sacramento area of the Parkway, social and environmental justice call upon us to help the poor and distressed person 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 49 – Winter 2015/2016

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Announcement: *Board Transitions.*

Mr. Pete Bontadelli, Director of the Biological Resources and Permitting Group at Analytical Environmental Services, Environmental Consultants, Planners, and Engineers, is a new ARPPS

Board member, serving as Vice President/Secretary and brings tremendous expertise and experience with environmental, water, and park issues to our organization.

Mr. Bontadelli has over 25 years of experience working with governmental agencies and private businesses on collaborative efforts involving environmental compliance. He also served as Director of California Department of Fish and Wildlife and before that as and Deputy Director where he supervised environmental services, budgets, and legislative matters. He served as the First Administrator of the California Office of Spill Prevention and Response where he was the State's Incident Commander on numerous oil and hazardous material spills and helped to establish the State/Federal Unified Command system to coordinate response efforts. He has served on the Pacific Fisheries Management Council addressing anadromous species issues and other marine related fisheries issues. Mr. Bontadelli served on the National Academy of Sciences Marine Board and has participated as a committee member for various reports, including those dealing with dredging impacts on endangered species and several which addressed compliance in various aspects of oil spill cleanup and prevention. He is currently a Project Director and Consultant with Analytical Environmental Services where he has been since 2005.

Mr. Bontadelli's diverse background and experience in natural resources management will provide the Society strategic and innovative approaches to preserve, protect, and strengthen the American River Parkway.

Ms. Kris Lea has resigned from ARPPS to fully devote what time she has available to the capacity building of her new Parkway organization.

Kris is Founder/President of a new 501 c (3) nonprofit: American River Parkway Conservancy, (ARPC) whose current mission is:

Build enough community support and organizational capacity to enter into a contract with Sacramento County to manage the Parkway.

Retrieved January 13, 2016 from <http://arpcconservancy.org/>

Kris has been a tremendous asset to ARPPS over the time she has served as Board of Directors Vice President and Executive Director.

Though she will be missed, her work with ARPC is vitally important and we offer our deepest support for her new efforts.

Essay: *Community Help for the Homeless*

There has been a lot of homelessness coverage in local media over the past couple of months, beginning with the major story in the October 24, 2015 *Sacramento Bee*, **Homeless in Sacramento: A death on the streets**, about the life and death of Genny Lucchesi; continuing with several other *Bee* editorials, as well as the ongoing protest by the homeless in front of city hall concerning the city law about illegal camping. See story at <http://media.sacbee.com/static/sinclair/Genny/index.html>

For many years our approach to the homeless issue—driven by our mission to preserve, protect and strengthen the Parkway which suffers terribly from the negative impacts of illegal camping

by the homeless—has been based on researching existing programs that are successful and calling for their implementation in Sacramento.

Regardless of all the reasons people become homeless, regardless of all the successes or failings of current homeless service strategies, and regardless of the politics involved; we need to help the homeless in a much more comprehensive way than we are now doing.

We need to provide safe, secure and sheltered sleeping accommodation for the entire Sacramento homeless community not yet being served; and the only working model we have found that accomplishes this is a homeless transformation campus like Haven for Hope in San Antonio, Texas.

A homeless transformation campus would consist of two main aspects: one a program that helps people get out of being homeless with conditions of behavior that have to be met to receive help; and another, offering free and unconditional sleeping arrangements, whether tents or tiny houses, whatever the community is able to provide to make up for the shortage of safe, secure and sheltered sleeping already available.

We are long-time supporters of the Housing First concept, about which we wrote in a 2008 article published in the *Sacramento Bee*:

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

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

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

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

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

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

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

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

Retrieved January 13, 2016 from <http://arpps.org/news.html> (scroll down to the May 12, 2008 Press Release)

Housing First continues to be a successful model for helping the homeless, but a much more comprehensive model, the homeless transformation campus, is needed, which we wrote about in a September 28, 2015 Press Release:

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 Depot Park

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 will provide more information about these specific strategies

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.

Retrieved January 13, 2016 from <http://arpps.org/news.html>

Though Depot Park was sold by the city to a private corporation recently, it still represents the type of space available in the area—which would also include both of the former airbases—that could serve admirably as a homeless transformation campus.

The need for a homeless transformation campus was brought home in the tragic story in the October 24, 2015 story in the *Sacramento Bee*: *Homeless in Sacramento: A death on the streets*, about Genny Lucchesi, a homeless woman who stayed around Midtown for many years and was befriended by several people.

One of the saddest aspects of her story was how clearly she needed mental health treatment but how people who wanted to help her, found it difficult to either provide that help or get her to accept it from treatment professionals.

As noted in the story:

For 20 years, Genevieve Lucchesi made her home on the midtown streets of California's capital city. By the time she died, at age 77, she had become part of the neighborhood's heartbeat, a figure as familiar to many residents as the concrete water tower on Alhambra Boulevard.

During the day, she pushed her metal cart across the midtown grid, dressed in castoff men's polo shirts and sweat pants, her gray hair knotted in a bun. When a spot suited her, often along a busy sidewalk, she opened her folding chair, fetched her cigarettes and settled in with her crosswords, seemingly oblivious to the beehive of car and foot traffic. At night she slept in isolation, under bridges and awnings, in alleyways and empty parking spaces, and in hidden nooks alongside churches.

By all accounts, Genny had little interest in company or small talk. She tolerated the social workers, cops, mental health counselors and church staffers who approached her over the years with offers of help. But she brushed off their suggestions of motel vouchers and bus passes and clinic visits. Delve into her personal life, and she'd respond with steely silence. Like hundreds of others who sleep on Sacramento's streets, she was a puzzle of intelligence and delusion, endurance and vulnerability, need and stubborn denial.

Retrieved January 13, 2016 from <http://media.sacbee.com/static/sinclair/Genny/index.html#storylink=cpy>

When you read her story, you get the impression that the one help she might have accepted was a safe place to sleep.

Late last year, after a beating over a sleeping space that left her with a black eye, Genny signaled she might finally be ready for a change.

“It’s pretty cold out here,” Officer Lazark, on patrol one late December day, advised Genny. “Wouldn’t it be nice to have a nice, hot bubble bath?”

She thought she saw a glimmer in Genny’s blue eyes. “I’ll think about it,” she replied.

A few days later, Genny told the Boyers about a hotel called Vacationland in West Sacramento. She might consider living there, she told them. Marie and James were ecstatic. They told her they would investigate. But when they sought out Vacationland, they found no such business. Once again, they offered to help her get an ID so that she could apply for housing somewhere else. She told them to forget it.

Retrieved January 13, 2016 from

<http://media.sacbee.com/static/sinclair/Genny/index.html#storylink=cpy>

This is where a homeless transformation campus comes in.

It could provide a place where even the most help-resistant could go, with their shopping cart, their pets, and just have a safe place to sleep; with the hope that at some point, the skill and compassion of the on-site based homeless service professionals would be able to reach them.

Putting people in the position where they have to beg for daily sustenance, or use public space for personal hygiene, or wander aimlessly around because there is no place to stop and rest, is not something our community should continue to allow.

What we need to be able to say to any and all of the homeless in Sacramento is, “Come with me, come as you are, we have a place for you.”

Society Information

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American River Parkway Preservation Society

American River Parkway Preservation Society Newsletter: Issue 50 – Spring 2016

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Essay: *State Parkway Conservancy Legislation*

Sacramento County officially supported the idea of a new state conservancy to govern the Parkway in a meeting February 23, 2016.

While our organization is concerned about the loss of control by local government—the proposed conservancy has 15 seats on the governing board with 9 of them state officials or state appointees; this new effort could turn out to be an improvement and we wish them all the best.

We still favor a local independent nonprofit organization under the governance of a Joint Powers Authority of Sacramento County, the cities of Sacramento, Rancho Cordova, and Folsom, along with public members.

Also, if the urge is to go big, rather than partnering with a state conservancy, a much more fruitful strategy would be considering National Heritage Status https://en.wikipedia.org/wiki/National_Heritage_Area with the federal government, which we wrote about in our 2007 Research Report: *The American River Parkway: Governance, Ecoregionalism & Heritage: A Vision & Policy Primer (Nonprofit Daily Management, Regional Thinking, and the Preservation of Our Heritage)*:

We can see from the sum of this information that the gold rush, the watershed and the Parkway are truly within the parameters deserving consideration of this national [heritage] designation.

There are several models for what we would like to see become the Rivers of Gold National Heritage Area, encompassing the American River Watershed, the gold discovery site at Coloma and the American River Parkway, but the one with another metal very important to the nation, would be the Rivers of Steel National Heritage Area in Pennsylvania.

The Rivers of Steel area is 5,065 square miles, with a population of 2,297,676 (2000 census), embraces 6 congressional districts and 893 local government units, and was authorized in 1996. It is managed by a private nonprofit corporation, and here is their website: <http://www.riversofsteel.com/> .

The gold rush and all that came from it, even the “dark side”; all of this is our heritage, woven into the genetic framework of California and America, perhaps for all time—though the current wonderfully balanced diversity of our city is a more accurate vision of our reality than that of our past—and regardless of whether it is from pride, regret, or a wonderful mixture of both and a strong hope for the future, it is a heritage that deserves a wider, deeper protection than it now has.

These ideas and projects are part of the fabric of the kind of strategic thinking that we feel has great value for the preservation, protection and strengthening of the Parkway and we will continue to provide policy ideas and organizational

information to those public leaders and organizations that are involved in strategic visionary thinking around these issues. (pp 32 & 35)

Online at <http://arpps.org/Report3-Governance.pdf>

The nonprofit American River Parkway Conservancy a former board member of ARPPS founded has been tabled as a result of the state/county process, though we are heartened that the effort might have spurred the response from the county and state.

The bottom line is that the Parkway needs help, more money, more rangers, more enforcement of illegal camping, and a general strengthening of the existing physical assets.

Here is an excerpt from Sacramento County News release about their approval.

Today, the Sacramento County Board of Supervisors voted to sponsor California State Assembly Bill (AB) 1716, the Lower American River Conservancy Act. The bill, coauthored by Assembly members Kevin McCarty and Ken Cooley, would create a state conservancy with the goal to enhance and protect the American River Parkway in Sacramento County. The American River Parkway is the “jewel” of the Sacramento region and features the renowned Jedediah Smith Memorial multi-use trail.

The American River Parkway is a vital local resource of statewide significance with over 8 million visitors annually,” said Supervisor Roberta MacGlashan, Chair of the Sacramento County Board of Supervisors. “AB 1716 puts the Parkway in a position to receive additional financial resources for projects and programs that would enhance this resource.”

The establishment of the Lower American River Conservancy would provide a state partner to work cooperatively with local agencies, particularly Sacramento County, and nonprofit organizations to help fund projects and provide grants to restore, protect, and enhance public access to the American River Parkway’s natural, recreational, educational, and cultural resources.

AB 1716 highlights the valuable natural resources of the American River Parkway for our community and prioritizes protection and enhancement needs, which have been impacted by drought and fire,” said Supervisor Phil Serna, District 1.

Sacramento County’s support of AB 1716 focuses on three important priorities:

- Ensuring that the legislation serves and supports the American River Parkway Plan
- Highlighting opportunities to support and protect the natural and recreation values of the American River Parkway
- Ensuring that the legislation continues to promote local control and management of the American River Parkway

The Sacramento County Department of Regional Parks and the office of Governmental Relations and Legislation will work closely with the bill's authors as it moves through the legislative process to ensure that the County's priorities remain intact.

This bill is an important opportunity to positively support a vital local resource, while recognizing Sacramento County's dedication to and management of the Parkway," said Supervisor Susan Peters, District 3."

See more at: <http://www.saccounty.net/news/latest-news/Pages/Park-Conservancy.aspx#sthash.RN4nZnke.dpuf>

Book Excerpt: *Frederick Law Olmsted*

Central Park and the American River Parkway

Our organization has long modeled our vision of the Parkway—especially in the governance by a nonprofit organization—on the success of Central Park in New York City.

I recently came into possession of a collection of writings by Frederick Law Olmsted (1822-1903) and one article stands out with particular affinity to what should be considered for the Parkway.

This excerpt is from his *Instructions to Central Park Gardeners*: April—May 1872:

2 The special value of the Central Park to the city of New York will lie, and even now lies, in its comparative largeness. There are certain kinds of beauty possible to be had in it which it is not possible for the city to have anywhere else because on no other ground of the city is there scope and breadth enough for them. Such beauty as there is in a flower bed, such beauty as there is in a fir tree or a cluster of fir trees can be enjoyed on any piece of flat ground of quarter of an acre, can be had even in the back yard of a city house. The seven hundred acres of the Central Park can be better used. That which is expected to be especially valuable on the Central Park is the beauty of broad landscape scenes and of combinations of trees with trees and with rocks and turf and water.

No man is to use the discretion given him to secure pretty little local effects, at the expense of general effects and especially of broad landscape effects.

3 It must be remembered that what is good and beautiful in one place may be far from good & beautiful in another.

Gardeners and others are apt to think that work which would be regarded as excellent in a pleasure ground connected with a private house, or in a fine flower

garden, must also be excellent anywhere in the Central Park. This is a great mistake; as great a mistake [...]

A great number of visitors have to be provided for in this park, for this reason the ground has to be cut up with roads and walks and encumbered with frequent buildings and other structures and appliances. Rocks have to be placed and trees and shrubs planted in some degree so as to fit these artificial features and with a view to convenience and economy in maintaining order. But, except for this reason, every bit of work done on the park should be done for the single purpose of making the visitor feel as if he had got far away from the town. Except in those things which are designed for the comfortable accommodation of visitors, the less anything is seen appears to have been dressed up by human hands, the better.

For example it is intended in the Mall to give accommodation for a large number of visitors walking together and to let them have as open a prospect as is possible under the circumstance. To make this purpose obvious and to carry it out completely, the ground immediately adjoining the broad walk cannot be too evenly or flatly graded, the turf too fine or closely kept, nor the trees too carefully arranged to afford the largest degree of shade with the least degree of obstruction to the view. But a similar treatment of the ground and a similar disposition of trees is desirable nowhere else in the park.” (pp. 526-527)

Frederick Law Olmsted: Writings on Landscape, Culture, and Society. (2015). Charles E. Beveridge, editor. New York: Library of America.

Blog Post: *Salmon Behind the Dams*

A superb article which reinforces the resilience of life, from the *California Water Blog*.

An excerpt.

What lies behind the dam? In some cases, self-sustaining salmon

Posted on February 14, 2016 by UC Davis Center for Watershed Sciences

By K. Martin Perales

Chinook salmon are a remarkably adaptable species. There is good reason to believe there are multiple populations of landlocked Chinook salmon completing their entire life cycle above Central Valley dams. We recently documented spawning above six of thirteen reservoirs that have been stocked with Chinook. In some cases, populations have persisted for several years after stocking of juvenile salmon has stopped, suggesting self-sustaining populations.

The stocked salmon are juveniles that have been stocked by the California Department of Fish and Wildlife (CDFW) to be harvested by recreational anglers.

These fish seem to be using the reservoir as a surrogate for the ocean. It is likely that the stocked juvenile salmon feed in the open water and grow into adults in the reservoir. Individuals that avoided being harvested and have matured into adults can go on to reproduce in historic spawning streams and rivers, now inaccessible to anadromous fish because of dams.

What do these populations mean for anadromous salmon? For one, they serve as a reminder that above reservoirs, quality spawning and rearing habitat exists. These are streams where anadromous Chinook salmon have been absent for many years – in some cases, over a 100 years. Some estimate that dams block about 90% of spawning habitat in the Central Valley. This habitat loss, along with other changes in the landscape, has been implicated in the decline of salmon. Restoring access to this lost habitat will hopefully address a key limitation in the life cycle of salmon and other migratory fish. The current spawning activity shows that despite being isolated for so long, the habitat is still good for salmon. This validates the idea that we should increase habitat connectivity somehow.

These landlocked Chinook salmon may be a roadblock to increasing habitat connectivity. Most of these planted fish are not native to the rivers below the reservoirs in which they are stocked. Instead, they are ‘surplus’ juveniles from Iron Gate Hatchery, located on the Klamath River, outside of the Central Valley. The presence of these out-of-basin fish spawning above Central Valley reservoirs may complicate our ability to restore native salmon above the dams. Klamath River fish are genetically distinguishable from all fish in the Central Valley, including those that are below the dams where the Klamath River fish are reproducing. Mixing out-of-basin and local salmon will lead to reduced genetic diversity, which makes populations less resilient. Thus, we should avoid mixing these populations to maintain whatever is left of the genetic integrity of these runs.

Retrieved February 18, 2016 from <https://californiawaterblog.com/2016/02/14/5714/>

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

Our Vision

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

Our Guiding Principles

- (1) Preserving the Parkway is not an option, it's a necessity.
- (2) What's good for the salmon is good for the river.
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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

American River Parkway Preservation Society Newsletter: Issue 51 – Summer 2016

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Essay: Nonprofit Parkway Organization Management Lower Reach: Discovery Park/Woodlake/North Sacramento/Cal Expo

Background

Much of this information was in our first research report in 2005, which is available on our website at <http://arpps.org/report.pdf> , but most of it is still relevant and we've updated some items with new information.

The residential and business communities adjacent to the Lower Reach area of the American River Parkway have been asking the Department of Regional Parks, Recreation and Open Space, County of Sacramento (County Parks) and Parkway advocacy organizations for help with the problems associated with illegal camping by the homeless for years, with little effective response beyond periodic clean-ups and illegal camp removals that have not reduced illegal camping, as noted by County Parks director Jeff Leatherman in this two year-old *KCRA News* story from July 7, 2014.

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 degradation of the Lower Reach affects the entire Parkway and we believe that the problem is fourfold.

- ineffective parkway management,
- lack of dedicated parkway funding,
- degradation of natural resources, and,
- erosion of public safety.

The Lower Reach of the Parkway, representing the most visible evidence of these problems on the Parkway, is an appropriate start; appropriate because it is needed by the families in the adjacent communities to recreate safely because parks are a necessity, not an amenity; as Will Rogers, the President of the Trust for Public Lands wrote:

The emergence of America as an urban nation was anticipated by Fredrick Law Olmstead and other 19th century park visionaries, who gave us New York's Central Park, San Francisco's Golden Gate Park, and similar grand parks in cities across the nation. They were gardeners and designers—but also preachers for the power of parks, fired from within by the understanding that they were shaping the quality of American Lives for generations to come.

In the view of these park visionaries, parks were not “amenities.” They were necessities, providing recreation, inspiration, and essential respite from the city's blare and bustle. And the visionaries were particularly concerned that parks be available to all of a city's

residents—especially those who did not have the resources to escape to the countryside. (p. 5)

Why America Needs More City Parks and Open Space: Parks for People (2003) Will Rogers, President, Trust for Public Lands. Retrieved May 16, 2016 from http://www.childrenandnature.org/uploads/parks_for_people_Jul2005.pdf

The optimal strategy for our Parkway to be managed in this spirit, we believe, is:

- Management by a nonprofit 501 c (3) organization, whose sole mission would be preserving, protecting, and strengthening the Parkway. This will create management of singular purpose and the dedication public necessity demands, with the primary responsibility being public safety.

Public Safety Strategy

The primary issue for the Parkway community suffering the effects of illegal camping is public safety; and to rectify this we suggest:

- Greatly enlarge ranger patrols, use horse mounted patrols, and establish a public crime reporting website. [This has *kind of* been done with the ability to email Parkway Rangers directly]
- Institute a safety with compassion program to address the chronic homeless and service resistant illegal campers in the Lower Reach.

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

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

Simply put, problem-oriented policing posits that police should focus more attention on problems, as opposed to incidents. Problems are defined either as collections of incidents related in some way (if they occur at the same location) [along the Parkway for instance] or as underlying conditions that give rise to incidents, crimes, disorder, and other substantive community issues that people expect the police to handle. By focusing more on problems than on incidents, police can address causes rather than mere symptoms and consequently have a greater impact. [...] It emphasizes that police pursue large and critically important societal goals—controlling crime, protecting people, reducing fear, and maintaining order.” Cordner, G. & Biebel, E. P. (2005). Problem-oriented policing in practice. *Criminology & Public Policy*, 4.2, 155-180. (p. 156)

Broken Windows Theory is well summarized at Wikipedia:

The broken windows theory was first introduced by social scientists James Q. Wilson and George L. Kelling, in an article titled "Broken Windows" which appeared in the March 1982 edition of *The Atlantic Monthly*. [1] The title comes from the following example:

Consider a building with a few broken windows. If the windows are not repaired, the tendency is for vandals to break a few more windows. Eventually, they may

even break into the building, and if it's unoccupied, perhaps become squatters or light fires inside.

Or consider a pavement. Some litter accumulates. Soon, more litter accumulates. Eventually, people even start leaving bags of refuse from take-out restaurants there or even break into cars.

[1] <http://www.theatlantic.com/magazine/archive/1982/03/broken-windows/304465/>

Retrieved November 20, 2014 from http://en.wikipedia.org/wiki/Broken_windows_theory

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

Lower Reach Public Safety Policy Concepts

- Enlarge and expand ranger patrols, with a major focus on the highest crime area, adopt a model being used in Houston for horse ranger patrols, and create a citizen hot-line and website.
- 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.” Perlman, E. (2005). American patrol: Public agencies are training citizens to provide an additional Layer of homeland security. *Governing*, 18(7), 76. (p.76)
- Public Safety Hotline and Website with Follow Up Responses: An online and phone-based 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 posted.
- The ongoing statistics from the ranger crime reports should be placed here as well as recent report of crime and descriptions of suspected criminals, which is now being done via monthly Parkway Rangers reports on County Parks website, but would be more accessible on a separate site, widely advertised.
- Right now there are several members of the public from the Lower Reach who email/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 Hotline & Website would be a start.

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

Safety with Compassion Program

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. For this to be effective, enough secure sleeping facilities, above those already available, would need to be developed to receive the homeless and we suggest the Homeless Transformation Campus model being used successfully in San Antonio, Texas which we wrote about September 28, 2015 (On our website at <http://arpps.org/news.html>)

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 to begin to reclaim their lives, and the citizens of the community to begin to reclaim their Parkway.

Community Vision

The initial and most important solution to consider is establishing a nonprofit conservancy to manage the Parkway.

This is an approach already being used successfully in other areas, as well as locally, for managing major parks and open space.

An American River Parkway Conservancy would be a independent public nonprofit 501 c (3) organization whose sole purpose would be to manage the Parkway and ensure its resources are preserved, protected, and strengthened for the enjoyment and use of the entire community.

The land would remain in public ownership, local governments would dedicate a set annual amount to it, preferably through a Joint Powers Authority, but much of the funding would come from the fundraising done by the conservancy.

A successful model is Central Park Conservancy which has brought Central Park back from long-term deterioration under circumstances similar to those being faced by our Parkway.

This option certainly deserves more study as it is better than maintaining the status quo, as there is no indication current management is capable of learning from their past failure and making necessary changes. We understand the major difficulty inherent in having a public agency manage a resource during a time of uncertain funding is the method of ranking what gets funded. County Parks has to balance the Parkway among several other competing funding needs within their agency budget and the County Board of Supervisors has to balance County Park's budget against many other competing agency budget requests. To help them go through this process during times when they have to make cuts, they rely on a ranking process that puts necessities, like public safety, on top. On this basis the Parkway is close to the bottom of the funding list.

Management by a Joint Powers Authority (JPA)—see our website <http://arpps.org/strategy.html> for information on our suggested JPA membership—an option which we see as necessary for the short term, to keep the Parkway in a 'treading water' mode, while consideration of having the JPA contract on a long-term basis with a nonprofit conservancy for daily management, is explored.

While the current proposal for a California state Parkway Conservancy—Lower American River Conservancy, AB 1716, which would continue the current management contradictions—is proceeding through the California Legislature, we feel that an independent nonprofit organization, under the governance of a JPA, established exclusively to manage and look out for the Parkway would not have to make the type of contradictory and lose-lose choices Parkway management is currently burdened with. Their mission would be to preserve, protect, and strengthen the Parkway for optimal public use, public safety, and public enjoyment, period.

Seeking different governance structures is a matter of looking for a more appropriate vehicle to accomplish something the community wants, a safe, well-managed and well-funded Parkway.

A 501 c (3) public benefit nonprofit parkway organization could do that and the local organizational resources available to help this come into being are substantial.

There are existing local nonprofit organizations that could be involved in helping birth a nonprofit managing organization. They have raised millions of dollars and are currently managing thousands of acres of open space. Great expertise is also available within the Parkway related nonprofit organizations, County Park's staff, public Parkway-related boards, commissions, and task forces, as well as other interested stakeholders and community leadership, to create the depth of regional support and excitement for this solution to make it a reality.

Community Resource Concepts

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

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

The organized support that will develop around the Lower Reach Nature Center will act as the organized support for the Effie Yeaw Nature Center, the American River Natural History

Association (ARNHA), does for the upriver community; as a focal point for volunteers and donations to support the nature center and the Parkway.

- **Expanded Picnic Areas:** As the Lower Reach Nature Center will enhance the legitimate use that will help drive out the illegitimate use, expanding picnic areas will bring the community, particularly the low-income community which is a large part of the Lower Reach adjacent community, into a closer relationship with the Parkway.
- **Pedestrian and Biking Bridges into Downtown:** This would open up one of the area's most beautiful areas to the major tourist hotels, and add to the transportation options for the adjacent communities on both sides of the river.
- **Links Golf Course:** With the existing Campus Commons golf course by California State University, and the Ancil Hoffman golf course in Carmichael, the Lower Reach could support a links golf course which would draw from downtown and the Lower Reach community.
- **Concert Area:** Concerts in the Lower Reach should be expanded to encourage legitimate usage as well as an excellent social enterprise for Parkway funding.

Community Usage Concepts

- **Off-Lease Dog Walking Area:** Many open space areas are able to accommodate off-leash dog walking and it is something that should be given serious consideration in the Lower Reach, particularly if proper, certified training is required of off-leash permit holders. It is a use being accommodated in other areas.
- **Mountain Bike Area:** Local mountain biking groups have proposed developing and maintaining trails at their own expense in the Lower Reach and it is a proposal that finally appears to be given serious consideration. Fortunately, this is a proposal now being discussed.
- **Expanded Equestrian Usage:** This should be considered and as long as the Lower Reach community is involved in the planning, as they should be in all suggested usage planning in their community, this concept should continue to be developed.

Considering the anecdotal evidence from riders who have ventured into the Lower Reach, it would be an expanded use that would be eagerly utilized once the public safety issue is resolved.

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