

**American River Parkway Preservation Society**  
**Annual Organizational Report**  
**October 1, 2017- September 30, 2018**

**Mission**

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

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**Vision**

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

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**American River Parkway Preservation Society  
Organizational Leadership**

**BOARD OF DIRECTORS**

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, 1<sup>st</sup> District  
Sacramento County Board of Supervisors

Marcos Breton, Columnist  
Sacramento Bee Newspaper

## Introduction

This year started off pretty good with Sacramento County directing millions more dollars toward eradicating illegal camping by the homeless in the Parkway and for most of the year the results appeared positive; though many in the communities impacted most—Woodlake, North Sacramento—said that though there was increased Ranger activity, the homeless whose camps were removed just moved right back in.

Then later in the year, the bottom dropped out when the Ninth Circuit said camping outside in public could not be considered illegal as long as the community in question did not provide enough shelter for the homeless, thereby forcing them to have to camp outside.

Sacramento County immediately stopped enforcing the law against camping and recently ARPPS members have noted more camps springing up even further northeast of the traditional Skid Row of the Parkway—Discovery Park to Cal Expo—so this could become a challenging year.

Here is what Sue Frost, Sacramento County Supervisor, posted recently:

### **Appeals Case Impacts Illegal Camping Ordinance**

A federal court decision has ruled that illegal camping ordinances are unconstitutional and that local governments cannot cite or arrest anyone sleeping on public property.

On Sept. 4, 2018, the Ninth Circuit Court of Appeals ruled on the case Robert Martin v. City of Boise, stating that enforcing anti-camping ordinances when adequate shelter beds are unavailable is unconstitutional.

Because of that ruling, the Sacramento County Department of Parks stopped enforcing the City of Sacramento's anti-camping ordinance and the County ordinance prohibiting camping without a permit.

Since January 2018, Sacramento County rangers have issued 1,834 citations for unlawful camping under the County ordinance, and 224 citations for unlawful camping under the City of Sacramento ordinance.

The County is currently evaluating enforcement options under existing laws and regulations and will provide information to the Board on next steps.

Sacramento County Rangers will continue to enforce ordinances including but not limited to campfires, littering, dogs off leash, possession of a shopping cart and environmental degradation.

Retrieved Monday October 1, 2018 from <https://mailchi.mp/suefrost/supervisor-frost-oct18-newsletter?e=35effocfcc>

According to this October 4, 2018 story in the *Sacramento News & Review*, the latest is:

On September 4, the Ninth U.S. Circuit Court of Appeals ruled that an anti-camping ordinance in the city of Boise is unconstitutional to enforce when no other adequate sleeping options, such as shelter beds, are available. The three-judge panel's decision in *Robert Martin v. The City of Boise* immediately forced local governments across the court's northwest region to reassess the laws they created to push homelessness out of public view.

The city of Stockton quickly ceased enforcing its homeless anti-camping ordinance, while Sacramento County officials ordered their park rangers to stop citing homeless campers along the American River Parkway, which came as an unpleasant surprise to county supervisors.

“As soon as I found out about the ruling, I suggested our board meet to discuss its implications, especially for my constituents who rightfully demand a clean and safe Parkway,” Supervisor Phil Serna, whose district includes the parkway, said in a statement. “I have many questions, including why County Counsel advised that park rangers not enforce the illegal camping ordinance without notifying or coordinating with board members.”

In her own statement, Susan Peters, chair of the Board of Supervisors, called the Ninth Circuit ruling “devastating news.”

From January through August, park rangers issued 1,834 citations for unlawful camping under the county ordinance, and 224 citations under the city's. While park rangers aren't, for the moment, ticketing homeless campers, some of their law enforcement counterparts will continue to do so. The city of Boise appealed last month's ruling to have it reheard before the entire Ninth Circuit. Sacramento City Attorney Susana Alcalá Wood said her office has decided against rescinding enforcement of its anti-camping ordinance until the outcome of that appeal is known.

“The City of Sacramento's unlawful-camping ordinance remains legally valid and in effect and any enforcement activity will continue to be in compliance with federal, state and local law,” Alcalá Wood wrote in an email to SN&R. Retrieved October 4, 2018 from <https://www.newsreview.com/sacramento/right-to-rest-holdout/content?oid=27180324>

We hope that public leadership discovers a way to protect the Parkway against these misguided decisions and the—arguably—advanced work of this year can be continued and expanded in the coming years.

## **Public Communication & Education**

### ***Weblog***

ARPPS maintains a public weekday daily weblog at <http://riverparkwayblog.wordpress.com/> and during our program year, from October 1, 2016 to September 30, 2017 we posted 145 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 reports and policy briefings and position papers.

### ***Articles***

Inside Publications published an interview with David H Lukenbill (ARPPS Founder) on page 22 of the March 2018 Issue, available at <http://www.insidepublications.com/digital/portfolio/inside-arden/> and the photo accompanying the article was taken on the levee in River Park overlooking the Parkway where the controversial Two Rivers Trail would go.

**AMERICAN RIVER PARKWAY PRESERVATION SOCIETY FINANCIAL STATEMENT #14**

**October 1 2017 to September 30, 2018**

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

**Revenue**

- 1. Contributions, gifts, grants, and similar amounts received \$1,871.73
- 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).....\$1,871.73**

**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.....\$1,439.00  
 (\$479.40 Web Hosting Service 5 years) (\$700.00, Capacity Building Consultant)  
 (\$90.85 Name Renewal 5 years) (\$168.75 Web Services)
- 14. Occupancy [web], rent, utilities, and [web] maintenance \$0
- 15. Printing, publications, postage, and shipping \$240.89 (\$240.89 Postage)
- 16. Other expenses (describe) [Supplies, Meetings, Awards, Dues] \$66.00 (Bank Fees \$36.00)(Parkway Blog Site Free of Advertising for one year \$30.00)
- 17. **Total Expenses (Add 10-16).....\$1,745.89**
- 18. Excess or (deficit) for the year (Subtract 17 from 9) ..\$125.84
- 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) \$523.30
- 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 ..\$649.14

**PART II Balance Sheets**

- 22. Cash, savings, and investments \$649.14
- 23. Land and buildings \$0
- 24. Other assets (describe) \$0
- 25. **Total Assets.....\$649.14**
- 26. **Total Liabilities** (describe) \$0
- 27. **Net assets or fund balances** (line 27 of column B must agree with line 21) \$649.14

## **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** **273 Members**

### **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:** **368 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** **726 Members**

**Retention Rate:** **71%**

## **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 fifteen 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.

Our third strategic plan—designed to guide our work from 2015 to 2020—includes retention of a stable membership base of about 700, designation of a parkway advocate when someone emerges (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 current 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 Former Executive Director, Kristine Lea, 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, however the County went another direction, supporting the transfer of governing authority to a state agency, the California Wildlife Conservation Board, <https://www.wcb.ca.gov/> part of the California Department of Fish & Wildlife.

Even with that development, 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, when appropriate, about JPA governance. (1-2 annually)
- Meetings with public leadership: We will meet with public leadership, when appropriate, 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.

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### **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 \$5 million in new money in the budget passed in September of 2017, 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 (this group—Sacramento Area Bicycle Advocates—finally got approval to develop a trail in the Parkway in the Fall of 2017, <https://sacbike.org/more-bikes-on-more-of-the-arp/> ), 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.

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## Appendix I: Monthly E-Letters

### American River Parkway Preservation Society

#### E-Letter #186, October 6, 2017

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#### Homeless Transformation Campus can fix Parkway's Skid Row

This informative article from *Eye on Sacramento* about Haven for Hope in San Antonio, Texas validates our long-standing belief that this is the type of strategy Sacramento should consider to both address homelessness in the Sacramento community and illegal camping in the Parkway.

Craig Powell of *Eye on Sacramento* visited Haven for Hope and brought back some excellent information:

An excerpt.

“I first learned about Haven for Hope, a unique homeless facility in San Antonio, Texas, from a close friend, Jill McDonnell. Jill is a professional photographer in Sacramento who doubles as the official photographer of the Land Park Volunteer Corps. Jill rides “shotgun” with me on our monthly park work days in William Land Park. We distribute copious amounts of cold water to hardworking park volunteers and thank them for their indispensable help.

“Jill’s overriding passion, however, is capturing extraordinary images of Sacramento’s homeless people. Her photography is reminiscent of the remarkable work of Dorothea Lange, the photographer famous for chronicling the desperation on the faces of struggling migrants during the Great Depression. Jill’s photos of homeless people have been displayed in the photo gallery in the lobby at Sacramento City Hall and other local galleries. We occasionally display her work at the Corps’ Base Camp, a reminder to park volunteers of the struggles the homeless in our midst face. Her pictures of our park volunteers are often featured in this publication.

“Jill is no softheaded bleeding heart. She has a steely-eyed realist’s view of the complexity of human nature, both its positive and negative elements. She’s also closely attuned to the players, policies and politics involved with homeless issues in Sacramento. Because she has an abiding human compassion and innate common sense (an all-too-rare combination, I’ve found), I sought out her perspective when I began studying the city’s stumbling responses to the homelessness problem. She had one unwavering piece of advice: Go to San Antonio.”

Retrieved September 5, 2017 from <http://eyeonsacramento.com/2017/09/the-san-antonio-way-haven-for-hope-focuses-on-transforming-lives-of-the-homeless/>

You can read about our take on Haven for Hope being used in Sacramento from our news release of September 28, 2015 on our News page at <http://arpps.org/news.html> and one of several posts about it from our Parkway blog—this one from 2014—at: <https://riverparkwayblog.wordpress.com/2014/10/14/haven-for-hope-for-homeless/>

We are very appreciative of *Eye on Sacramento*'s spreading the news about this wonderful model program.

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Weblog: <http://riverparkwayblog.wordpress.com/>  
Website: <http://www.arpps.org/>

## American River Parkway Preservation Society

### E-Letter #187, November 6, 2017

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#### **Illegally Camping in the Parkway as an Urban Planning Strategy?**

Unfortunately, that could be the message some urban planners could be presenting as articulated in the public comments of some homeless people and their advocates appearing in front of the City Council and County Board of Supervisors, and more specifically in the book, *Tent City Urbanism*, which notes:

“In their article “Reclaiming Space,” Groth and Corjin advocate for informal actors—such as the members of tent cities—to take a stronger role in setting the urban agenda. They begin with the assertion that post-modern planning as failed to respond to post-modern urbanism. Comparatively, the modern city consisted of a homogenized population with a clear agenda, and centralized planning agencies were able to use order and rationality to serve this relatively uniform society. The result was what Jane Jacobs described in 1961 as “a city of monotony, sterility, and vulgarity.” *The Death and Life of Great American Cities*, (New York: Random House, 1961) p. 7

“On the contrary, the post-modern city has witnessed the emergence of a more pluralistic society with highly differentiated agendas. As a result, post-modernist

planning theory has attempted to become more flexible, but Groth and Corjin argue that planners still encourage spaces “catered for a relatively uniform society in a system of mass production and mass consumption.” Formal strategies limit the complexity of the city and aim to establish a predictable population. This diminishes the “dimension of socioeconomic richness and cultural mobility upon which the traditional metropolis thrives,” and instead we are left with a streamlined city, where “staged images of the public replace the spaces of idiosyncratic interaction.”

“Reclaiming Space” calls for an alternative approach in which urban spatial structures diverge from “active repossessions” and “symbolic reconstructions” to create a city with a greater sense of social inclusion. Residual space, which lacks any significant economic value, is identified as a suitable place for this type of urban transformation to occur. Here, Groth and Corjin argue that formal planning and politics should step aside to allow space for more informal development.

“Today’s tent cities [illegal camping in the Parkway has been accurately described as de facto tent cities] organized by the unhoused offer a prime example of this type of reclamation of space. Due to the negligence of formal actors, marginalized members of the city are taking matters into their own hands. Out of necessity, they are rediscovering the power of community, and through this collective effort, people in a similar situation are forging their own solutions by claiming space and working together to improve their individual situations. Rather than settling in popular public spaces, these economic refugees tend to seek hidden residual spaces where they are far less likely to be bothered. Camps tend to most often form in the left-over spaces carved by highways, railroads, or rivers. The latter has proven problematic for many cities, with the unhoused locating in environmentally sensitive areas like wetlands and floodplains since these are often large tracts of land isolated from the public. While they are out of sight, the lack of infrastructure can lead to the degradation of these protected ecological areas. This is probably the most reasonable justification for evicting a camp—and tents to receive public support from both the right and left—but it is typically out of a lack of options that these sites are chosen. This makes an environmental case for establishing a legal “place to be” on a site that is appropriate for human habitation.”(pp. 24-25)

Andrew Heben. (2014). *Tent City Urbanism: From Self-Organized Camps to Tiny House Villages*. Eugene, Oregon: The Village Collaborative.  
[www.thevillagecollaborative.net](http://www.thevillagecollaborative.net)

Here is the abstract on the Groth/Corjin article referenced:

Reclaiming Urbanity: Indeterminate Spaces, Informal Actors and Urban Agenda Setting  
Jacqueline Groth, Eric Corjin

*Urban Studies*, Volume: 42 issue: 3, page(s): 503-526

Issue published: March 1, 2005

## Abstract

“This paper discusses the phenomenon of 'informal actors' influencing the agenda of urban planning and urban politics by means of temporary reappropriation and animation of 'indeterminate' spaces. The latter are spaces left out of 'time and place' with regard to their urban surroundings, mainly as a consequence of rampant deindustrialisation processes and the 'shrinking' city. The unclear and undetermined status of these urban 'no-man's-lands' may allow for the emergence of a non-planned, spontaneous 'urbanity'. This intervention may be based on different motives: marginal lifestyles, informal economies, artistic experimentation, a deliberately open transformation of public space allowing for equal access and equal representation or a high degree of social and cultural inclusion. These expressions of the 'lived' city at present constitute a pronounced paradox for established city planning and urban politics. Institutionalised stakeholders may occasionally appreciate their presence for their inherent potential to enhance attractiveness of and revitalisation of certain parts of the city. On the other hand, these sites and the actors involved also spatialise and visualise a resistance and temporary alternative to the institutionalised domain and the dominant principles of urban development. Urban restructuring in the post-Fordist city, foremost in the development of inner-city areas, is increasingly focused on a unidimensional logic of commodification, monofunctionality and control. Thus, the complex qualities of animated 'indeterminate' spaces are difficult to incorporate into planning procedures. They often become threatened in their existence and pushed to the margins. Nevertheless, the urban conflict around these sites and the appearance of 'non-planned' planners on the urban scene, may decisively alter the urban agenda and set the themes for further development, which takes their positive economic and social function and their key role in sustaining and renewing urban cultures into account. The paper discusses this phenomenon, illustrated with an account of three case studies in the cities of Helsinki, Berlin and Brussels. The comparative dimension allows for a subsequent discussion focusing on elaborating the conditions of 'success' for informal actors in urban development processes. The predominant question then is how these new forms of urbanism can be given a place in city planning in order to pay more justice to the social and cultural complexity that constitutes contemporary urbanity.”

Retrieved October 18, 2017 from

<http://journals.sagepub.com/doi/abs/10.1080/00420980500035436?journalCode=usja>

Whether any of this has any relationship to what is happening here is unknown, but it is still an interesting article and abstract.

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Weblog: <http://riverparkwayblog.wordpress.com/>  
Website: <http://www.arpps.org/>

## American River Parkway Preservation Society

### E-Letter #188, December 4, 2017

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#### **Nonprofit Management of the American River Parkway**

Though Sacramento County has entered into a new governance agreement with a state agency to govern the Parkway—and only time will tell if it will solve the major serious Parkway problems of illegal camping and insufficient funding—we still feel the best way to manage the Parkway is through a nonprofit organization providing daily management, working under a governing Joint Powers Authority made up of Sacramento County and the cities adjacent to the Parkway, with much more detail on our website <http://arpps.org/strategy.html> under item **V- Example: American River Parkway Joint Powers Agreement**.

Nonprofit management has long been advocated by us as the optimal method, based on our research, for increasing funding and providing dedicated daily management of the Parkway.

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

#### **Nonprofits running parks:**

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

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

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

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

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

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

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

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

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

While we certainly hope this new governance—and the recent additional County funding—works out, we remain convinced that, ultimately, nonprofit daily management is the way to go.

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## **American River Parkway Preservation Society**

### **E-Letter #189, January 8, 2018**

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#### **A New Year Reminder of Why ARPPS was Founded**

We started this nonprofit organization in 2003 to provide policy ideas about the Parkway based on research of what has worked well in other jurisdictions.

Here is our founding mission, vision, and critical issues as they have developed since then.

**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.

#### **Critical Issues**

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

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

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 Approach: People want to live in Northern California, so it is not surprising that development continues at record levels. Each new city in our area brings new pressure for growth, more opportunity for sewage accidents, and more potential harm to the salmon. We will communicate with government, at all levels, to seek concrete solutions, and encourage them to increase their commitment to improving river water quality and preserving the Parkway.

Our Solution: Build the Auburn Dam. With congressional re-approval of the dam, led by Congressman Tom McClintock, the Bureau of Reclamation can reapply for the lost water rights.

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 Approach: The dignity of the human person, including the poor and distressed, must be respected, but the dignity of the poor and distressed community must also be respected. We will communicate with homeless advocacy organizations, local government entities, businesses, churches, universities, and neighborhood associations to help the Parkway

Our Solution: Strengthen and enforce laws against illegal camping.

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

**Our Solution:** Prohibit such new building.

**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 Approach:** The Parkway belongs to all of us. It is a community resource. The Parkway Management Plan should contain no absolute restrictions on user activity, rather a process of study and decision-making. Along with off-leash dog walking, mountain biking, full access for the disabled, inline skating, and a greatly expanded network of picnic and sitting places, there are a variety of new usages that should be under consideration to become part of the Parkway experience.

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

**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 Approach:** Suburban communities are where the overwhelming majority of American families wish to live, and the opportunity in our region for those communities to be built for the families who hope to live in them, is a shared supportive responsibility for those of us who presently enjoy our life in the suburbs and for those who hope to enjoy the suburban family lifestyle in the future.

**Our Solution:** Support the growth of suburban communities.

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.

## Happy New Year Everyone!!

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## American River Parkway Preservation Society

### E-Letter #190, February 5, 2018

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#### Great News from the County

A great update from Supervisor Sue Frost from her Facebook page.

In September 2017, the County Board of Supervisors approved \$5 million in funding for the Parkways and Unincorporated Communities Clean Up and Safety Initiative. The goal of the initiative is to reduce the incidence and mitigate the impact of illegal camping in the American River and Dry Creek Parkways and in the County's unincorporated communities. Since I received so many questions about this back in September, I wanted to give you an update on how that is going:

#### **Parks Debris Team:**

Two of the four Parks Debris Removal teams have been formed and are currently in training working as one team to clear trash and debris from the Parkways. The second team will break off and begin work independently by Monday, February 19. The two teams will focus on the Lower American River Parkway between mile 0 and mile 6 Monday through Friday.

Parks is currently averaging between three and four tons of trash removed per day and are focused on areas that are subject to flooding such as Steelhead Creek, Two Rivers Trail along the south bank of the American River and the undercrossing of 160 near the intersection of Northgate and Del Paso Blvd.

## **Parks Resource Team:**

The first of three Park Resource Team is focusing attention in the same areas as the Parks Debris team, and the Patrol Rangers have been citing camps in the Dry Creek Parkway with clean-up support of the Sheriff Work Crew and Waste Management.

Parks currently has seven Ranger candidates in various stages of the hiring process, and once they are hired and trained, Parks will begin filling the second Park Resource Team. Parks anticipates the second Park Resource Team will be formed near the end of March and the third team in the summer of 2018.

## **Homeless Outreach Teams:**

The teams are fully operational effective January 7. Teams have started reaching out to all stakeholders to make the connections for effective resolutions of the multitude of homeless issues they will encounter.

## **Vehicles:**

Safety vehicles have all been ordered. Once received (anticipate February and March), vehicles will require some build up and then will be operational. Dump trucks and Bobcats are in use.

Retrieved January 27, 2018 from

<https://www.facebook.com/SupervisorSueFrost/posts/1813374302300313>

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## **American River Parkway Preservation Society**

### **E-Letter #191, March 5, 2018**

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#### **Bureaucracy, the Homeless & North Sacramento**

A recent *Sacramento Bee* article reminds us of why bureaucracy is so often despised, but, as James Q. Wilson notes about the constraints of bureaucracy:

“The key constraints are three in number. To a much greater extent than is true of private bureaucracies, government agencies (1) cannot lawfully retain and devote to the private benefit of their members the earnings of the organization, (2) cannot allocate the factors of production in accordance with the preference of the organization’s administrators, and (3) must serve goals not of the organization’s own choosing. Control over revenues, productive factors, and agency goals is all vested to an important degree in entities external to the organization—legislatures, courts, politicians, and interest groups. Given this, agency managers must attend to the demands of these external entities. As a result, government management tends to be driven by the *constraints* on the organization, not the *tasks* of the organization. To say the same thing in other words, whereas business management focuses on the “bottom line” (that is, profits), government management focuses on the “top line” (that is, constraints). Because government managers are not as strongly motivated as private ones to define the tasks of their subordinates, these tasks are often shaped by the factors described in the preceding four chapters.” (p. 115)

James Q. Wilson. (1989). *Bureaucracy: What Government Agencies Do and Why They Do It*, Basic Books, Inc., Publishers: New York.

### **Excerpt from the *Sacramento Bee* article.**

City leaders are strongly considering extending the controversial North Sacramento [winter homeless shelter](#) beyond its planned closing date of March 31, officials confirmed Thursday.

The shelter, on Railroad Drive near Del Paso Boulevard, was presented at community meetings as a temporary place to allow homeless men and women to escape the cold weather. A second, more permanent shelter has been under discussion [for a different location](#) less than a mile away.

Mayor Darrell Steinberg said the city had hoped to have a permanent shelter at the nearby Royal Oaks light-rail station open by the time the Railroad Drive facility closed, allowing for a smooth transition for those seeking shelter in the area. But that appears unlikely, and the mayor said a timing gap between the facilities would be “unacceptable.”

“I am guided by one principle: Under no circumstances will we allow 200 human beings to return to homelessness and desperation,” Steinberg said. “We are considering all options to meet that principle.”

The City Council will discuss the shelter operation at its Feb. 27 meeting.

Councilman Allen Warren, who represents the residential neighborhoods near the shelter, has scheduled a March 1 community meeting in his North Sacramento district to discuss the possibility of the shelter remaining open.

Warren said he is open to extending the shelter's run, "but I want to make sure our community is given due consideration" because keeping the facility open beyond March "was not what was sold to the community."

"I don't want to walk into the March 1 meeting with a decision already made," he said. "I want to have a comprehensive discussion before I make a decision."

The large "triage" shelter, the first of its kind in Sacramento, has a maximum capacity of 200 people. It opened in early December [despite concerns from neighborhood residents](#) who said they feared it would bring more problems to a neighborhood already plagued by poverty and homelessness. Residents also said all neighborhoods should share the burden of housing homeless people.

As of last week, 197 people were living at the shelter, along with dozens of pets. More than 260 men and women have spent time in the program since its opening, said Emily Halcon, the city's homeless services coordinator. The facility is open for 24 hours a day, and provides residents with showers, meals, veterinary services, and help in locating housing and social services.

Some residents have said the shelter has attracted more homeless people to the area, and complained of a lack of promised transparency by city officials.

"I'm truly disappointed in the city," said David Plag, executive director of the Del Paso Boulevard Partnership. "The city stated to the entire North Sacramento community that this shelter would close at the end of March. I envisioned that people living at this shelter would be transferred to the permanent facility" at another location. "Now, it looks like this shelter will stay open indefinitely."

Larry Glover-Meade of the Woodlake Neighborhood Association called the development "shocking and infuriating."

"It's very frustrating that the city hasn't communicated this at all to nearby community members," he said. "I think many who live nearby could have supported keeping it open, but the city didn't talk with us at all. After countless reassurances that the winter shelter would definitely close, it's pretty frustrating that they aren't fulfilling their promises."

Retrieved February 16, 2018 from

<http://www.sacbee.com/news/local/homeless/article200352529.html>

### **Mayor Wants Temporary Shelter to Be Permanent**

As this story from *ABC10* News reports:

If the mayor has his way, the temporary winter homeless shelter in North Sacramento will remain open past its original March 31 closing date.

"I think it's worked really well to be the longer term triage solution for this part of the city," Sacramento's Mayor Steinberg said at a community meeting Thursday night [March 1<sup>st</sup> ].

Retrieved March 4, 2018 from [www.abc10.com/article/news/local/sacramento/north-sac-temporary-winter-shelter-may-not-be-so-temporary/103-524691047](http://www.abc10.com/article/news/local/sacramento/north-sac-temporary-winter-shelter-may-not-be-so-temporary/103-524691047)

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## American River Parkway Preservation Society

### E-Letter #192, April 2, 2018

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#### **Announcement: Article about ARPPS**

Inside Publications published an interview with me about ARPPS on page 22 of the March Issue, available at <http://www.insidepublications.com/digital/portfolio/inside-arden/> and the photo accompanying the article was taken on the levee in River Park overlooking the Parkway where the Two Rivers Trail would go.

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#### **Two Rivers Trail**

This project, which is described on the Sacramento City website at <http://www.cityofsacramento.org/Public-Works/Engineering-Services/Projects/Current-Projects/Two-Rivers-Trail-Phase-II> has generated some controversy with many residents of the adjacent neighborhood, River Park, in opposition to it as evidenced by their signs around the neighborhood, **Save Don't Pave** and their website <https://savedontpave.wordpress.com/> .

Our organization has commented in support of this project over 10 years ago, in Parkway Blog Posts in 2006 and 2007:  
<https://riverparkwayblog.wordpress.com/2006/04/27/two-rivers-trail-moves-forward/> and <https://riverparkwayblog.wordpress.com/2007/03/19/two-rivers-trail/>

Both of those posts were well before the problem of illegal camping by the homeless had grown to the level where it now threatens virtually the entire Parkway and the Save Don't Pave group ably express their specific concern—as well as others—with the impact of increased illegal camping by the homeless near their neighborhood if the trail is paved on their webpage <https://savedontpave.wordpress.com/2018/03/04/our-concerns/>

## **Our Position**

Our position is that while we generally support the enhancement of the Parkway, the arguments made by the neighborhood as represented by the neighborhood association or a majority of neighborhood residents, should take precedence—at least until such time as Parkway management has addressed all of their concerns with concrete solutions or effective rebuttals.

This is congruent with one of our guiding principles: *‘Regarding new parkway usages: Inclusion should be the operating principle rather than exclusion’* which supports that the neighborhood’s concerns should be included in the decision making process rather than excluded.

The new Parkway usage will be the increased traffic and the addition of bikes on the new paved trail and including the impacted neighborhood in the decision making process should be the operating principle rather than excluding them.

One argument the Save Don't Pave group make is especially effective: **“LOSING A QUIET PEDESTRIAN TRAIL TO BICYCLE TRAFFIC**, Retrieved March 16, 2018 from <https://savedontpave.wordpress.com/2018/03/04/our-concerns/>

If you have ever walked meanderingly along the paved bike trail quietly lost in reflection about the beauty of the Parkway and had a squad of cyclists come speeding by, you know how valuable a quiet pedestrian trail can be.

There is a River Park Neighborhood Association Spring General Meeting scheduled to discuss this project: Saturday, April 7, 2018 @ 10:00 am – 12:00 pm, at Caleb Greenwood School, more info at [http://riverparksacramento.net/event/rpna-spring-general-meeting/?instance\\_id=52](http://riverparksacramento.net/event/rpna-spring-general-meeting/?instance_id=52)

We will also be devoting the *ARPPS Spring Newsletter*, due out April 5<sup>th</sup>, to this subject.

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## American River Parkway Preservation Society

### E-Letter #193, May 10, 2018

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#### America's Doing Okay

Sometimes, especially during turbulent times like the present, we forget how well things can be on the ground often overlooked; but this very nice and optimistic article by James Fallows, about our country, from *The Atlantic* reminds us.

I have purchased the author's book from which this article was derived, *Our Towns: A 100,000-Mile Journey into the Heart of America*, and it is well worth a read, great addition to your library.

Here is an excerpt from *The Atlantic* article.

An excerpt.

"I have seen the future, and it is in the United States.

"After a several-year immersion in parts of the country that make the news mainly after a natural disaster or a shooting, or for follow-up stories on how the Donald Trump voters of 2016 now feel about Trump, I have a journalistic impulse similar to the one that dominated my years of living in China. That is the desire to tell people how much more is going on, in places they had barely thought about or even heard of, than they might have imagined.

"In the case of China, that impulse matched the mood of the times. In the years before and after the world financial crisis of 2008, everyone knew that China was on the way up; reporters like me were just filling in the details. In the case of the modern United States, I am well aware that this message runs so counter to prevailing emotions and ideas as to seem preposterous. Everyone knows how genuinely troubled the United States is at the level of national politics and governance. It is natural to assume that these disorders must reflect a deeper rot across the country. And indeed, you can't travel extensively through today's America, as my wife, Deb, and I have been doing in recent

years, without being exposed to signs of rot, from opioid addiction to calcifying class barriers.

“At the time Deb and I were traveling, sociologists like Robert Putnam were documenting rips in the social fabric. We went to places where family stories matched the famous recent study by the economists Anne Case and Angus Deaton of Princeton, showing rising mortality among middle-aged whites without a college degree for reasons that include chronic disease, addiction, and suicide. In some of the same cities where we interviewed forward-moving students, civic leaders, and entrepreneurs, the photographer Chris Arnade was portraying people the economy and society had entirely left behind. The cities we visited faced ethnic and racial tensions, and were struggling to protect local businesses against chain stores and to keep their most promising young people from moving away. The great majority of the states and counties we spent time in ended up voting for Donald Trump.

“What we learned from traveling was not that the hardest American challenges of this era are illusory. They’re very real, and divisions about national politics are intense. So we made a point of never asking, early on, “How’s Obama doing?,” or later, “Do you trust Hillary?” and “What about Trump?” The answers to questions like those won’t take you beyond what you’ve already heard ad nauseam on TV.

“Instead we asked people about their own lives and their own communities. Reporting is the process of learning what you didn’t know before you showed up. And by showing up in Mississippi and Kansas and South Dakota and inland California and Rust Belt Pennsylvania, we saw repeated examples of what is happening in America’s here and now that have important and underappreciated implications for America’s future.

“Serious as the era’s problems are, more people, in more places, told us they felt hopeful about their ability to move circumstances the right way than you would ever guess from national news coverage of most political discourse. Pollsters have reported this disparity for a long time. For instance, a national poll that The Atlantic commissioned with the Aspen Institute at the start of the 2016 primaries found that only 36 percent of Americans thought the country as a whole was headed in the right direction. But in the same poll, two-thirds of Americans said they were satisfied with their own financial situation, and 85 percent said they were very or somewhat satisfied with their general position in life and their ability to pursue the American dream. Other polls in the past half-dozen years have found that most Americans believe the country to be on the wrong course—but that their own communities are improving.”

Retrieved May 5, 2018 from  
<https://www.theatlantic.com/magazine/archive/2018/05/reinventing-america/556856/>

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## **American River Parkway Preservation Society**

### **E-Letter #194, June 4, 2018**

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#### **Announcement: Two Rivers Trail**

The Save Don't Pave folks—a River Park neighborhood group who doesn't want their natural trail paved over—made a presentation to the River Park Neighborhood Association and it is an excellent brief, slide presentation of their position which you can see at <https://savedontpave.files.wordpress.com/2018/04/savedontpave-040718.pdf>

#### **Parkway is One Park, Needs to be Managed that Way**

The central problem managing the American River Parkway effectively has been the Balkanization of it into many separate areas, each with its own user base and advocacy groups.

This lack of seeing the Parkway as a unity, rather than as many disjointed areas, is the prime reason, in our opinion, for the slow but inexorable decline of the Parkway, so manifestly obvious in the Parkway's Skid Row—Discovery Park to Cal Expo.

You would think that with the one entity, Sacramento County, providing daily management of the Parkway, that there would be some unity of direction, but past experience proves otherwise.

Separate political entities, like the city and county, are, by their very nature, Balkanized; and without unified strategic leadership, getting them to agree on the common interest of all—like the health of the Parkway—is difficult.

This is why we have consistently called for a nonprofit organization, working under a Joint Powers Authority of all the Parkway adjacent communities, to provide daily management of the Parkway, a strategy we model in detail on our website at <http://arpps.org/strategy.html> points V & VI.

We posted on our blog a recent review of the book, *Saving Central Park: A History and a Memoir*, by Elizabeth Barlow Rogers, who led the successful effort—which we have long considered as a model the Parkway needs to emulate—which made the point of a unified perspective succinctly:

“The author’s reasonable voice rings clear in this beautifully written memoir, steely resolve beneath old-fashioned courtesy. Reading between the lines one senses her periodic frustration with a sometimes hide-bound bureaucracy. The cause of the tension between Ms. Rogers and the city was ultimately philosophical. **The city bureaucrats saw the park as a collection of individual recreational amenities, whereas for her Central Park was a great work of landscape art that demanded to be treated as a unified canvas.**” (highlighting added)

Retrieved May 14, 2018 from

<https://riverparkwayblog.wordpress.com/2018/05/15/saving-central-park/>

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## **American River Parkway Preservation Society**

### **E-Letter #195, July 9, 2018**

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#### **Good News about the Parkway**

We have very good news about the use of the new money the County directed towards resolving the illegal camping issue.

According to this June 1, 2018 story from the *Sacramento Bee*, some serious progress is being made as a result of the new money put into getting the homeless who are illegally camping in the Parkway out of there and situated in a better condition.

We have had a lot of false starts over the past 15 years, so as we wish the County all the best, we will wait and see if this really does the trick before proclaiming complete success; but to the public leadership who made this happen, honor is due.

An excerpt.

Sacramento County workers hauled 575 tons of trash out of the American River Parkway during the first four months of this year, doubling the amount they removed during the same period last year. They shut down 741 homeless camps, compared to 341 during the same period in 2017.

The reason? More than \$6 million in additional patrols and other efforts designed to protect the region's beloved parkway, which some argue is seriously threatened by the activities of homeless people who live along its 23-mile stretch.

On Tuesday, the Board of Supervisors will discuss during budget hearings whether to maintain the higher funding level for policing and cleaning up the parkway and helping chronic river dwellers find housing.

The push for parkway protection has come as a result of public pressure and "a realization that the impacts of illegal camping needed to be addressed differently, and at a greater volume than ever before," said county Parks Director Jeff Leatherman.

Supervisor Phil Serna is convinced that the focus is paying off.

"What a difference a year makes," Serna said. "We have made a thoughtful investment in the parkway, and we're seeing the fruits of it."

The county currently has 18 workers assigned to cleanup crews, compared to just four in 2017. It has 15 park rangers assigned to dealing with illegal campers, 10 more than last year. Crews now have heavy equipment at their disposal to remove garbage from campsites.

The result? Park rangers issued 1,173 citations for illegal camping from January through April, records show. That compares to 341 citations during the same period in 2017. This year's actions resulted in the closure of 741 camps.

"There are areas along the parkway that have been notorious for being illegal dump sites that now are free of trash, free of buckets full of human waste, free of used hypodermic needles," Serna said. "All indications are that this work is paying dividends."

But the county is not just clearing out encampments, Leatherman pointed out. As part of the initiative funded last year, the Department of Human Assistance is working with housing specialists to shelter and find permanent residences for homeless people who are willing to move inside.

"It's important, because if we don't work to solve homelessness, our problems are just going to continue," Leatherman said.

Homeless encampments exist throughout the parkway, but are most concentrated in the city stretch between downtown's Discovery Park and Campus Commons, near Sacramento State, Leatherman said.

Residents of those areas, as well as people who use the river and bicycle trail for recreation, have for years complained that burgeoning homeless camps have desecrated the parkway and increasingly have made it feel unsafe. Homeless campers have been blamed for committing crimes, lighting fires and contaminating the lower American River with potentially harmful levels of bacteria.

In the past, rangers forced people out of campsites, only to see them resurface in different locations along the parkway. Now the county is taking a different approach.

Rangers and housing experts are working with staffers from the county's Department of Human Assistance to convince homeless campers, some of whom have lived along the river for years, to abandon their tents and move inside. The county is contracting with the nonprofit Sacramento Self Help Housing to place former campers in rental homes that serve as shelters until they are ready to move into permanent housing, said Cindy Cavanaugh, director of homeless initiatives for the county.

Since March, about three dozen formerly homeless people have moved into the small shelters, which are scattered throughout the county, said Julie Field, homeless services program manager for the Human Assistance agency.

"We are focusing on the most vulnerable people out there," some of whom have severe health issues and disabilities, Field said. Among those currently enrolled in the program are five people who shared a river encampment and now "function like a family" in a home off Truxel Road near their former campsite, she said.

Participants in the sheltering program receive help obtaining documents, Social Security payments, health care and other services that will help put them on a path toward stability, said Cavanaugh. Each shelter accommodates five people, plus a "house monitor," officials said.

Because of all of the changes, parkway users "should be seeing a visible difference" in how the stretch looks and feels compared to a year ago, Leatherman said. "Yes, there are still homeless people camping on the parkway. But we are making progress."

Retrieved June 1, 2018 from <http://www.sacbee.com/article212213364.html>

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## **American River Parkway Preservation Society**

### **E-Letter #196, August 6, 2018**

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## A Joint Powers Authority & Nonprofit Management of the Parkway, Strategy Ideas

We first covered this issue extensively (pp. 9-16) in our 2007 research report, *Nonprofit Daily Management, Regional Thinking, and the Preservation of Our Heritage*, which is on our website at <http://arpps.org/Report3-Governance.pdf>

How we get there is another matter and some of our members have asked for strategy ideas on how to do so.

The most important one is communication: to continually communicate to the public leadership the validity of taking this approach, which has been well documented (as we note in our report) to be highly successful; both in securing adequate funding, widespread government and non-government buy in, and effective daily management.

The form all of this can take is noted on our website's Strategy page, beginning at section V, <http://arpps.org/strategy.html> and the Joint Powers Authority Agreement is modeled after the San Dieguito River Park JPA <http://www.sdrp.org/wordpress/wp-content/uploads/Bylaws-of-San-Dieguito-River-Park-JPA-adopted-5-20-16.pdf>

Communication strategies also include letters to the editor, letters to public leadership, presentations to related organizations including neighborhood associations bordering the Parkway—all of which we have included within our work over the past 15 years—but which individual members of the public can also engage in.

Central Park in New York has long been our model and the definitive book on how it was saved by using the nonprofit strategy is outlined in a wonderful book by the woman most responsible, *Saving Central Park: A History and a Memoir*, by Elizabeth Barlow Rogers and a review of it is posted on our blog website at <https://riverparkwayblog.wordpress.com/2018/05/15/saving-central-park/>

What is made clear in her book is that the key element in gaining support of local public leadership and funders was adjusting their philosophical perspective, which she noted in a speech we included in our 2007 report:

“All of us here are part of a movement, 'reinventing government.' It's last year's buzzword, but that really is what we're doing. **We are part of a new democracy, in which citizens no longer ask what government can do for them, but offer themselves, not through government programs, but through non-profit organizations.** Conservancies, friends groups, business improvement districts - they all help government do what it can no longer do on its own...

**“It is a challenge for government to embrace public-private partnerships not as a stop-gap measure, but as standard operating procedure. When I started my work to save Central Park, I thought it**

**was entirely a local phenomenon based on the city's fiscal crisis. Now we all realize that it's a broad, general crisis...**

**“We're moving into an era of contract management for parks.** If we're going to contract out, it's very important that we also have performance measurements. Government itself must be more accountable. Even our not-for-profit-selves need measurement systems. We too can become bureaucratic, and therefore there must be a structure of accountability. Via the governments with whom we have contracts, we are accountable to the people...

“[My idea was that]...I must make the people of New York City see the park in the same light as the Museum of Natural History, or the Bronx Zoo, or the Botanical Gardens - they must see it as a major cultural institution. Grace Glueck of the New York Times came to write a story, and asked 'You mean you think of this park as a cultural institution; and those trees, those sculptures, as your collection?' And I said 'You've got it.' That's really how the Conservancy was launched.” (n.p. highlighting added)

Barrow, E. B. (n.d.) *Making partnership work; The Central Park model.*  
<https://www.pps.org/article/bbarlowrogers>

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## **American River Parkway Preservation Society**

### **E-Letter #197, September 10, 2018**

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#### **The new—and well financed—work on reducing illegal camping by the homeless, appears to be working**

And the primary evidence for that is the latest—as of today, August 31—Parkway Ranger Report, which (year to date figures) shows a huge number of camps cleared (1,597) and citations issued for illegal camping (1709) as well as 796 tons of garbage and debris removed. (p. 3)

Retrieved August 31, 2018 from  
<http://www.regionalparks.saccounty.net/Rangers/Documents/June%202018%20Monthly%20Report.pdf>

In the same six month period of 2017, a total of 790 camps were cleared and removed, so that has more than doubled for this year; and that is real good news.

Broken down by month 2017:

January: 101 camps cleared and removed  
February: 105 camps cleared and removed  
March: 167 camps cleared and removed  
April: 133 camps cleared and removed  
May: 141 camps cleared and removed  
June: 143 camps cleared and removed

**Total 790 camps cleared and removed January through June 2017**

Broken down by month 2018:

January: 208 camps cleared  
February: 80 camps cleared  
March: 158 camps cleared  
April: 295 camps cleared  
May: 502 camps cleared  
June: 354 camps cleared

**Total 1,597 camps cleared January through June 2018**

It is obvious that the Rangers are getting better at what they do and they also have more help doing it.

We extend our deepest gratitude to the Parkway Rangers who are doing this tedious and often dangerous work and to the Board of Supervisors who approved the extra funds.

However, we cannot end this letter without remembering the neighborhoods still being negatively impacted by the Parkway's Skid Row—Discovery Park to Cal Expo—including the ground zero neighborhoods of Woodlake & North Sacramento; who are (and have been for years) still reeling from Sacramento's—city and county—public leadership's decisions that have drawn more homeless to their neighborhoods which this *Facebook* site notes: see the August 14 post (and others) at <https://www.facebook.com/AmericanRiverParkwayWoodlakeArea/>

Until these canary-in-the-coalmine neighborhoods can look out the doors of their homes and businesses and feel safe from the degradation too often caused by illegal camping by the homeless, the work of removing—and keeping removed—all illegal campsites from the Parkway is not complete.

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## Appendix II: Quarterly Newsletters

### American River Parkway Preservation Society Newsletter: Issue 56 – Fall 2017

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#### **News Item:** *Hepatitis A Outbreak Among Homeless Spreading Statewide*

One of the dangers of being homeless, as this story from *Breitbart News* reports:

**The California hepatitis A outbreak is on the verge of reaching statewide epidemic status, as cases have spread through homeless tent cities from San Diego north to Sacramento.**

by **Chriss W. Street** 8 Oct 2017 Newport Beach, CA

California health officials have reported that at least 569 people have been infected with the hepatitis A liver disease and 17 have died since a San Diego County outbreak was first identified in November. Cases have migrated north to homeless populations in Los Angeles, Santa Cruz, San Francisco and Sacramento over the last 11 months.

Although local and state authorities have tried to underplay the risks and severity of the outbreak, the most recent annual totals for cases of hepatitis A in the United States was 1,390 in 2015, according to the Center for Disease Control (CDC). California only reported 179 cases during the same year.

The highly-contagious hepatitis A outbreak may have taken root because of the City of San Diego's efforts in the run-up to Major League Baseball's All-Star Game held at Petco Park in July 2016 to push the homeless, and the rampant drug and prostitution trade among them, out of the downtown tourist venues. Those effort included locking public bathrooms and essentially relocating the homeless to the congested tent city encampments that stretch for blocks east of downtown near freeway onramps.

Another explanation may be the city's decision to ban plastic bags, which deprived homeless people of an alternative means of disposing of human waste when bathrooms were not available.

The last major hepatitis A outbreak was 900 cases and 8 deaths in Pennsylvania in 2003. The infected suffer flulike symptoms and jaundice, but the disease can progress to death. Since 1998, national hepatitis A incidence rates had been “progressively lower each year” due to the development of a “safe and effective hepatitis A vaccines in 1995–1996.”

California homeless advocates have been successful across the state in forcing cities to accept the homeless living in large tent communities on public property. The advocates refer to anti-homeless ordinances as the modern-day equivalent to post-slavery Jim Crow and Depression era anti-Okie laws that allowed police to disperse people deemed “undesirable” after dark.

The City of San Diego was forced to sign the Spencer Settlement in 2006, which forbids its Police Department from enforcing the city’s “Illegal Lodging Enforcement Guidelines” between the hours of 9 pm to 5:30 am.

California, with 115,738 homeless, now accounts for about 21 percent of America’s total homeless population. Due to legal settlements against vagrancy laws, about 72.3 percent of California’s homeless are unsheltered, usually living in tent cities.

Retrieved October 8, 2017 from <http://www.breitbart.com/california/2017/10/08/california-hepatitis-a-outbreak-on-verge-of-statewide-epidemic/>

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## **Announcement:** *Introduction to Annual Organizational Report*

Our annual organizational report is online, [http://www.arpps.org/ARPPS\\_Annual\\_Report\\_2017.pdf](http://www.arpps.org/ARPPS_Annual_Report_2017.pdf) and here is the Introduction:

### **Introduction**

Last year we had some confidence that the combination of the new downtown development around the Sacramento Kings arena and the new Parkway governance coming from the California Wildlife Conservation Board <https://www.wcb.ca.gov/> as a result of Assembly Bill 1716 <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=137394&inline> would result in good things for the Parkway; increased riverfront development from the former and better management from the latter.

So far, neither has developed though there are some good tidings to report in both cases.

The recent Sacramento County approval of \$5 million to increase efforts to reduce Parkway illegal camping surely benefited from the new relation with the Wildlife Conservation Board, as reported by the *Sacramento Bee*:

Sacramento County supervisors on Wednesday approved a \$5 million plan to beef up patrols along the American River Parkway and clean up its homeless encampments.

The 3-2 vote came after dozens of residents packed the supervisors' chambers to support or denounce the proposal to add park rangers, maintenance staff and sheriff's employees to the 23-mile "jewel of Sacramento" and adjacent neighborhoods.

Some speakers recounted bad interactions with homeless people. Others expressed compassion for the homeless but said they wanted a clean, safe parkway. Still others denounced the proposal as "criminalizing the homeless."

Retrieved September 30, 2017 from <http://www.sacbee.com/news/local/article169023177.html>

The recent announcement about the riverfront is also encouraging, as reported by KCRA:

Construction is now underway in Old Sacramento as part of a dramatic facelift to the city's riverfront.

The idea is to make Old Sacramento an entertainment district that would attract both tourists and longtime residents by honoring the city's railroad heritage, while also building excitement about the future.

"I know they're talking about doing a lot of events along the waterfront," said Michael Coyne, general manager for the Delta King. "Maybe art shows, smaller concerts, those type of things."

The revitalization project is also likely to include a monument that showcases Old Sacramento, going way beyond the Pony Express statue that stands there today.

The goal is to build a must-see icon, with a draw similar to the Gateway Arch in St. Louis or the Space Needle in Seattle.

"We'll get lots of ideas," said Richard Rich, the city's Riverfront project manager. "I'm already getting great ideas from people, and we'll throw those all into a bucket, hire some of the greatest designers in the world and say, 'Here what can you do with this?'"

The cost of the monument is still being determined, but riverfront development pencils out to an estimated \$10 million to \$15 million with the money coming primarily from grants and a Destination Sacramento fund.

It will help transform the current I Street entrance into something exotic and futuristic.

Retrieved September 30, 2017 from <http://www.kcra.com/article/sacramento-launches-riverfront-redevelopment/10231683> "

So, all in all, we can—somewhat—feel positive that the future may be better for the Parkway, even though this has been, in terms of Parkway devastation from illegal camping by the homeless, one of the worst years.

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**Mini-Essay:** *Homelessness Increasing in Rural Areas*

As we have seen with the large-scale illegal camping in the Parkway continually growing no matter what strategy Sacramento County Parks institutes; many of the homeless—especially those for whom living off the grid is an individual choice rather than a necessity brought on by circumstances beyond their control—prefer illegally camping in nature than in cities (it is much easier to hide, hunt food, and find fresh water) as this article from the *San Francisco Chronicle* reports.

An excerpt.

California housing costs are spiraling so high that they are pushing the state's homelessness crisis into places it's never been before — sparsely populated rural counties.

A Chronicle analysis of biennial homeless counts taken early this year across California shows that the sharpest increases occurred not in San Francisco and other urban centers but in out-of-the-way places such as the thickly forested Sierra Nevada and the dusty flatlands and low hills of the northern Sacramento Valley.

Statewide, The Chronicle's examination shows, homelessness rose by 15 percent from 2015 to this year. In heavily populated centers such as Los Angeles and the Bay Area, where tent cities have long been part of the landscape, even double-digit increases like that might not suggest that something has fundamentally changed. But in rural areas, the increases have come as a shock.

When the number of people without homes in the historic Gold Rush territory of El Dorado County climbs 122 percent in two years, and the farmlands of Butte County see a 76 percent rise, it's jarring to neighbors, community leaders, police and homeless people themselves. Those counties lack the years of experience that cities have in creating services for homeless people and are starting almost from scratch.

There is no year-round shelter in El Dorado County, and camps are multiplying on the edges of the county seat of Placerville. In Butte County, the few shelters are overwhelmed, and panhandlers who were once an anomaly in the college town of Chico are becoming commonplace.

It's the same story in places like Lake County, north of the Bay Area; Shasta County, on the slopes of the Cascades; and Imperial County, along the Mexico border — all rural enclaves where housing that used to be cheap has suddenly become less affordable and where homelessness has spiked.

For many low-income residents of such counties, with few shelters or services to turn to when they lose their homes, there's pretty much nowhere to go but outside. And with a traditional intolerance of downtown drifters, that usually means into the forests, gullies and fields.

“I had a grocery store job and I had a home, but when I had to leave my apartment about a year ago because of domestic violence, I found that whatever I used to be able to afford,

I just couldn't afford anymore," said 46-year-old Charisse, who did not want her last name used for fear of her former boyfriend. "You can't even put together first and last month's rent unless you have a really high-paying job. We're stuck."

Charisse sleeps in a camp at the edge of Lake Tahoe in El Dorado County, hidden at the end of a deer trail. She and her tentmates fish for their meals and go into nearby South Lake Tahoe infrequently "because they don't like homeless people walking around there."

Retrieved October 8, 2017 from <http://www.sfchronicle.com/news/article/California-s-homelessness-crisis-moves-to-the-12182026.php>

It has always been thought that most of the homeless illegal camping in the Parkway were among the more dangerous among the homeless and that is captured by this quote from the 2008 story, entitled *Hell's half-acre: Sacramento's homeless weigh in: Tent Town's top 25 tips for surviving the economic downturn* from the *Sacramento News & Review*:

#### 14. Stay away from the river

It's a half-mile from Tent Town to the American River, where the hard-core, chronically homeless hole up in the dense foliage leading up to its banks. The level of depravity increases the nearer you get to the water, which is why the American River Parkway is heavily patrolled by park rangers from Discovery Park to Cal Expo. "We heard screams coming from there last night," says Kim. She'd be pretty if all of her front teeth hadn't been knocked out. "They hauled another body out of there the other day, some mummified dude," Ace adds. Kim shivers.

Retrieved October 8, 2017 from <https://www.newsreview.com/sacramento/hells-half-acre/content?oid=877448>

Many of the homeless living off the grid in the Parkway have regular funds from a combination of welfare or social security and some of the homeless service programs help with check cashing so the relatively small amount received can go a rather long way if there are no rent or utilities to pay and food can be had pretty much daily from local service agencies, and of course there is—among several on the market—the 2011 book, *The Hobo's Handbook: A Field Guide to Living by Your Own Rules* [https://www.amazon.com/Hobo-Handbook-Field-Guide-Living/dp/1440512272/ref=tmm\\_pap\\_swatch\\_o?encoding=UTF8&qid=&sr=](https://www.amazon.com/Hobo-Handbook-Field-Guide-Living/dp/1440512272/ref=tmm_pap_swatch_o?encoding=UTF8&qid=&sr=)

The history in America of people living off the grid can be a romantic one with pleasures most of us would find tedious, dangerous, and fleeting; but it is a lifestyle many still find appealing as the Facebook page, *Britt Hobo Days and Hobo Museum*, notes, which can be found at <https://www.facebook.com/britthobodays/> and good information can be found at local homeless advocate, the Sacramento Homeless Organizing Committee at <https://sacshoc.org/>.

What is ideal—to homeless illegal campers in the Parkway—in addition to the thick growth hiding campsites, is the closeness of a veritable shopping mall of homelessness sustaining services a short walk away and ample panhandling opportunity a bit longer walk away.

There is so much more to being homeless than most of us really care about learning, but if we are to really make a strong community effort to do something about it, about the whole bit of it, we do need to learn more about it and learning from those who are out there—with discernment—is a very good way to start.

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## Society Information

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

**Federal ID # 20-0238035**

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### 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 57 – Winter 2017/2018

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### **Essay: *Illegally Camping in the Parkway as an Urban Planning Strategy***

This is an expansion of a previous e letter, and unfortunately, that might be the message some urban planners could be presenting as articulated in the public comments of some homeless people/advocates regularly appearing in front of the Sacramento City Council and Sacramento County Board of Supervisors, and more specifically in the book, *Tent City Urbanism*, which notes:

In their article “Reclaiming Space,” Groth and Corjin advocate for informal actors—such as the members of tent cities—to take a stronger role in setting the urban agenda. They begin with the assertion that post-modern planning as failed to respond to post-modern urbanism. Comparatively, the modern city consisted of a homogenized population with a clear agenda, and centralized planning agencies were able to use order and rationality to serve this relatively uniform society. The result was what Jane Jacobs described in 1961 as “a city of monotony, sterility, and vulgarity.” (p. 7)

*The Death and Life of Great American Cities*, (New York: Random House, 1961)

On the contrary, the post-modern city has witnessed the emergence of a more pluralistic society with highly differentiated agendas. As a result, post-modernist planning theory has attempted to become more flexible, but Groth and Corjin argue that planners still encourage spaces “catered for a relatively uniform society in a system of mass production and mass consumption.” Formal strategies limit the complexity of the city and aim to establish a predictable population. This diminishes the “dimension of socioeconomic richness and cultural mobility upon which the traditional metropolis thrives,” and

instead we are left with a streamlined city, where “staged images of the public replace the spaces of idiosyncratic interaction.”

“Reclaiming Space” calls for an alternative approach in which urban spatial structures diverge from “active repossessions” and “symbolic reconstructions” to create a city with a greater sense of social inclusion. Residual space, which lacks any significant economic value, is identified as a suitable place for this type of urban transformation to occur. Here, Groth and Corjin argue that formal planning and politics should step aside to allow space for more informal development.

Today’s tent cities [illegal camping in the Parkway has been accurately described as de facto tent cities] organized by the unhoused offer a prime example of this type of reclamation of space. Due to the negligence of formal actors, marginalized members of the city are taking matters into their own hands. Out of necessity, they are rediscovering the power of community, and through this collective effort, people in a similar situation are forging their own solutions by claiming space and working together to improve their individual situations. Rather than settling in popular public spaces, these economic refugees tend to seek hidden residual spaces where they are far less likely to be bothered. Camps tend to most often form in the left-over spaces carved by highways, railroads, or rivers. The latter has proven problematic for many cities, with the unhoused locating in environmentally sensitive areas like wetlands and floodplains since these are often large tracts of land isolated from the public. While they are out of sight, the lack of infrastructure can lead to the degradation of these protected ecological areas. This is probably the most reasonable justification for evicting a camp—and tents to receive public support from both the right and left—but it is typically out of a lack of options that these sites are chosen. This makes an environmental case for establishing a legal “place to be” on a site that is appropriate for human habitation.

Andrew Heben. (2014). *Tent City Urbanism: From Self-Organized Camps to Tiny House Villages*. Eugene, Oregon: The Village Collaborative. [www.thevillagecollaborative.net](http://www.thevillagecollaborative.net)

Here is the abstract on the Groth/Corjin article referenced:

**Reclaiming Urbanity: Indeterminate Spaces, Informal Actors and Urban Agenda Setting** Jacqueline Groth, Eric Corijn

***Urban Studies*, Volume: 42 issue: 3, page(s): 503-526**

Issue published: March 1, 2005

**Abstract**

This paper discusses the phenomenon of 'informal actors' influencing the agenda of urban planning and urban politics by means of temporary reappropriation and animation of 'indeterminate' spaces. The latter are spaces left out of 'time and place' with regard to their urban surroundings, mainly as a consequence of rampant

deindustrialisation processes and the 'shrinking' city. The unclear and undetermined status of these urban 'no-man's-lands' may allow for the emergence of a non-planned, spontaneous 'urbanity'. This intervention may be based on different motives: marginal lifestyles, informal economies, artistic experimentation, a deliberately open transformation of public space allowing for equal access and equal representation or a high degree of social and cultural inclusion. These expressions of the 'lived' city at present constitute a pronounced paradox for established city planning and urban politics. Institutionalised stakeholders may occasionally appreciate their presence for their inherent potential to enhance attractiveness of and revitalisation of certain parts of the city. On the other hand, these sites and the actors involved also spatialise and visualise a resistance and temporary alternative to the institutionalised domain and the dominant principles of urban development. Urban restructuring in the post-Fordist city, foremost in the development of inner-city areas, is increasingly focused on a unidimensional logic of commodification, monofunctionality and control. Thus, the complex qualities of animated 'indeterminate' spaces are difficult to incorporate into planning procedures. They often become threatened in their existence and pushed to the margins. Nevertheless, the urban conflict around these sites and the appearance of 'non-planned' planners on the urban scene, may decisively alter the urban agenda and set the themes for further development, which takes their positive economic and social function and their key role in sustaining and renewing urban cultures into account. The paper discusses this phenomenon, illustrated with an account of three case studies in the cities of Helsinki, Berlin and Brussels. The comparative dimension allows for a subsequent discussion focusing on elaborating the conditions of 'success' for informal actors in urban development processes. The predominant question then is how these new forms of urbanism can be given a place in city planning in order to pay more justice to the social and cultural complexity that constitutes contemporary urbanity.

Retrieved October 18, 2017 from

<http://journals.sagepub.com/doi/abs/10.1080/00420980500035436?journalCode=usja>

This type of strategy is not new, as many may remember the Cloward–Piven strategy, which Wikipedia describes:

The Cloward-Piven strategy is a political strategy outlined in 1966 by American sociologists and political activists Richard Cloward and Frances Fox Piven that called for overloading the U.S. public welfare system in order to precipitate a crisis that would lead to a replacement of the welfare system with a national system of "a guaranteed annual income and thus an end to poverty.

Retrieved January 12, 2017 from

[https://en.wikipedia.org/wiki/Cloward%E2%80%93Piven\\_strategy](https://en.wikipedia.org/wiki/Cloward%E2%80%93Piven_strategy)

In both cases, we have no idea how much either strategy actually affects social activism or public policy, but it is certainly thought-provoking.

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**Essay:** *Urban Planning in a Suburban World*

The more reading I've done about planning the more obvious it is that the focus should be on what is actually happening—suburbs rule—rather than what planners want to happen, cities rule.

The obvious hostility towards suburbs goes back some time and is expressed by Mumford:

The ultimate outcome of the suburb's alienation from the city became visible only in the twentieth century, with the extension of the democratic ideal through the instrumentalities of manifolding and mass production. In the mass movement into suburban areas a new kind of community was produced, which caricatured both the historic city and the archetypal suburban refuge; a multitude of uniform, unidentifiable houses, lined up inflexibly, at uniform distances, on uniform roads, in a treeless communal waste, inhabited by people of the same class, the same income, the same age group, witnessing the same television performances, eating the same tasteless pre-fabricated foods, from the same freezers, conforming in every outward and inward respect to a common mold, manufactured in the central metropolis. Thus the ultimate effect of the suburban escape in our time is, ironically, a low-grade uniform environment from which escape is impossible. What has happened to the suburban exodus in the United States now threatens, though the same mechanical instrumentalities, to take place, at an equally accelerating rate, everywhere else—unless the most vigorous countermeasures are taken. (p. 486) Lewis Mumford. (1961, Renewed 1989). *The City in History: Its Origins, Its Transformations, and Its Prospects*. Harcourt Inc. A Harvest Book: San Diego.

The greatest response to this is from the book, *Holy Land*, on living in the suburbs, by D. J. Waldie:

The harsh, judgmental line in American thought that stretches from Mumford, through Peter Blake in *God's Own Junkyard*, to James Howard Kunstler in *Geography of Nowhere*, to Andres Duany in *Suburban Nation* defines all mass-produced housing since 1945 as a failure, not just a failure of design but a failure of the spirit, too. Kunstler, as the 1999 Congress of New Urbanism, dismissed postwar suburbs as “the place where evil dwells.”

That's been reflected in the critical response to *Holy Land*, some of which has been strongly negative and some indifferent to the book's implications about the capacity of places like mine to inspire loyalty or be redemptive.

As far as I could tell by their lives together, my parents did not escape to their suburb. They didn't imagine it to be a bunker in which they could avoid the demands of living with other people. My parents and their neighbors in the 1950s understood, more

generously than Mumford, what they had gained and lost by becoming suburban. (p. 188) D. J. Waldie (2005) *Holy Land : A Suburban Memoir*, W. W. Norton & Company: New York. Also online at <http://www.djwaldie.com/author-qa>

Unfortunately, the former perspective still animates the urban planning field, though as time goes on and suburbanites continue to love where they live—as do Sacramentans whose city is almost 100% suburban—as noted by *New Geography*:

There are a total of 34 metropolitan areas that are 95 percent or more suburban. These include examples such as Atlanta, at 99.2 percent San Diego at 98.9 percent **Sacramento at 98.3 percent**, Austin at 97.9 percent, Denver at 96.9 percent and Portland at 90.0 percent. (bold mine),

Retrieved November 5, 2017 from <http://www.newgeography.com/content/005640-us-metropolitan-areas-from-polycentricity-dispersed>

And, in a hopeful sign of a real shift, comes the magnificent, just published book, *Infinite Suburbia*, and here is an excerpt:

The following is an excerpt from the introduction of *Infinite Suburbia, a collection edited by Alan M. Berger and Joel Kotkin, with Celina Balderas Guzman*:

*"Global urbanization is heading toward infinite suburbia. Around the world, the vast majority of people are moving to cities not to inhabit their centers but to suburbanize their peripheries. Thus, when the United Nations projects the number of future "urban" residents, or when researchers quantify the amount of land that will soon be "urbanized," these figures largely reflect the unprecedented suburban expansion of global cities. By 2030, an estimated nearly half a million square miles (1.2 million square kilometers) of land worldwide will become urbanized, especially in Asia, Africa, and Latin America. In the United States alone, an additional 85,000 square miles (220,000 square kilometers) of rural land will be urbanized between 2003 and 2030. Given that these figures represent the conversion of currently rural land at the urban fringe, these lands are slated to become future suburbias. Even so, many countries are already majority suburban. In the United States, 69 percent of the population lives in suburbs. As late as 2010, over 75 percent of American jobs lay outside the urban core. Many other developed countries are also majority-suburban. In the Global South, it is estimated 45 percent of the 1.4 billion people who become new urban residents will settle in peri-urban suburbs. The sheer magnitude of land conversion taking place, coupled with the fact that the majority of the world's population already lives in suburbs, demands that new attention and creative energy be devoted to the imminent suburban expansion."*

Retrieved November 5, 2017 from <http://www.newgeography.com/content/005775-infinite-suburbia>

I have purchased this book and will be sharing excerpts from it regularly. It is 771 pages of articles, graphs, photos; truly a significant addition to the field.

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## American River Parkway Preservation Society Newsletter: Issue 58 – Spring 2018

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### **Announcement:** *Article about ARPPS*

*Inside Publications* published an interview with me about ARPPS on page 22 of the March Issue, available at <http://www.insidepublications.com/digital/portfolio/inside-arden/> and the photo accompanying the article was taken on the levee in River Park overlooking the Parkway where the Two Rivers Trail would go.

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### **Essay:** *Two Rivers Trail*

This project, which is described on the Sacramento City website at <http://www.cityofsacramento.org/Public-Works/Engineering-Services/Projects/Current-Projects/Two-Rivers-Trail-Phase-II> has generated some controversy with many residents of the adjacent neighborhood, River Park, in opposition to it as evidenced by their signs around the neighborhood, **Save Don't Pave** and their website <https://savedontpave.wordpress.com/>.

Our organization has commented in support of this project over 10 years ago, in Parkway Blog Posts in 2006 and 2007:

This story from today's Bee is a wonderful example of the strengthening of the American River Parkway, key to our mission, by the Sacramento City Council moving forward on the long planned Two Rivers Trail, on the south side of the American River between Interstate 5 and Highway 160.

Anytime we are able to see the existing Parkway expanded, either through adding additional land or connecting to other open space or trails, it is a huge plus for area recreation, and though there is still work to be done, it is great to see it continued.

Retrieved March 27, 2018 from  
<https://riverparkwayblog.wordpress.com/2006/04/27/two-rivers-trail-moves-forward/>

Fulfilling the visionary promise of our area in relation to its rivers is just what this project is part of and it is a truly beautiful vision.

Retrieved March 27, 2018 from  
<https://riverparkwayblog.wordpress.com/2007/03/19/two-rivers-trail/>

Both of those posts were well before the problem of illegal camping by the homeless had grown to the level where it now threatens virtually the entire Parkway and the Save Don't Pave group ably express their specific concern—as well as others—with the impact of increased illegal camping by the homeless near their neighborhood if the trail is paved, on their webpage <https://savedontpave.wordpress.com/2018/03/04/our-concerns/>

The problems across the river in the area we call Parkway's Skid Row—from Discovery Park to Cal Expo—which the County's stewardship has made worse, as surmised in this recent article from the *Sacramento News & Review* we blogged about on March 23, 2018 at <https://riverparkwayblog.wordpress.com/2018/03/23/hundreds-illegally-camping-in-parkway/> entitled, *Hundreds Illegally Camping in Parkway*, where we posted:

That appears to be the consensus and the final line in this March 22, 2018 article from the *Sacramento News & Review*; as well as accepted knowledge from those of us who have been paying attention to this issue for years, makes note of that.

It is worse now than ever.

An excerpt from the article.

**Sally Dunbar hiked across a verdant meadow along the American River** until a blue flap gave her pause. “Wait,” Dunbar said, eyeing the tent. The 66-year-old grandmother and realtor pulled out her smartphone and dropped a location “pin” using Sacramento 311’s app.

Volunteer river stewards like Dunbar intend for this information to reach Sacramento County rangers tasked with citing people who illegally camp along the shore. Rangers received 35 of those alerts in January, county figures show, and handed out 260 tickets.

It’s not like homeless people have many legal places to go instead. City and county officials haven’t reopened warming centers since last March, leaving 383 beds for the thousands of people sleeping on streets or along waterways.

Recent storms didn’t result in temperatures dipping below the three-day, 32-degree threshold that triggers the centers to open. However, emergency staff can open them for other reasons, like the hail that blanketed Sacramento in late February or last week’s storms, the heaviest this year. There were no requests to do so, said county spokesperson Janna Haynes...

“I know there will be more camps to clean up,” Dunbar said, sounding resolved. “This is a natural resource. We need to protect it.”

Jordan Powell, the American River Parkway Foundation’s volunteer coordinator, said county parks crews clean up the majority of the trash, which he says originates from recreational users as well as homeless people. He said 5,000 to 6,000 foundation volunteers pick up the rest and perform other conservation measures.

Last winter’s torrential rains brought the American River to historic levels, chasing homeless campers from flooded riverbanks into more visible urban centers, according to a point-in-time report from Sacramento State University and Sacramento Steps Forward. The flooding also caused soil erosion that may be contributing to animal feces ending up in the river.

Powell said he wasn’t sure if the river has been impacted by camping or foreign debris. But, speaking only as a Sacramento resident, he said the parkway is a poor alternative to a lack of shelter.

“The parkway is not a good answer to the lack of beds. That’s where the enforcement attitude comes from county parks, and why we need to really take a hard look at what we’re willing to invest in,” he said. “Until then, our stewards will roll up their sleeves and help out.”

Days after Dunbar's tour, campfires dotted the river near downtown, alighting dozens of tents and maybe hundreds of people.

Retrieved March 22, 2018 from <https://www.newsreview.com/sacramento/riverbed-fellows/content?oid=26019477>

This makes it difficult to convince the residents of River Park, the neighborhood adjacent to the proposed Two River's Trail, that anything will be different for them if the trail is paved making access for the homeless illegal campers with their shopping carts much easier.

## **Our Position**

Our position is that while we generally support the enhancement of the Parkway, the arguments made by the neighborhood as represented; either by the neighborhood association—currently neutral—or a majority of polled neighborhood residents adjacent to this particular enhancement should take precedence, at least until such time as Parkway management has addressed all of their concerns with concrete solutions or effective rebuttals.

Our position is congruent with one of our guiding principles: "*Regarding new parkway usages: Inclusion should be the operating principle rather than exclusion*", which supports that the neighborhood's concerns should be included in the decision making process rather than excluded.

The new Parkway usage will be the increased traffic and the addition of bikes on the new paved trail and including the impacted neighborhood in the decision making process should be the operating principle rather than excluding them.

There are at least a couple points that could be negotiated:

Could the new paved trail be built alongside the already existing natural trail, thus retaining the quiet pedestrian trail?

Would the city of Sacramento, if the plan proceeds as currently structured, promise, in a concrete manner, to absolutely stop any illegal camping near the trail, and provide an easily accessible citizen method of alerting city police/Parkway Rangers about illegal camps?

One argument the Save Don't Pave group make is especially effective: "**LOSING A QUIET PEDESTRIAN TRAIL TO BICYCLE TRAFFIC**, Retrieved March 16, 2018 from <https://savedontpave.wordpress.com/2018/03/04/our-concerns/>

If you have ever walked meanderingly along the paved bike trail quietly lost in reflection about the beauty of the Parkway and had a squad of cyclists come speeding by, you know how valuable a quiet pedestrian trail can be, and draws attention to the idea of building a paved trail alongside the existing natural trail.

Here is the list related to that concern from the Save Don't Pave website:

### **LOSING A QUIET PEDESTRIAN TRAIL TO BICYCLE TRAFFIC**

Currently this area is a place people come to. Once it is paved, it will become a place people simply travel through.

Hikers, families, and dog walkers come from all over Sacramento to use this quieter stretch of the American River Parkway. Many of those people are adamantly opposed to paving this section of the levee trail.

By its very purpose, paving the trail will bring more foot/bike traffic to the area on the other side of the levee, making it less peaceful than it is today.

In addition to foot/bike traffic on the pathway itself, foot/bike/car traffic will increase in River Park as people identify Glenn Hall Park as an access point. This will likely increase incidents of speeding, and other traffic violations.

More cars parked on neighborhood streets near trail access points, affecting residents ability to park and access their homes. Increased use of neighborhood streets, parking, and the surrounding trail will likely increase the amount of litter on neighborhood streets and on the parkway.

Retrieved March 27, 2018 from <https://savedontpave.wordpress.com/2018/03/04/our-concerns/>

These are all valid concerns and need to be addressed.

There is a River Park Neighborhood Association Spring General Meeting scheduled to discuss this project: Saturday, April 7, 2018 @ 10:00 am – 12:00 pm, at Caleb

Greenwood School, more info at [http://riverparksacramento.net/event/rpna-spring-general-meeting/?instance\\_id=52](http://riverparksacramento.net/event/rpna-spring-general-meeting/?instance_id=52)

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## American River Parkway Preservation Society Newsletter: Issue 59 – Summer 2018

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**Essay:** *Parkway is One Park, Needs to be Managed that Way*  
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### **Parkway is One Park, Needs to be Managed that Way**

The central problem managing the American River Parkway effectively has been the Balkanization of it into many separate areas, each with its own user base and advocacy groups.

Bottom line is that the Parkway, as a unified park, does not have a unified voice.

The County manages the Parkway under the loose governance of the California Wildlife Conservation Board (CWCB), as they state on their website:

The Program is to provide coordination among governmental agencies in the protection and management of natural land, water, native wildlife, and vegetation of the American River Parkway. The legislation mandates that a 12 member advisory committee comprised of representatives from local and state government be established and convene twice a year.

Retrieved June 24, 2018 from <https://www.wcb.ca.gov/>

However, the County is not the voice of the Parkway, it is the voice of Sacramento County, within which the Parkway is but one of many public spaces and the State is not the voice of the Parkway even less so.

This lack of seeing the Parkway as a unity, rather than as many disjointed areas, is the prime reason, in our opinion, for the slow but inexorable decline of the Parkway, so manifestly obvious in the Parkway's Skid Row—Discovery Park to Cal Expo.

You would think that with the one entity, Sacramento County, providing daily management of the Parkway, that there would be some unity of direction, but past experience proves otherwise.

Separate political entities, like the city and county, are, by their very nature, Balkanized; and without unified strategic leadership, getting them to agree on the common interest of all—like the health of the Parkway—is difficult.

This is why we have consistently called for a nonprofit organization working under a Joint Powers Authority (JPA) of all the Parkway adjacent communities, to provide daily management of the Parkway, a strategy we model in detail on our website at <http://arpps.org/strategy.html> points V & VI.

We posted on our blog a recent review of the book, *Saving Central Park: A History and a Memoir*, by Elizabeth Barlow Rogers, who led the successful effort—which we have long considered as a model the Parkway needs to emulate—which made the point of a unified perspective succinctly:

The author's reasonable voice rings clear in this beautifully written memoir, steely resolve beneath old-fashioned courtesy. Reading between the lines one senses her periodic frustration with a sometimes hide-bound bureaucracy. The cause of the tension between Ms. Rogers and the city was ultimately philosophical. **The city bureaucrats saw the park as a collection of individual recreational amenities, whereas for her Central Park was a great work of landscape art that demanded to be treated as a unified canvas.** (highlighting added) Retrieved May 14, 2018 from <https://riverparkwayblog.wordpress.com/2018/05/15/saving-central-park/>

Another failure of the current system of Parkway management is that no one is really responsible and when failures occur—as with the ongoing failure to reduce illegal camping in the Parkway and the related degradation—blame always seems to be directed elsewhere.

This deflection is a fairly easy process when government is concerned, but much more difficult when a nonprofit organization and its governing JPA are directly responsible, as has been the case with Central Park.

We wrote about this in our research report about governance, excerpted here:

Governance of a treasured community resource that is struggling to address even its most basic needs of maintenance—let alone being able to reach for enhancements of its existing foundation—is a prickly issue.

Fortunately, in our country we have a wonderful tradition of nonprofit organizations helping address community needs that is woven into our heritage, and was most eloquently remarked on by the French noble, Alexis de Tocqueville in the early 1800's, noted by Mansfield & Winthrop (2000) in their translation of de Tocqueville's classic, *Democracy in America*:

Americans of all ages, all conditions, all minds constantly unite. Not only do they have commercial and industrial associations in which all take part, but they also have a thousand other kinds: religious, moral, grave, futile, very general and very particular, immense and very small; ...Everywhere that, at the head of a new undertaking, you see the government in France and a great lord in England, count on it that you will perceive an association in the United States.

Thus the most democratic country on earth is found to be, above all, the one where men in our day have most perfected the art of pursuing the object of their common desires in common and have applied this new science to the most objects. Does this result from an accident or could it be that there in fact exists a necessary relation between associations and equality? (pp.489-490)

Another prominent French thinker and author, a little over a hundred years later, makes a similar discovery. Maritain (1958) notes:

The Community as Grass-Roots Structure...a characteristic [which] is peculiar to this country [United States], in contradistinction to Europe. We are confronted here with a social structure which is spontaneously and organically differentiated from its very base—just the opposite of the false dogma of Jean-Jacques Rousseau, who asserted that no particular society should be permitted in the state.

There is in this country a swarming multiplicity of particular communities—self-organized groupings, associations, unions, sodalities, vocational or religious brotherhoods, in which men join forces with one another at the elementary level of their everyday concerns and interests...

Historically, the great fact is that this country was born of politico-religious communities whose own autonomous behavior, traditions, and self-government have left an indelible impression on the general mood of the American people. Hence, at the very time when the necessities of life and the extraordinarily fast growth of the American nation oblige it to increase more and more the powers of

the Federal State, the American mind still does not like the look of the very notion of state. It feels more comfortable with the notion of community.

(pp. 162-163)

These are two very perceptive thoughts from our French friends acknowledging the deep associative nature of our country which—along with its tremendous diversity of people from all the world’s nations— gives it strength, depth, and resiliency.

The newer and connected trend, of local government partnering with nonprofit organizations to help take care of public resources—while long a part of how the Federal government does business—really exploded with local government from the reinventing government movement begun by the book of the same name by David Osborne and Ted Gaebler (now [since retired] the city manager of Rancho Cordova).

Osborne & Gaebler (1993) note:

By 1980, the tax revolt had radically changed the fiscal equation for most American cities. Suddenly the strategies used in desperation by Rust Belt cities like St. Paul and Indianapolis and Lowell began to appear throughout the nation...

As we surveyed governments across America, we found no less than 36 separate alternatives to normal public service delivery—36 different arrows in government’s quiver. Some like, regulation, tax policy, contracting, and grants, were long established. Others were more startling. We found governments investing venture capital, crating private financial institutions, using volunteers to run parks and libraries, swapping real estate, even structuring the market to encourage energy conservation, recycling, and environmental protection. (pp. 29-30) ...

This explosion of governance creativity and energy, synthesizing the work of many from several disciplines and areas of the country, has created some significant benefits to our major cites and in particular, to our parks.

Elizabeth Barlow Barrows (n.d.) the former president of the Central Park Conservancy, a model we look too for what can be accomplished here, said in a speech:

All of us here are part of a movement, 'reinventing government.' It's last year's buzzword, but that really is what we're doing. We are part of a new democracy, in which citizens no longer ask what government can do for them, but offer themselves, not through government programs, but through non-profit

organizations. Conservancies, friends groups, business improvement districts - they all help government do what it can no longer do on its own...

It is a challenge for government to embrace public-private partnerships not as a stop-gap measure, but as standard operating procedure. When I started my work to save Central Park, I thought it was entirely a local phenomenon based on the city's fiscal crisis. Now we all realize that it's a broad, general crisis...

We're moving into an era of contract management for parks. If we're going to contract out, it's very important that we also have performance measurements. Government itself must be more accountable. Even our not-for-profit-selves need measurement systems. We too can become bureaucratic, and therefore there must be a structure of accountability. Via the governments with whom we have contracts, we are accountable to the people...

[My idea was that]...I must make the people of New York City see the park in the same light as the Museum of Natural History, or the Bronx Zoo, or the Botanical Gardens - they must see it as a major cultural institution. Grace Glueck of the New York Times came to write a story, and asked 'You mean you think of this park as a cultural institution; and those trees, those sculptures, as your collection?' And I said 'You've got it.' That's really how the Conservancy was launched. (n.p. highlighting added)

Contract management is what we are advocating for the Parkway....

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

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

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

In conclusion, our suggestion would be to form a JPA with the County, Sacramento, Rancho Cordova, and Folsom, establishing a base financial commitment for a specific period of time; and contract with a nonprofit organization to seek National Heritage

Area status and provide daily management and dedicated philanthropic fund development for the Parkway.

Finally, the capability of a nonprofit organization to advocate for one of the most important public policy decisions affecting the Parkway (and the Sacramento region), the construction of the Auburn Dam—after fully researching and validating its importance—to protect the integrity of the Parkway as well as providing the 500 year level of flood protection to the urban area surrounding it, would be considerable. (pp. 9-15) Retrieved July 18, 2018 from <http://arpps.org/Report3-Governance.pdf>

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