

www.hammondlandowners.org

What's Inside?

President's Message.....1
 Announcement.....1
 Fuel Reduction Update.....1
 West of Weed Fuels Update.....1
 Road Easements-Revisited.....2
 County Hazard Mitigation Survey.....2
 From the Fire Chief.....3
 Water Storage Tank.....3
 Faster Wireless Internet Coming.....3
 A Word About Roads.....4
 Radioactive Fallout from Japan.....5
 A Neighborhood Heartache.....5
 Gophers or Moles or Voles.....5
 Dan's Weather Report.....6

President's Message

This year 93 residents have joined and/or rejoined the Association, quite a few less than usual.

If you are not already a member, please reconsider joining. The Hammond Landowners Association cannot be effective without you. The Association contributes to the Ranch road maintenance efforts, informs the residents of issues important to the Ranch through the newsletter, provides a discount to PHI for its members, works with the volunteer fire department, fire safe council and other agencies to make our community safer. Other benefits are meeting your neighbors at the annual picnic and yearly members' meeting. Join today!

Need a sign-up card and return envelope? Call me at 938-4288.

Tom

In the spring I have counted one hundred and thirty-six different kinds of weather inside of four and twenty hours.

~ Mark Twain

Announcement

Save the Date! The annual members' picnic is scheduled for July 9 at Picnic Point. An announcement and return form will be sent out to members in June.

Fuels Reduction Update

The Hammond Ranch fuels reduction project has received additional funding this year from the California Fire Safe Council. The additional funding will be used to construct fuel breaks along Dale Creek Road (from North Old Stage Road to Sugar Pine), Hazelnut (from North Old Stage Road to its end), and Dogwood Drive (from Dale Creek Road to Red Fir Loop). The property owners have received a letter informing them of the project and inviting them to a meeting on Monday, April 25, 2011 at 6:30 p.m., at the Hammond Ranch Fire Company station house for an update on the project, to answer any questions they may have and to discuss the landowner participation agreement. Landowners are encouraged to participate. The more participation, the more effective will be the fuel break.

If a landowner is unable to attend, contact Nick Dennis at 938-2333 or www.ndennis@icfi.com.



West of Weed Fuels Reduction Update

The project has been snowed out lately, but the work continues when possible. Kelly Conner, the project manager, would like to encourage residents who have not yet participated to contact him for both evacuation route and defensible space fuels reduction. There are funds remaining to complete additional roads and homes. The funds for the project expire in October, so there is a limited amount of time to do the work. It is **NOT TOO LATE**.

If you would like to sign up for either project or have questions, please contact Kelly Conner by email at kelly@cot.net or telephone: 530-938-2886.

The sun was warm but the wind was chill.
You know how it is with an April day.

~Robert Frost



ROAD EASEMENTS - REVISITED

Recent events involving the improper use of easements on Ranch roads by landowners suggest that some clarification of rights is in order.

By way of background, Hammond Ranch was created by a parcel map. It is not a subdivision and it is not public property. The entire Ranch is privately-owned property. Almost all of the roads lie along property lines, the center of a road being the line between properties. So half of a road is the private property of one landowner and the other half is the private property of an adjacent landowner. A road easement is a right to pass along a road which is on private property for the purpose of ingress and egress (coming and going).

In January 2009 this newsletter published an article entitled "Hammond Landowner Road Easement Rights." That article cited authorities that have held that landowners in a parcel map developed area, very similar to the development and sale of parcels on Hammond Ranch, have the right to go along all of the roads on the development. This right is different from the easement which all Ranch landowners have (a deeded easement) to travel to and from their property to the public roads. What the January 2009 article discussed was the use of all of the other roads on the Ranch. The use of those other roads is what is being discussed here.

Also, in October 2010 this newsletter published another article, entitled "Road Easements on the Ranch Have Their Limits." That article cited authority for the rule that landowners may not pass their easement rights onto other persons.

Both of the above-mentioned articles are available on our website for your review.

Below are court rulings that illustrate the nature of the general law of easements and the rights which are involved.

1. An easement is a restricted right to specific, limited, definable use or activity upon another's property. Mesnick v. Caton (1986) 183 Cal. App. 3d 1248.
2. The owner of the dominant tenement (the easement holder) must use his or her easements and rights in such a way as to impose as slight a burden as possible on the servient tenement (the landowner). Locklin v. City of Lafayette (1994) 7 Cal 4th 327.
3. The owner of the servient estate (the landowner) may make continued use of the area the easement covers so long as the use does not interfere unreasonably with the easement's purpose. Camp Meeker Water v. Public Utilities Com. (1990) 51 Cal. 3d 845.
4. The conveyance of an easement limited to roadway use grants a right of ingress and egress and a right of unobstructed passage to the holder of the easement. A roadway easement does not include the right to use the easement for any other purpose. Marlin v. Robinson (1932) 123 Cal. App. 373.

Based on California property and easement law and the authorities cited in the articles mentioned above, the following questions and answers may help clarify the rights of landowners to use other roads on the Ranch which are not covered by deeded ingress and egress easements, in other words, the use of Ranch roads which are not your access route.

- Question: Who can use those other roads?
- Answer: Landowners and their accompanying guests.

- Question: Who cannot use those other roads?
- Answer: Everyone else.

- Question: What use of those other roads may a landowner make?
- Answer: Walking, jogging and driving slowly along a road.

- Question: What uses of those other roads by a landowner are NOT allowed?
- Answer: Parking, leaving the roadway for any purpose (whether just off the road or using a private driveway), hunting, fishing or any other form of trespass or any other purposes.

- Question: What use of those other roads should Ranch landowners make?
- Answer: Respectfully passing along the road. Because someone has an easement right does not change the fact that he or she is passing over someone's private property. We should be respectful of our neighbors right to quiet enjoyment of their land and their homes. The Golden Rule applies.

Comments or questions about this article may be sent by email to the association or by phone to any board member.



County Hazard Mitigation Survey

A partnership of local governments and others in Siskiyou County are working together to develop the Siskiyou County Multi-Jurisdictional Hazard Mitigation Plan. This is in response to Federal programs that will enable the partnership to use pre- and post-disaster financial assistance to reduce the exposure of County residents to risks associated with natural hazards. A survey has been developed by the Siskiyou County Hazard Mitigation Plan Steering Committee to help gauge the level of knowledge local citizens have about natural disaster issues and to find out from local residents about areas vulnerable to various types of natural disasters. The information provided will help coordinate activities to reduce the risk of injury or property damage in the future due to natural disasters. The survey consists of 31 questions plus an opportunity for any additional comments at the end. Questions marked with an asterisk (*) are required to be answered. The survey should take less than 5 minutes to complete and is anonymous. Please help in making Siskiyou County a safer, more disaster-resilient community by taking this brief survey about natural disasters <http://www.surveymonkey.com/s/Q5CT6R9>. Learn more about hazard mitigation planning at http://www.co.siskiyou.ca.us/PHS/emerg/hazard_mitigation.aspx.



The Fire Company responded to 17 calls in this first quarter of 2011. The calls included: 3 medical calls, 1 traffic collision, 9 good intent calls (canceled enroute), 1 false alarm and 3 standby for traffic control. The standby for traffic control

calls were resulting from vehicles spinning out on north Old Stage during snow events. People were trying to avoid chain controls by coming through our area and they ended up stuck on the hill next to the fire station!

From the Fire Chief:

Given the life style we live here in Hammond Ranch and the activities we engage in, such as burning wood for home heating, gasoline generators for backup power and open vegetation burning, just to name a few, WHAT COULD GO WRONG? The answer is a lot can and does. One tool that every home should have at the ready is a fire extinguisher. Here are the basics, also known as Fire Extinguisher 101.

How To Choose a Fire Extinguisher for Your Home

Fires can begin in many different ways, burning many different materials. That's why different types of fire extinguishers are available. An extinguisher made for electrical fires, for example, may have no effect whatsoever on a wood fire. To best protect your home and family, it is not enough to have a fire extinguisher available; it is necessary to have *the right kind* of extinguisher available. You may well want to keep different types of extinguishers in different parts of the house.

Types of Fire Extinguishers

There are five general classes of fire extinguishers. Only the first three apply to typical residential purposes. The classes are:

- Class A: for ordinary combustibles (paper, wood, cloth)
- Class B: for flammable liquids (gasoline, grease, oil)
- Class C: for electrical equipment (appliances, tools)
- Class D: for combustible metals (most often found in factories)
- Class K: for cooking combustibles (vegetable and animal oils and fats; most often found in commercial kitchens)

Every fire extinguisher should have the class or classes of fires it is intended to extinguish clearly marked on the container.

How To Choose

Be sure to choose an extinguisher suited for the type of fire you can expect in that particular location. Better yet, look for extinguishers rated for use in more than one type of fire. Kitchen fire extinguishers are often classified as "B-C," while extinguishers intended for living areas and garages are "A-B-C."

In addition to the letters indicating class of fire, fire extinguishers have numbers before the letters. The higher the number, the bigger the size of fire the extinguisher can handle. A 10-B:C extinguisher, for example, can handle a 25-square-foot fire and is ideal for most kitchens and living areas. A larger capacity would be suitable for a garage.

Where To Keep a Fire Extinguisher

Keep one fire extinguisher on each level of the house. In addition, consider keeping one extinguisher made specifically for use in the kitchen and one for the garage or workshop. Mount fire

extinguishers 4-5 ft. above floor level, near an exit or other escape route.

Care and Maintenance

Read and follow the manufacturer's instructions. Make sure the fire extinguisher is mounted or stored in a clearly visible and easily accessible location. Check the pressure gauge regularly, and shake the canister regularly to keep the contents properly mixed and ready for immediate use.

Additional Protection

A fire extinguisher is great for dealing with a fire threat you already know about. But it is probably more important that you be alerted as soon as possible to impending dangers that you haven't yet discovered. That's where smoke alarms and carbon monoxide detectors come in handy.

Dave Jenkins, Fire Chief

Hammond Ranch Fire Company
8800 N. Old Stage
Weed, CA 96094

Water Storage Tank

Kelly Conner of the Fire Safe Council of Siskiyou County has obtained a 2012 grant, funded by the U.S. Forest Service, to the tune of \$21k. This grant will help pay for the construction of a 10,000 gallon concrete water storage tank at the Hammond Ranch Fire Company site for firefighting.

To help offset the cost of this project, CalFire has volunteered an in-kind match of \$2,000 for site preparation and construction, Hammond Landowners Association has also pledged \$1,000 worth of labor, Hammond Ranch Fire Fighters Association has pledged \$1,000 and the Hammond Ranch Fire Company has pledged \$3,000 towards the construction of this tank. The Weed Area Fire Safe Council will contribute up to \$500 of in-kind service for monitoring and supervising the project. This yields a total in-kind value of \$7,500 or roughly 28% of the total cost. The estimated project start date is May 2011 and the projected completion date is June 2011. Many thanks to all. Help the Hammond Landowners Association fulfill this commitment. If you are able to physically work on this project, please contact Tom Wearing at 938-4288.

Faster Wireless Internet Coming

Cal-Ore Communications, Inc. has announced that thousands of residents in Northern Siskiyou County will soon have access to new and enhanced broadband service thanks in part to \$1.7 million in funds made available through the American Recovery and Reinvestment Act. Cal-Ore was awarded a \$446,600 loan and \$1,339,800 grant to provide broadband service in the Hammond Ranch, Shastina, Big Springs and Yreka areas. Plans are to provide a new wireless internet site in the Hammond Ranch area and an upgrade to sites in the Shastina, Big Springs and Yreka areas. The new and upgraded wireless sites will support download speeds above 10 megabits per second using a recently-released 3.65 GHz frequency. Local telephone service will also be offered over this state-of-the-art system.

HLA Board member Dan Axelrod has been in contact with Cal-Ore and will be following and reporting on the progress of the installation.

A Word About Roads

When Hammond Ranch was laid out the developers put in a rough road network to provide access to the parcels. The operative word here is “rough,” since the roads were not built to a very high standard for location, materials used and drainage. It was done inexpensively. Like many things, a low cost for one aspect of a thing generates a cost for another part of it somewhere “down the road”—pun intended.

So, how do we make the road network we inherited work for us today, while minimizing further costs later?

Road Bed. Like a sound foundation on a house, a good, solid roadbed in the right place is needed to start with, for without it, the job of building and maintaining will be difficult. Sometimes you have the luxury of being able to pick the location of your road and the native geology provides what is needed for a stable base, but in most cases road location is a given and materials must be imported. Ideally, the base layer is made up of larger rocks on which a compacted layer of soil and smaller aggregate is placed. Finally, the running surface, or the top layer, can be native material or commercial gravel that is an optimum mix of small rock and fine materials that bind it together. These layers must be well compacted using heavy, preferably vibratory, equipment with the optimum moisture content for the local soil.

Drainage. The single most important thing we can do for our roads is insure that they drain properly. When a road doesn't drain it forms soft spots, potholes (which can at times generate washboards) and gullies that will get worse over time. There are three common ways to drain a road surface (see diagram).

- Put a crown on it such that it drains off to each side.
- Put a slope on it, either “out-sloped” to the downhill side of the road or “in-sloped” to the uphill side, which requires a ditch leading the water to a culvert (also known as “cross-drain” pipe) or other drainage that will take it downhill.
- Build rolling dips or waterbars into the road surface that will lead the water to drainage.

The last one can work wonderfully (and can also serve as a speed bump!), but it takes a skilled grader operator to construct and it's difficult to maintain, particularly when plowing snow. Proper snowplowing is important also, and we'll get to that later.

To summarize—a quote from a road-weary engineer--“the hardest road in the world to maintain is a flat road.”

Water velocity or speed is another consideration, since that can lead to erosion and gully creation. Thus, it's important to build drainage structures like ditches and culverts large enough to handle high flows and to break up the flow of water, getting it to a natural drainage as soon as possible before it builds up too much energy. Well-placed, large rocks can help.

Snow Removal. Proper snow removal requires a combination of a well-drained road surface, equipment and skill. The less you have of one, needs to be made up by the other. A road needs to be plowed such that the shape remains intact so as the snow melts, it will drain. When there is a long, continuous berm of snow keeping the snow-melt from draining it will cause the above-mentioned problems. Plow some “lead-outs” or use a shovel to create some breaks in the berm. Non-paved roads are particularly challenging to plow, for it is very difficult to get all the snow and

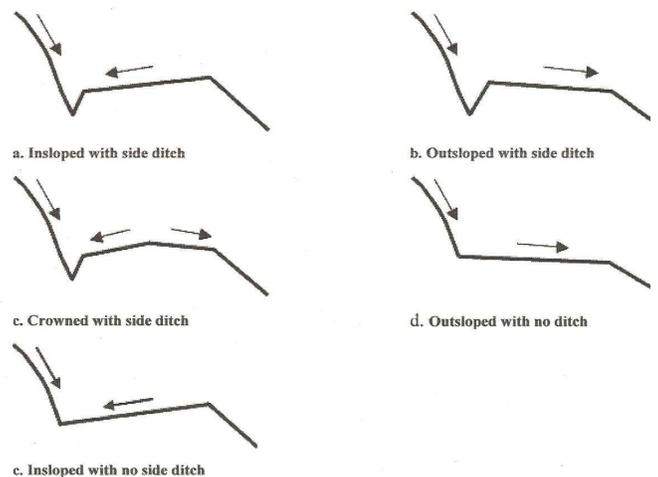
none of the road surface that's been applied. It's best to leave a couple inches of snow on the road. One sign of a good plowing job is that the snow berms are white at the end of the day. There is little more frustrating than to see hard-earned road-surface material accumulate in mounds on the side of the road or filling in the ditches.

Some Tips:

- Don't work on your road when it's too wet or too dry. You'll get mud or dust. The best times for maintaining roads are either spring or fall, when the moisture is optimum. If it's dry, use a water truck to get the best moisture content.
- Don't let water build up velocity. The resulting erosion carries away road material and off the road and moves top soil, which is not good for water quality in our lakes and streams.
- On steep road grades watch out for ruts before they get too deep. They make a great hydrologic channel and allow water to move too fast (see above).
- Drainage structures (pipes, water bars, ditches, lead-off ditches) need periodic maintenance to clean out rocks, limbs, gravel, trash and other debris.
- A road should not be maintained in the winter unless you have lots of rock and gravel, and even then it may simply sink out of site and into the mud.
- You can't compact dust or mud.
- Bumps beget potholes and washboards which beget more potholes and washboards.
- The faster and heavier the vehicle use, the more this begetting takes place.

John Schuyler & Priscila Franco

Road configurations



It was one of those March days when the sun shines hot and the wind blows cold: when it is summer in the light, and winter in the shade.
~Charles Dickens

Radioactive fallout from Japan

The earthquake and tsunami in the Pacific off the northeast coast of Japan's central island led to an ongoing cooling system failure and a consequent radioactive partial meltdown in several reactors at the Fukushima Daiichi nuclear plant. The problem was compounded by fires and hydrogen gas explosions near the spent fuel tanks residing close by. Nuclear power production is advertised as "green," but it suffers from several problems, two of which are playing out in Japan. (a) A power plant disaster, although rare, does happen and its consequences are devastating for thousands of square miles (and inhabitants) around the plant. (b) Spent nuclear fuel, which contains enormous amounts of radioactive isotopes, has no safe permanent "home". Certainly, storing spent fuel right next to an active nuclear reactor in a known earthquake/tsunami zone is an approach that relies heavily on good luck rather than good planning, and given enough time, good luck generally runs out.

The release of radioactivity onto the land and water near Japan is primarily a big problem for Japan in the near future. But radioactive particulates and droplets injected into the air (which occurred on several dates in March and may occur again) can become entrained by the jetstream, eventually falling out during precipitation events in the rest of the Northern Hemisphere. The US West Coast is first in line to receive this fallout, which takes only three days to ride the jetstream across the Pacific. This three-day period is short enough for some of the isotopes (such as iodine 131 with a half-life of eight days) to retain their radioactivity upon arrival in California. Other dangerous isotopes (such as cesium 137) have much longer lifetimes and will scatter over the whole hemisphere.

People are concerned about the possible health hazards here. The concern is compounded by lack of information due to several factors: (a) people generally do not trust government reports in view of its well-documented close association with the nuclear industry (such as GE); (b) government reports are not particularly frequent or detailed; (c) how much radioactivity (and from which isotopes) actually falls onto California is not easily measured by amateurs; (d) the health effects of low-level radiation are not clearly established.

"Fortunately," an independent group of professors and graduate students in Nuclear Engineering at UC Berkeley has been continuously measuring fallout levels in rain, in air and in milk since the crisis began, and their website seems as good a source as any for up-to-date information and interpretation specific for California. Here is the link: <http://www.nuc.berkeley.edu/UCBAirSampling>. Their conclusion is that radiation exposure in California (so far) is much less than one would receive from cosmic rays on an airplane flight to the East Coast. However, because the situation in Japan is not yet under control and the amount of radiation released so far is only a tiny fraction of what is actually contained in that power plant, there could well be more radioactive releases in the future.

Currently, there are only three nuclear power plants operating in the west coast states: one at Hanford in SE Washington; one near San Luis Obispo, CA, and one midway between Los Angeles and San Diego. The closest of these (Hanford) is about 380 miles away from our area. The San Luis Obispo plant is about 400 miles away; both California plants are near major earthquake faults.

Dan Axelrod

A Neighborhood Heartache

As most of you know, there was a vicious assault upon one of our neighbors on Thursday, April 7, 2011, just off the Ranch on North Old Stage Road. How could this happen here? What can we do to prevent a repeat of this tragic event? The Sheriff's Office advises all local residents to be observant of suspicious persons loitering in the vicinity of their property or homes, to keep residential doors and outbuilding doors locked at all times and to secure all vehicles on their property. If you see a strange vehicle, a strange person or suspicious activity, make a note and if it looks serious, call local law enforcement agency via 9-1-1. If it involves a neighbor's property, call the neighbor as well.

Anyone who observed suspicious persons or vehicles in the vicinity of the 6000 block of North Old Stage Road on the morning of April 7 should contact Detective Barrett of the Siskiyou County Sheriff's Office at 842-8316 or call Sheriff's dispatch at 841-2900.

Also, anyone wishing to contribute to the reward fund should Contact Allison Giannini at the Sheriff's Office at 598-9633 or through dispatch at 841-2900.

Our heartfelt sympathies go out to the victim.



Gophers or Moles or Voles?

As the snow is receding, are you discovering that your meadow or lawn has become a network of mounds or tunnels? How can you tell which critter is causing it? According to www.volecontrol.com, a below-ground foraging vole has a network of tunnels underground and under mulch. They damage plants from below. Pine voles like to make tunnels or runs along house foundations, stone walls and among perennials and groundcovers. Look for their presence by locating their circular burrow entrances not more than 1"-1.5" in size and by lifting mulch to reveal long narrow trenches or runways that are serpentine and wind around obstructions. Above-ground foraging voles create above-ground grassy runways in the turf areas that connect to multiple burrow openings grouped in the same area. They damage lawns by eating the grass to make their runways, as well as gnawing on the bark of trees and shrubs.

Gopher signs (also called pocket gophers) include mounds that are formed as the gopher digs its tunnel and pushes the loose dirt to the surface. The mounds are usually fan shaped and clustered in an area. Mounds of fresh soil are a sign of pocket gopher activity. The hole, which is off to one side of the mound, is usually plugged.

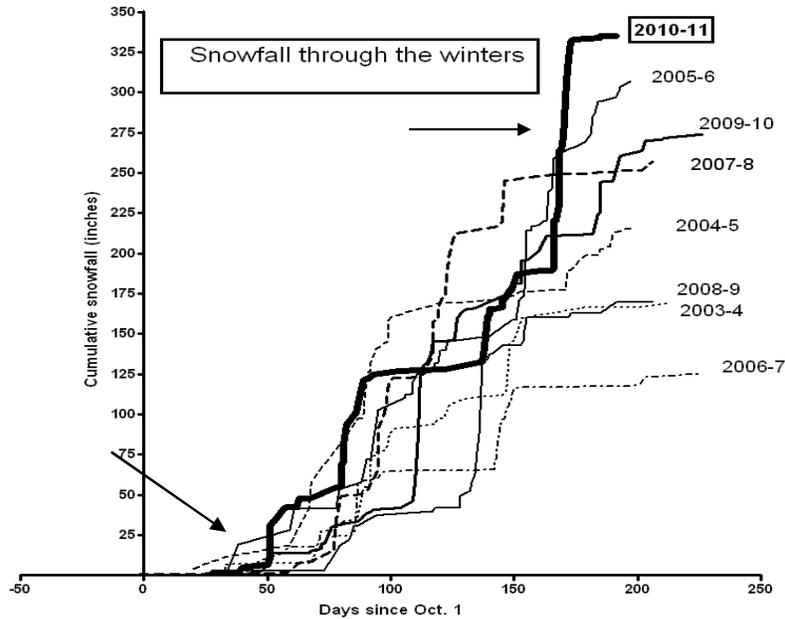
Mole mounds are sometimes mistaken for gopher mounds. Mole mounds however, appear round, volcano shaped and have a plug in the middle. Unlike gophers, moles commonly burrow just beneath the surface, creating a raised ridge along their path.

Moles and voles caused different types of damage. Moles make raised burrows in your lawn, ground cover and shrub areas and their tunneling raises the soil into ridges. They are searching for worms and grubs to eat, not roots. Voles do not create raised ridges.

Dan's Weather Report

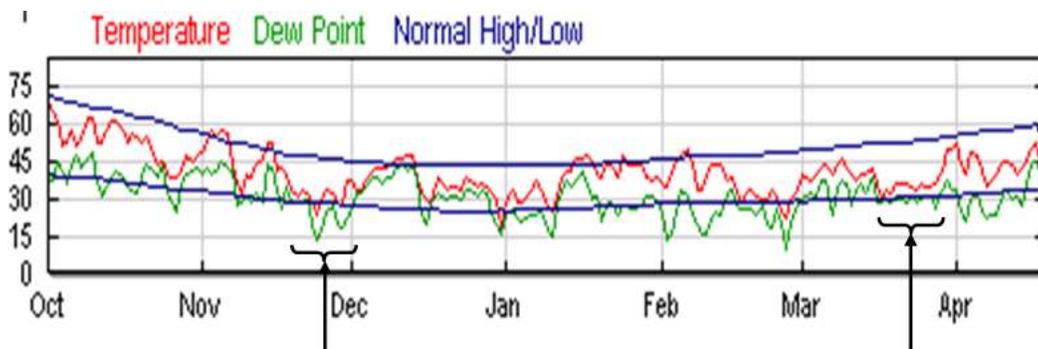
The winter of 2010-2011 was definitely not routine. The total snowfall (at 4200' in the SE corner of the Ranch) was 335", or almost 28 feet. As can be seen from the graph below, which plots cumulative snowfall deposited up to each day starting with October 1 for every winter since 2003-4, this past winter takes the grand prize as the snowiest. The steeper the graph, the more intense the snowfall rate, and there were some periods of extremely intense snowfall. In just the ten-day period of March 17-27, 2011 (see top arrow), we recorded a total of 12 feet! Another unusual feature is the very early deposition of about 42" before the end of November (bottom arrow). On the other hand, January (typically the snowiest month) saw only 4.2" this winter.

Snowstorms do not come at random. They are generally created by disturbances in the high altitude jetstream, which spins up counterclockwise eddies measuring several hundred miles across. Since the jetstream slowly undulates, there are multi-week periods in which the jetstream is to our north in the vicinity of the west coast. This condition generally produces mild and storm-free weather. But there are also periods where the jetstream locally undulates to our south, and this often produces one storm after another in rapid succession, as was the case both in November and late March.



Each year's graph ends at the last snowfall except this year's, which ends at the HLA newsletter deadline. So it would be entirely possible to receive a couple more inches before the real end of the season.

The average daily temperature also showed a similar clumpy pattern (see graph below). The jetstream not only generates storms, but also forms a rough dividing line between cold air to its north and warm air to its south. When the jetstream sinks to our south, we are in the cold air. That situation occurred in late November and again late March (see arrows), where the average daily temperature was much below the "normal" for those periods. Conversely, the almost storm-free period of mid to late January was also much warmer than normal, with the jetstream undulation to our north.



Over most of the Ranch, remaining snow is rather patchy in coverage, here in the third week of April. But above 4300' coverage is still pretty complete, ranging from one to four feet in depth, and probably will not be completely gone until the end of May.



2011 Board Members

President	Tom Wearing	938-4288
Vice President	Pam Scott	938-3700
Secretary	Pat Emerson	938-1846
Treasurer	Sally McGraw	938-4326
At-Large	Dan Axelrod	938-1859
	Priscila Franco	938-0773
	Bob Keyser	938-4140
	Doug Lathrop	938-3022
	Erich Ziller	938-4993

The Hammond Ranch Scene Editor
Larie Wearing 938-4288

The HLA Board of Directors cares about and wants to hear members' opinions, suggestions and ideas. Everyone is welcome to attend any of the board meetings. If you plan to attend, please let the host know in advance so that accommodations can be made.

We also encourage members to write to us and create a dialogue on topics of interest to Hammond Ranch landowners. The Board members can be reached by phone at the numbers listed above, by snail mail c/o HLA, P.O. Box 795, Mount Shasta, CA 96067, or via email at hla@hammondlandowners.org.

Calendar

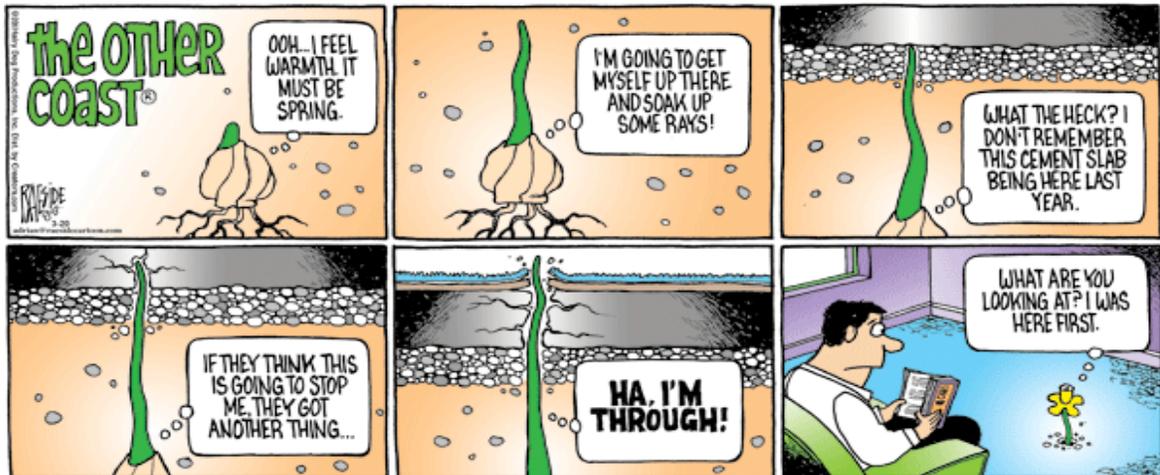
HLA Board Meeting – Second Tuesday of every month, 7:00 p.m. The location is available on the website or from any Board member.

HLA Members' Annual Meeting and Luncheon – First Saturday in November 2011, 10:00 a.m.

HLA Annual Members' Picnic – Saturday after 4th of July 2011.

Siskiyou County Board of Supervisors – First, second and third Tuesdays of every month, 10:00 a.m., County Courthouse, Yreka. Call Clerk at 842-8081 to confirm.

Weed Planning Commission – First Wednesday of each month at 7:00 p.m. at City Hall, Weed.



Moving?

Please send changes of address to:
The Hammond Ranch Scene
c/o HLA
P.O. Box 795
Mt. Shasta, CA 96067-0795