

# WICKERSHAM ROAD NEWS

WICKERSHAM RANCH ROAD ASSOCIATION

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before printing this document.

JUNE 12, 2021

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## GATE COMBO CHANGE

FRONT GATE:

MIDDLE GATE:

DATE OF CHANGE: **6/27/21, SUN  
AFTERNOON**

## DUES STILL DUE

There are still about 16 parcels that have not paid dues this year. Carol has sent invoices to those parcels.

We need to get paid up because we need to start prepping for the 4.43 culvert replacement in Fall.  
:

**\$500 per parcel**

**\$500 for agricultural / industrial road use**

Thank you to the Owners who have already paid.

## PAST DUE DUES STILL DUE

Several Owners are past due on Regular Dues as well as on Supplemental Assessment #1 from 2019. Two parcels are behind for a total of \$4,500 in back dues. Since we spent a lot of money last year, we need all past due amounts paid ASAP.

## AGRICULTURAL / COMMERCIAL DUES UPDATE

Starting about two years ago we began discussing the possibility of a revised dues structure for the "vineyard" assessment.

The need for revisions reflects the increasing number of trips generated by vineyard and related commercial traffic.

Additionally, as land use pressures continue to push non-recreational uses further west it's important that we accurately account for the impacts to the road caused by increased commercial activity.

### Background:

The Wickersham Road is a rural, semi-primitive road serving primarily recreational properties. The majority of uses are intermittent with trips occurring about once a month for most properties, with some properties generating trips about once a week. Peak usage for recreational trips is several times a week but that occurs only several times a year.

Commercial uses generate daily trips during certain seasons and those seasons are extended such that trip generation is notably higher than normal recreational uses, even for smaller scale grows.

The Long Term Maintenance Plan for the road has always assumed the primary usage pattern will be ongoing recreational use and has not anticipated increased commercial use. This is because the ranch is so remote and the road is long and crosses steep terrain. Additionally most property owners are not interested in bolstering the road for commercial use as a shared expense.

Rural roads are degraded by two process: rainwater and traffic. All wear and tear on the road comes from these two things. Traffic during rain is the worst.

Over recent years we have had a number of specific impacts from high traffic use related to agricultural efforts. Vineyards generate a high number of trips during various times of the year and occasionally require renovations that generate heavy truck traffic. We have experienced severe damage at times from such uses. The vineyard assessment has always been aimed at this impact.

The increasing interest in commercial cannabis operations and the possibility of non-agricultural commercial operation indicate that it's time to address trip generation on the road for commercial uses.

Incidental increase in trips from timber harvests or substantial construction projects also generate notable damage to the road. The timber harvest assessment has been in place for years but there are other one-time impacts that should be considered as well before they come up.

Finally, the possibility of increased full time residents will generate more trips throughout the year and those impacts should be addressed.

### Possible Variations in Assessment Amount

All public roads are designed and maintained with a direct relationship to trip generation and the impacts caused by particular use patterns.

The common road at the ranch is just over 12 miles long and these impacts affect the road only up to the property entry of the subject operation. Operations deep in the ranch affect more road than operations near the front of the ranch.

All public roads include variable resources based on actual use. The gas tax accomplishes this as well as the way resources are allocated by traffic counts and trip prediction.

### Proposal

We have proposed the following adjustments to better reflect actual road usage.

**Regular Dues: No change.** Regular dues are allocated to road work based on highest need and more money is spent towards the front of the ranch to reflect the fact that more people use the first seven miles of road than the last five miles.

### Vineyard Assessment:

#### Becomes Ag/Commercial/Industrial Assessment

- Redefined as Agricultural/Commercial/Industrial Assessment.
- Assigned a dollar amount for each parcel at the ranch reflecting the distance of road to the property entry. Such amount will only be assessed for recurring ag/commercial operations
- The amount includes a baseline for the first 6 miles of road that everyone uses and then an increasing amount for each subsequent miles of road. The amounts also reflect road maintenance severity. Snot Hill, for instance, is much harder to maintain than the ridges beyond Mile 8. The amounts are included in the attached schedule.

### Timber Assessment:

#### Becomes One-Time Project Assessment

- Includes Timber Harvest, Substantial Construction Projects, Land/Soil Renovation.
- Wildland Fire Preparation projects such as prescribed burns and understory clearing generating heavy truck traffic will not be assessed since such projects benefit all owners.
- Timber Harvest associated with fire prep will be assessed as a Timber Harvest since logging truck traffic generates substantial impacts.
- Amount will be based on “loads” as was the case for Timber Harvests and will require coordination between the Road Association and the Property Owner as each project comes

up. Determination of the equivalent number of loads may be negotiated (much as Impacts Fees are negotiated in cities as projects come up.)

### Full Time Residence Assessment

- Includes an additional assessment for full time residences that generate more trips, especially during rainy weather when travel on the road does some of the worst damage.

The Road Committee met on June 3 to discuss this and other matters. We are proposing this as a Policy Change that will occur for the next dues cycle beginning January 1, 2022.

Please share any questions or comments about the proposed Policy. If there is substantial opposition we can put the matter to a vote later this summer.

A draft of the policy is attached.

## ROAD WORK THIS SUMMER

In our June meeting the Road Committee discussed the upcoming work on the Road. It has been our intention to replace the culvert at Mile 4.43 this year. This is a substantial project that will cost between \$15,000 and \$18,000 .

4.43 is one of our riskiest crossings. The capacity is larger than it was before the 2019 storms but it still serves a large drainage. Total pipe size is adequate for water flow but not for blockage.

While we are having a dry year there is always the possibility that a wet winter may occur and there is increased likelihood of severe storms these days.

Thus we are moving forward with the project.

Timing will be late September. The stream will be 100% dry so construction logistics will be simplified.

The drainage is nearly 15 feet below the road surface, however, and we will be installing a 6’ diameter pipe. This makes temporary passage more difficult. We will try to provide active passage during installation but we should be prepared to close the road during work hours for one or two days.

We are hoping to stockpile pipes in early summer depending on material pricing and availability.

As summer passes we’ll provide more details.

## TREE WORK

As you all know we have been doing initial tree work along the Wickersham Road over the last few months.

We have done an initial pass at selected locations through Mile 4.5. This work simply took out some of the worst thickets but was in no way intended to be complete. Future work will take more of the uphill growth and start working on downhill growth which is harder to get at from the road. It takes youngsters who are more nimble than me and can jump down the hill.

On June 8th we had a chipper out there to dissipate most of the existing piles. They made it through mile 3 but we need to come back for the remaining piles.

Thanks to Heinz Moser for the work he has been doing back around Mile 11. I have not seen it, but have heard it was substantial.

Thanks also to Martin Fornage. He and I spent a day working with his masticator and determining where it was best optimized. It's great for broom, coyote brush and poison oak thickets.

The goal of this work has been to perform regular maintenance on roadside trees and brush and to better prepare the road to serve as a Potential Control Line (PCL) for wildfire management purposes. PCL's are critical ingredients in all Wildland Fire Planning. They serve less as fuel breaks and are primarily used as places where back fires can be started as fire approaches.

Our goal is to transform the entire road into a proper PCL with branch control lines occurring in individual parcels as Owners choose. We had hoped to do this as a volunteer effort on an ongoing basis but we have not had any participation.

If we try to contract this work, it will easily absorb two years worth of dues and we can't afford to ignore the road. The work so far has absorbed about \$1,500 in paid labor and equipment and about 40 hours of my time.

In our Committee meeting we discussed a volunteer "suggestion" that all owners, as part of the joy of having property out here, should expect to spend a portion of time every month or so helping on the common road. One day a month during spring will make up a pretty good body of labor.

If owners are not able to participate a suggested contribution of \$200 per year to the Wickersham Roadside Tree Fund will offset that gap in volunteer help.

Another option is to simply add an assessment of \$200/parcel for at least two years to get the road fully tuned.

In the mean time we will continue to seek volunteer help on key parts of the road. We will do one more chipping exercise for the existing piles soon, on a cool day in the morning.

The next big effort will be in fall and we will pile that material with a plan to burn it in late fall after we have had a little rain.

By that time there will likely be some prescribed burns occurring in the neighborhood as well.

We should all plan on a Brush Party in November.

## WILDLAND FIRE PLANNING

Many Owner's are actively working on their properties to better prepare for wildfires. Such efforts include camp hardening, fuel

management nears camps and road preparation.

There is a substantial need to address wildfire planning at a larger scale since wildfire threats normally originate elsewhere. Coordinated efforts between neighboring properties are going to be necessary as some of the highest risk fuel settings cross property lines.

Fuel reduction via hand and mechanical means as well as multi-phased controlled burns will likely be on the menu and these require lots of cooperation among neighbors.

For some of us the worst fire threats occur outside the bounds of the Wickersham Ranch. The single largest threat is a wind driven fire coming from the north and north east. While these have not occurred historically west of 101, the likelihood is increasing.

This indicates that coordinated planning with neighbors beyond the ranch is potentially valuable.

### Walbridge Fire Perspective

As was shared in the last Newsletter, the Walbridge Fire last year was very close to home for many of us. While it was occurring it was tense, but in the aftermath we have all seen the many ways the land starts to recover. Portions of the burn area are nearly invisible at this point and much of the land burned was substantially improved by the fire. Some areas that looked devastated are showing remarkable signs of recovery and only a few areas were so severely damaged that active restoration will be required.

While results of future fires are in no way guaranteed, the Walbridge Fire did indicate that there are very many ways to survive a severe fire and that many of the known preparation formulas can go a long way to reduce the negative impacts of fire and take advantage of the positive ones.

### Community Level Planning

A handful of neighbors both inside and outside the ranch have been discussing a larger planning concept that, if orchestrated properly over the next few years, and assuming we get through those years without a devastating fire, can improve the odds of lower impacts for most wildfire scenarios.

Such planning is NOT intended to bring too much government or too much civilization to our beloved rustic lands. It is simply intended to address the fact that fire knows no boundaries and that what goes on a few miles away may be very important to us and our values at the Ranch.

Additionally, as the public gets increasingly serious about learning to live with wildland fire as something that is as natural and necessary as rain, wind and sunshine, we are seeing substantial resources aimed at fire management on private lands.

Those of us who have worked for years to manage fuels and prepare our lands know well that the task of preparing landscapes for fire is beyond what we can do on two weekends a month. At some point it requires resources. Especially when we

understand that tens of millions of acres are involved state wide. Such resources will be available to communities that have a plan and a minimal level of organization to assemble valuable projects, deliver willing participants and successfully pursue grants.

At the Road Committee meeting on June 3rd we discussed the need for planning at a higher level, especially in concert with our neighbors outside the Ranch and will be presenting opportunities and options over the next few weeks.

As has already been announced we will be conducting a series of exploratory meetings/workshops with interested Ranch Owners to go over the possibilities and talk about just what Wildland Fire Planning looks like.

There are tremendous informational resources becoming available. Wildland Fire Knowledge is growing but basic knowledge has been there for nearly a century.

We will be sharing more of that on a regular basis.

The following are just a sampling of the wide variety of fire knowledge available. We will continue to share more as we consider the planning issue.

#### California Fire History

<http://projects.capradio.org/california-fire-history/#6/38.58/-121.49>

#### Good Fire Alliance

<https://calpba.org/good-fire-alliance>

#### Fire in California

<https://ucanr.edu/sites/fire/>

#### Fuels Management

<https://www.doi.gov/wildlandfire/fuels>

#### Wildfire Impacts

<https://wildlife.ca.gov/Science-Institute/Wildfire-Impacts>

#### Fire Forward-Audobon Canyon Ranch

<https://www.fireforward.org/fire-forward>

#### Prescribed Fire in California (video)

<https://www.bing.com/videos/search?q=prescribed+burn+&&view=detail&mid=83068F11C0E278CD4A3483068F11C0E278CD4A34&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3Dprescribed%2Bburn%2B%26FORM%3DHDRSC3>

#### Prescribed Burning in Norther California (2012)

<https://www.bing.com/videos/search?q=prescribed+burn+california&&view=detail&mid=8CF18CE1DAFE4A037F2C8CF18CE1DAFE4A037F2C&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3Dprescribed%2520burn%2520california%26qs%3Dn%26form%3DQBVDMMH%26sp%3D-1%26pq%3Dprescribed%2520burn%2520california%26sc%3D5-26%26sk%3D%26cvd%3D124D5E80B9E14EAD8C9CD8E0537898BE>

#### Options of Prescribed Fire on Private Lands in California (2018)

<https://www.bing.com/videos/search?q=prescribed+burn+california&&view=detail&mid=6A9758B0C93AB2679A7F6A9758B0C93AB2679A7F&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3Dprescribed%2520burn%2520california%26qs%3Dn%26form%3DQBVDMMH%26sp%3D-1%26pq%3Dprescribed%2520burn%2520california%26sc%3D5-26%26sk%3D%26cvd%3D124D5E80B9E14EAD8C9CD8E0537898BE>

More Later

mld

## ROAD USE REMINDERS

The following is the regular reminder about use of the Road. Please share this with all guests and vendors.

Please advise all road users that the road crosses private property and is maintained for access and egress only. All safety is the responsibility of the road user and no liability is assumed by any property owner or any member of the Road Association or the Road Committee.

All road use is explicitly at your own risk. Opening of the front gate and entry by any property owner, their guests, or any other individual constitutes acceptance of these terms.

Please remind all guests that the road crosses private property and that there is no hunting allowed from the road on the

## RESOURCES

### SONOMA COUNTY EMERGENCY INFORMATION (SoCoALERT)

<https://socoemergency.org/>

### CAL FIRE INCIDENT INFORMATION

<http://www.fire.ca.gov/incidents/>

### CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

<http://www.dfg.ca.gov/>

<http://www.dfg.ca.gov/regulations/>

### SONOMA COUNTY SHERIFF

<http://www.sonomasheriff.org/>

### SONOMA RESOURCE CONSERVATION DISTRICT

<https://sonomarc.org/>

(707) 569-1448

## KEYS FOR THE BIG IRON GATE

Keys are available for the Big Iron gate from the Road Association. The cost is \$10.00 each. Please contact Martin Dreiling or Dave Otero if you'd like one.

## INFORMATION

### WICKERSHAM RANCH ROAD ASSOCIATION

c/o

1103 Juanita Avenue  
Burlingame, California 94010

e-mail:

[wranch@dtbarch.com](mailto:wranch@dtbarch.com)

#### Road Committee:

Martin Dreiling, Parcel 8,9  
[md@dtbarch.com](mailto:md@dtbarch.com)

David Katz, Parcel 25  
[davidkat@sonic.net](mailto:davidkat@sonic.net)

John Machado, Parcel 12  
[cynmachado@comcast.net](mailto:cynmachado@comcast.net)

Ranch Website (by Tami Bobb, David Otero)  
“<http://www.wickershamranch.com>”

Thanks to Tami and Dave for their efforts in sharing space on their personal ranch site for our benefit.

properties of others, unless specific permission has been given by the property owner.

### The Usual Stuff:

- Always lock the gate, regardless of whether it was unlocked when you got there.
- Make sure the combo is NOT left on the lock or the lock will not lock. Spin the numbers before locking and test the lock to make sure that it is locked.
- If you wish to leave the gate open for a car that may be following, please wait at the gate while it is open.
- Please pick up litter and debris that does not belong on the road. If you are at the Front Gate and see litter, please assist in picking it up, even if it's not yours. This makes the Front Gate more attractive for all users.
- Please remove rocks or trees that have fallen onto the road. (If you remove a large tree or perform other substantial work in keeping the road open, please advise the Committee so we can say thanks.)
- Please get permission from the Owners of the front ranch to park cars inside the front gate. Contact:

**Hugh Reimers**

[hugh.reimers@outlook.com](mailto:hugh.reimers@outlook.com)

**831 682 0245**

Please park between the front gate and the second green-post and chain fence. This way the Owner can tell that you are a guest and not a trespasser.

- Please drive slowly and carefully.

### Keep our Road Washboard Free

- All vehicles using the road should be All Wheel Drive or 4WD. Please use 4WD or set your All-Wheel Drive to 4WD/ increased traction mode. (This may require you to turn a knob to a picture of trees or a snowflake on some cars...) Don't let the vehicle decide or you may still have micro-slips that generate washboards.

# Policy Proposal

The following is a proposed policy for administration and maintenance of the Wickersham Ranch Road. This policy shall become a part of the larger body of policies and practices instituted to comply with the Wickersham Ranch Road Maintenance Agreement that applies to all Wickersham parcels served by the Wickersham Ranch Road, including portions renamed as Tombs Creek Road.

This policy is presented for review by the Wickersham Owner’s and shall be instituted as noted by consensus or, if necessary, by a vote of the Owners.

## Policy: 2021 Road Dues Modifications to existing Vineyard and Timber Assessments

June 2021

<b>Title</b>	2021-01	Regular Supplemental Dues Assessments for Agricultural, Commercial, Industrial operations and Full Time Residential use.
<b>Purpose</b>		<ul style="list-style-type: none"> <li>• To address land uses at the Wickersham Ranch that generate excess road use beyond baseline recreational use.</li> <li>• To expand the present “Vineyard Assessment” to include ag, commercial and industrial uses.</li> <li>• To expand the present “Timber Assessment” to include other one-time project uses.</li> </ul>
<b>Effective</b>	Jan 1, 2022	Becomes policy for next dues cycle starting n 2022
<b>Revised Policy</b>		
	<b>Regular Dues</b>	Remains at \$500/year per developable parcel for all parcels.. No change to current policy.
	<b>Applicability</b>	All Assessments outlined below occur on top of Regular Dues.
	Vineyard Assessment changed to:	Any property engaging in ongoing agricultural, commercial or industrial operations shall be assessed a supplemental amount reflecting the increase in trips generated by such operations.
	<b>Ag/Commercial/Industrial Assessment</b>	Operations include those that generate trips from vendors, suppliers, employees and excess trips by property owners beyond baseline recreational use. Any operations that generate income based on excessive use of the road shall be included.  Operations that generate no notable excess trips shall not be included.  <b>Assessment Amount: Matches current Regular Dues amount: \$500.00.</b>
	<b>Full Time Resident Assessment</b>	If Regular Dues increase, assessment shall increase at same rate.  Parcels occupied by full time residents, whether owners or tenants, shall be assessed at one half of the Regular Dues amount.

	<p>Assessment Amount: Equals 50%of current Regular Dues amount: \$500.00.</p> <p>If Regular Dues increase, assessment shall increase at same rate.:</p>
<p>Timber Assessment changed to:</p>	<p>Any property engaging in a Substantial Project that generates excess trips shall be assessed a supplemental amount reflecting increase in trips generated by the project.</p>
<p><b>Substantial Project Assessment</b></p>	<p>Projects include, but are not limited to, timber harvests, vineyard renovations, building construction, ag installations and renovations and other one-time projects that require heavy vehicles and increased trips.</p> <p><b>Substantial Projects shall be assessed at the rate of \$25.00 per “load”</b> similar to the method used for timber harvests.</p> <p>Final Load Count shall be reported by the Owner. The Owner and the Road Committee can adjust the load count to reflect lower vehicle weights and actual impacts to the road.</p> <p>Owners shall coordinate with the Road Committee in advance of a Project to assess traffic impacts on other road users and to estimate the likely Adjusted Load amount for the project.</p>
<p><b>Wildland Fire Preparation Projects</b></p>	<p>Any property engaging in Wildland Fire Preparation projects that generate road impacts shall be <b>exempt</b> from either assessment.</p> <p>Such impacts shall include frequent access to properties, excess trips by employees and support staff, excess trips for controlled burns and similar such activities.</p>
<p><b>Timber Harvest associated with Wildland Fire Preparation</b></p>	<p>Timber Harvest associated with Wildland Fire Preparation is <b>not exempt</b> and shall be assessed as a Substantial Project.</p>
<p><b>Resource Usage</b></p>	<p>All amounts collected will become a part of the general road maintenance resources to be used at the discretion of the Road Committee.</p> <p>The Road Committee shall determine on an ongoing basis the most appropriate locations to expend resources with the goal of keeping the overall road in serviceable condition and addressing the highest needs based on ongoing assessment of priorities.</p>
<p><b>Alternative 1: Variable Amounts</b></p>	<p>Alternate Assessment for Ag/Comm/Ind operations:</p> <p>Assessment may be based on the length of road traversed from the Front Gate to the subject property point of entry. <b>Amounts for each property, should that property undertake an ag/comm/ind operation are shown in the attached schedule</b></p> <p>The amount includes a baseline for the first 6 miles of road that everyone uses and then an increasing amount for each subsequent mile of road. The amounts also reflect road maintenance severity. Snot Hill, for instance, is much harder to maintain than the ridges beyond Mile 8.</p>

Site Wickersham Ranch Road

Date 4/2/19

Last Update 6/12/21

Ag/Commercial/Industrial Assessment by Parcel

Parcel	Current Primary Owner	Mileage from Front Gate	Portion of Road Used	Eligible Amount	Notes
1.00	<b>37</b> Beall	6.39	53.2%	351.45	Currently \$500
1.00	<b>35</b> Hockett 1	6.56	54.6%	362.20	
1.00	<b>36</b> Hockett 2	7.86	65.4%	446.70	
1.00	<b>34</b> Shin	7.10	59.1%	397.30	
1.00	<b>31</b> Button	8.28	68.9%	474.00	
1.00	<b>30</b> Weinstock	8.28	68.9%	474.00	
1.00	<b>32</b> Anderson	8.28	68.9%	474.00	
1.00	<b>29</b> Dryburg	8.28	68.9%	474.00	
1.00	<b>33</b> Cleary	8.77	73.0%	505.85	
1.00	<b>16</b> Carroll	8.77	73.0%	505.85	Possible Ag impacts
1.00	<b>00</b> Otero 2	9.27	77.1%	522.75	
1.00	<b>15-2</b> Otero 1	9.30	77.4%	523.50	
1.00	<b>17</b> Rush	9.39	78.1%	525.75	
1.00	<b>5</b> Schaefer	9.68	80.5%	533.00	
1.00	<b>15-3</b> Ettlting	9.68	80.5%	533.00	Full Time Residence
1.00	<b>6</b> Thornfeld	9.68	80.5%	533.00	
1.00	<b>15-1</b> Farrar	9.90	82.4%	538.50	
1.00	<b>8</b> Dreiling	10.07	83.8%	542.75	
1.00	<b>9</b> Dreiling	10.07	83.8%	542.75	
1.00	<b>7</b> Farnsworth	10.07	83.8%	542.75	
1.00	<b>13</b> Pedroni	10.07	83.8%	542.75	
1.00	<b>14</b> Meisels	10.07	83.8%	542.75	Possible Ag Impacts, Full Time Residence
1.00	<b>18</b> Ortiz	10.62	88.4%	556.50	
1.00	<b>19</b> Vineyard	10.63	88.4%	556.75	Currently \$500
1.00	<b>27</b> Soderholm	11.03	91.8%	566.75	
1.00	<b>28</b> Soderholm	11.03	91.8%	566.75	
1.00	<b>26</b> Joliquer	11.19	93.1%	570.75	
1.00	<b>20</b> Moser	11.28	93.8%	573.00	
1.00	<b>25</b> Katz	11.39	94.8%	575.75	
1.00	<b>23</b> Combs	11.39	94.8%	575.75	
1.00	<b>22</b> Wells	11.82	98.3%	604.50	
1.00	<b>21</b> Simon	11.82	98.3%	604.50	
1.00	<b>12</b> Machado	12.02	100.0%	619.50	