

## Motorcycle Riders Pose Problem

# Belmont Seeks Way To Patrol Sugarloaf

Fears and tempers are rising over the influx of motorcycle trail riders on Sugarloaf Mountain and the effect they're having on the residential areas of Belmont to the south and across the canyon.

The Belmont City Council began a search for a solution Monday night, but so far has run into a nearly blank wall of too little police manpower to handle the horde, a lack of sufficient jurisdiction and an unfilled need to get the word out that hill-climbing on Sugarloaf is verboten for motorcycles and all-terrain vehicles under a new state law that took effect Jan. 1.

The council took up a letter from Al Bullock, 1912 Bishop Road, in the Sky-mont subdivision, who complained about bikers coming from as far away as Petaluma to "do their thing." This means "running up and down makeshift trails for hours on end," he said.

"The noise is bad enough, but the pollution left by these would-be hill climbers adds insult to injury."

by the Sugarloaf hill-climbers because of topography which allows the bikers access from the Belmont side. The unincorporated mountain, once slated to be the site of a high-rise garden apartment development and owned by Cargus Corp., lies between Belmont and San Mateo and is easily accessible from both.

Putting up signs warning bikers away only leads to the signs "being added to some kid's bedroom collection," DeChaine said.

Singer told the council that a combination of the sheriff's office helicopter and Belmont ground patrol cars has worked, when the copter is available to herd the derring-do enthusiasts into the waiting arms of the ground-bound officers at the mountain trail exits.

Belmont has been citing two such riders a week, mostly on weekends, when the action occurs, Singer said. But a full patrol would require four police units, all he has on duty, to cover all the Sugarloaf exits and he just can't do it, he said.

Floyd Sampson, 3611 Hillcrest Drive, president of the Plateau Homeowners Association, agreed with Singer and Bullock. Sampson suggested that the entire Sugarloaf area be closed to all vehicle and foot traffic because of the drought.

He specified endless beer cans, wine bottles and human excrement left "by these unfeeling individuals."

Bullock added Monday night that he had checked out 39 license numbers obtained from motorcycles and four-wheel drive vehicles entering the Sugarloaf area from Belmont. Of these only 12 were from Belmont, many were from San Mateo, one was from as far away as Sunnyvale and two were stolen.

The council directed City Manager James P. DeChaine to write to the Municipal Court presiding judge encouraging the local courts to levy higher fines for trespassing on private property on Sugarloaf. The law provides for a \$500 maximum fine for trespassing or use of illegally equipped vehicles on private property where permission to pass has not been obtained.

Mayor William H. Hardwick asked also that license numbers be obtained and warnings sent to vehicle owners, a practice Police Chief William R. Singer said already is being carried out.

DeChaine conceded that Belmont is most affected

"It will have to be an ongoing program" of some kind, Singer summed up.

Councilman Robert A. Jones recalled that the Western Hills bike riders had been controlled several years ago by police riding a Jeep. But DeChaine said there were fewer access points there and the area has been largely developed now, so there isn't the open space anymore.

Councilman Walter J. Worthge suggested a Jeep-riding sheriff's deputy be stationed at the mountain top for two weekends, long enough "to get the word around" among the bikers.

That wouldn't work either, Singer said, because a Jeep can't catch a bike on mountain trails and as soon as the deputy left, the cycles would be back.

Bullock said the fire danger is increasing, too, because of the all-night parties that go on on the mountain, featuring lots of drinking, yelling and racing of cars and bikes.

There have been two small grass fires so far this year and with the drought there could well be more, Bullock warned.

"We're afraid we're going to lose a couple of houses in one of these grassfires," he said.

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# A New Plan Offered For Sugarloaf Growth

S.M. TIMES 11/30/77  
By FRED BURBANK

The latest concept for development of Sugarloaf Mountain was unveiled Tuesday night to mild reaction.

Whereas past plans for building on the 262-acre landmark between San Mateo and Belmont have met with waves of community opposition, this one caused barely a ripple.

The setting was a joint informational meeting of the San Mateo County and the San Mateo City planning commissions at San Mateo City Hall.

Under discussion was the county's idea of how Sugarloaf should be developed. The county plan was prepared with the assistance of San Mateo and Cargus Corp. officials. Cargus owns the land.

It calls for minimal development on the hogback and freeway knolls areas. The large central cone — highly visible from

effort of Cargus to build on the site which culminated in the county taking over planning for the area which lies in unincorporated territory. The result was preparation of general and specific plans which will be considered for adoption after public hearings are held.

While Cargus has not submitted its formal development request, it is presumed the firm's building plan will be in line with that recommended by the county. It will be reviewed in detail by the City of San Mateo.

Homeowners in the vicinity raised a few questions about water, soil stability and dirt hauling, but there was none of the acrimony which marked prior Sugarloaf sessions.

Craig said no new dams will be required to handle runoff, but a 1-million-gal-

lon water tank will be needed to accommodate development. Soil stability will be assured, he added.

The first two of four scheduled public hearings are to be held Jan. 5 and Jan. 19 in San Mateo. A Local Agency Formation Commission annexation hearing is planned for March, and city approval is hoped for in May.

## Consultant Hired For Sugarloaf Mt.

BEL. COOP. 11/16/77

Bids for the first phase of construction for a new San Mateo County women's jail facility in Redwood City were opened last week by the San Mateo County Board of Supervisors.

Five bids came in for the \$1.2 million project, which must begin within 90 days according to regulations for the federal public works funds which are financing the construction.

Ralph Larsen and Son, Inc., of Burlingame, was low bidder; the highest bid came in at \$231,000. The county's estimate had been close to \$250,000.

The new facility will be located next to the men's work furlough facility, east of Bayshore freeway on Maple Street.

In other actions the supervisors:

—Approved the hiring of Hart, Krivatsy and Stube, consultants at a cost of not more than \$3,000, to assist in planning of the Sugarloaf Mountain development in Belmont.

The consultant will assist in design analysis, preparation of sketches, and design concept review through the end of this month.

—Approved the establishment of a seven-member historic resources advisory board, which will advise the county planning staff on preparation of a historical resources plan. The board will also advise on the identification, preservation, restoration and interpretation of historical resources in the county.

—Approved a progress report on a draft environmental management plan for the county, prepared by the Association of Bay Area Governments (ABAG).

—Voted to renew for another five years the lease on the coroner's warehouse at 900 Industrial Road, San Carlos, rather than moving to new quarters in Redwood City, at an estimated savings of \$25,000 per year.

much of the Peninsula — would remain open space.

Under the county's concept, building would be limited to six single-family homes, 224 townhouses and 154 condominiums. There would be no commercial or executive office structures.

Total population was estimated at 990 maximum.

The plan was explained

by Donald Craig, project planner for the county, and Malcolm C. Carpenter, an independent consultant working with the county on Sugarloaf planning.

Craig said the county and city have "acknowledged the right of Cargus to develop the property."

He reviewed the six-year

# Stop Sugarloaf Bikers, Residents Ask Council

*Bel. Court 3/16/77*  
The dirt, noise, debris and harassment of having one of the county's best sites for riding trail bikes smack dab in one's backyard has caused Belmont resident Al Bullock to plead for help with the Belmont City Council.

Mr. Bullock and other residents have expressed concern over the number of off-road vehicles and trail bikes using Sugarloaf Mountain, between San Mateo and Belmont.

"Motorcyclists come from all over the state," City Manager James DeChaine told city councilors at the March 14 meeting. "This is one of the ideal places to ride a trail bike."

But since the mountain itself is not in Belmont jurisdiction, and compounded by the fact that it is dangerous for police to pursue dare-devil bikers, little can be done to stop the noise, said Police Chief William Singer.

At present, signs war-

ning of fines and penalties for bringing vehicles onto the steep hillside have been torn down, stolen or ignored.

All that can be done is for San Mateo County deputies in a helicopter, to chase the cyclists off the mountain into Belmont. "where our officers pick them off," Chief Singer told the council.

Sheriff's deputies did

have one officer on a trail bike trained to catch and ticket the offenders, but he was injured last year, explained the chief.

But residents, who like to use the property for serene walks and exercising dogs, feel something should be done to stop motorcyclists "who've turned Sugarloaf Mountain into their own 'private' speedway," wrote Mr. Bullock.

And although Mr. Bullock was not available for further comment before press time, he did say that some residents had been harassed by the bikers.

The council was not able to come up with any action other than direct the city staff to write to judges of the county municipal court, asking them to impose stiffer fines for those caught on the mountain. Police were also asked to request residents to call police and complain.

Mr. Bullock had a list of 39 vehicles he has spotted on the mountain. Twelve were from Belmont, two were stolen and one was from as far away as Nevada.

But, with so many access routes, it is difficult to block off entry to the mountain, Chief Singer explained, adding that it would take "all I have on duty to do it."

"The trick is to keep the

vehicles out," said Mr. Bullock. "But I don't want them to fence it."

Cargus Corp. of 4100 South El Camino Real, San Mateo, owns 187 acres of the mountain, according to Don Thompson at the San Mateo County Assessors Office.

Because local cities have pledged to buy the land for open space, owner Alf Carstons has no plan to fence the property.

He has put up an average of 50 signs each year, only to have them disappear, he said.

In the past, Mr. Carstons said, he may have been sued by people injured on the property, but of late there have been no lawsuits, he said.

Mr. Carstons said it was up to the city and county to find a solution to the problem.

